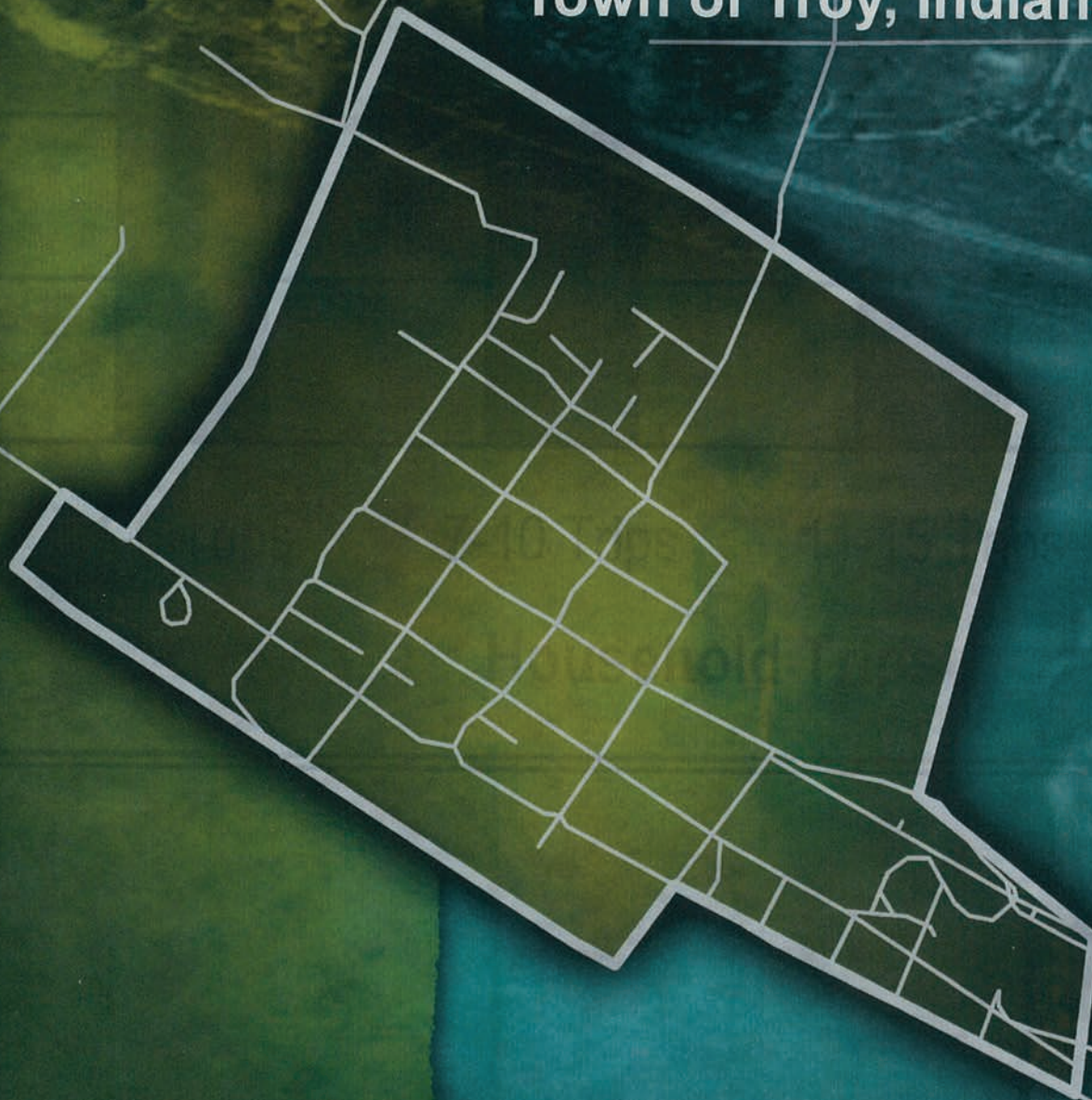


Final Comprehensive Plan

**for the
Town of Troy, Indiana**



BERNARDIN • LOCHMUELLER & ASSOCIATES, INC.
One Source for a World of Solutions

Troy Comprehensive Plan

Final Report

Prepared for: **The Town of Troy**
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Draft Final Plan published: November 14, 2006

Plan Commission public hearing and adoption: November 29, 2006

Town Council plan adoption: December 13, 2006

[illegible]

RESOLUTION NO. 2-2006

RESOLUTION ADOPTING THE COMPREHENSIVE PLAN

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TROY, INDIANA
ADOPTING THE COMPREHENSIVE PLAN OF THE TOWN OF TROY, INDIANA**

WHEREAS, the Advisory Plan Commission of TROY, Indiana, did on November 29, 2006 hold a legally advertised public meeting to consider adoption of the attached Comprehensive Plan (Exhibit A) for the town; and

WHEREAS, the Plan Commission did consider said Comprehensive Plan until all comments and objections were heard, and

WHEREAS, the Plan Commission found that the plan meets the requirements of Indiana Code 36-7-4-500, and that the adoption of this plan is found to be in the best interests of TROY, Indiana, and

WHEREAS, the Town Council finds that it is in the best interest of the Town to adopt said plan.

NOW THEREFORE, BE IT RESOLVED, that the Town Council of TROY, Indiana, hereby adopts Exhibit A, attached and made a part hereof, as the Comprehensive Plan of the Town of TROY, Indiana.

This resolution shall take effect from and after its passage as provided by law.

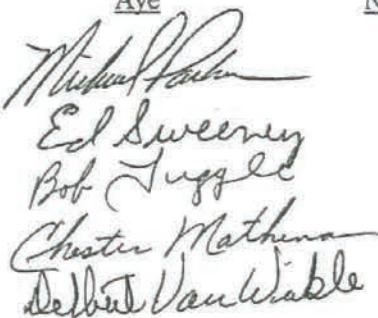
DULY ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF TROY, INDIANA, ON THIS
THE 13th DAY OF December, 2006.

Aye


Nay

Abstain

Absent


Michael Parker
Ed Sweeney
Bob Tuggle
Chester Mathena
Delbert Van Winkle

Delbert VanWinkle
Chester Methena
Ed Sweeney
Robert Tuggle


Michael Parker, President

ATTEST:


Vicki Tuggle, Clerk-Treasurer

**COMPREHENSIVE PLAN
TOWN MEETING
DECEMBER 13, 2006
TOWN OF TROY**

	<u>NAME</u>	<u>ADDRESS</u>
1.	Lisa Gohlhausen	Indiana 15 Regional Planning Comm.
2.	Tom Moseley	" " " "
3.	Susie Fikwendel	Planning Commission Secretary
4.	Sharmar Garboe	P.O. Box 113 Troy, IN
5.	Gary Palmer	" " 86 " "
6.	Jack K. Kozlowski	P.O. Box 6 Rockport, IN 47635
7.	Delbert Van Winkle	Box 3, Troy
8.	Trudi J. Tuggle	Box 131 Troy
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10.	Chit Mathina	P.O. Box 23 Troy, IN
11.	Bob Tuggle	P.O. Box 97 Troy IN
12.	Ed Sweeney	P.O. Box 284 Troy, IN.
13.	David Ripke	Bernardin Lochmuller & Assoc.
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		

**COMPREHENSIVE PLAN
CERTIFICATION**

I, Susie Fortwendel, Secretary of the Troy Advisory Plan Commission do hereby certify to the Troy Town Council, that the Comprehensive Plan of the Town of Troy, a true copy of which is attached, was considered and approved by the Troy Advisory Plan Commission at their meeting held on November 29, 2006 by a vote of 5 in favor, 0 against, 0 abstaining, and 2 absent and do herewith forward the same to you for your consideration and approval.

Susie Fortwendel
Susie Fortwendel
Secretary
Troy Advisory Plan Commission

11-29-06
Date

RESOLUTION NO. 2-2006
RESOLUTION OF THE PLAN COMMISSION
ADOPTING THE COMPREHENSIVE PLAN

A RESOLUTION RECOMMENDING THAT THE TOWN COUNCIL OF THE TOWN OF TROY ADOPT THE ATTACHED COMPREHENSIVE PLAN OF THE TOWN, CONSISTENT WITH INDIANA STATE LAW REQUIREMENTS, WHICH STATE THAT A COMPREHENSIVE PLAN MUST CONTAIN THE FOLLOWING ELEMENTS:

1. A statement of objectives for the future development of the jurisdiction.
2. A statement of policy for the land use development of the jurisdiction.
3. A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

WHEREAS, the Advisory Plan Commission of Troy, Indiana, did on November 29, 2006 hold a legally advertised public hearing on the proposed Comprehensive Plan of the town of Troy, Indiana until all comments and objections were heard; and

WHEREAS, the Advisory Plan Commission found that said plan is in the best interest of the citizens of Troy, Indiana.

NOW THEREFORE, BE IT RESOLVED, that the Advisory Plan Commission of Troy, Indiana, recommends to the Town Council the adoption of said Comprehensive Plan attached hereto named Comprehensive Plan of Troy, Indiana, dated November 2006.



Sharman Jarboe
President
Troy Advisory Plan Commission

11-29-06

Date



Susie Fortwendel
Secretary
Troy Advisory Plan Commission

11-29-06

Date

Acknowledgements

Troy Town Council

Michael Parker, President	Ed Sweeney, Member
Delbert Van Winkle, Member	Robert Tuggle, Member
Chester Methena, Member	Vicki Tuggle, Clerk-Treasurer

Troy Advisory Plan Commission

Sharman Jarboe, President	Vicki Mathena, Vice President
Susie Fortwendel, Secretary	Gary Palmer, Member
Robert Fella, Member	Robert Tuggle, Member
Betty Linne, Member	

Indiana 15 Regional Planning Commission

Lisa Gehlhausen, Executive Director

Bernardin•Lochmueller & Associates, Inc.

David Ripple, Project Manager	Valerie Romano, Planner
Matt Schriefer, Planner	Daniel Townsend, Engineer

The plan was funded in part by a Planning Grant from the Indiana Office of Community and Rural Affairs, which provided federal funds made available through the Community Development Block Grant Program allocated by the U.S Department of Housing and Urban Development.



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EXECUTIVE SUMMARY

A. COMPREHENSIVE PLAN PURPOSE

Troy has never had any type of land use control. The first step in creating land use controls is to develop a Comprehensive Plan. The Town of Troy is using the firm Bernardin, Lochmueller and Associates, Inc. to help develop a Comprehensive Plan that will help to guide future growth and development in and around Troy.

The new Comprehensive Plan will be adopted by the Advisory Plan Commission and the Troy Town Council after a series of public forums and a public hearing.

B. CONTENT

The Comprehensive Plan document consists of six chapters. The first four chapters provide a profile of the community. This community profile documents the base studies and research that serve as the foundation for development of the new Comprehensive Plan and define future land use needs. Of particular interest, Chapter 1 defines how the Comprehensive Plan is to be used in the development review process, and establishes a checklist of development review guidelines.

Chapter 5 establishes the Future Vision for the community based on a survey from Troy residents. This chapter sets forth goals, objectives and guidelines for the physical development of the community. The Future Vision consists of the Land Use Development Policy Statement, the Public Infrastructure Policy Statement and the Future Development Objectives Statement as required by state planning enabling statute, plus Development Review Guidelines.

Chapter 6 includes the Land Use Development Plan, Transportation/Thoroughfare Plan, Utilities Plan, Community Facilities Plan, Open Space and Recreation Plan, Environment Plan and the Implementation Program.

The Land Use Development Plan consists of the Future Land Use Map with descriptions of the land use designations.

The Transportation/Thoroughfare Plan was developed to meet the requirements of Indiana Code 36-7-4-506. In general, the Transportation/Thoroughfare Plan includes functional class definitions, appropriate cross sections and access control requirements, and roadway improvements.

Basic preservation and expansion policies for public sanitary sewers, waterlines and drainage facilities are included in the Utilities Plan.

The Community Facilities and Services Plan documents basic preservation and expansion policies for government and other public buildings.

The Open Space and Recreation Plan documents basic preservation and expansion policies for public open space and recreational facilities. Future recreational land and recreational facility needs are also identified.

TROY COMPREHENSIVE PLAN: Final Report

Policies for the protection of the manmade and natural environment including bodies of water, floodplains, wetlands, steep slopes, historic structures, etc. are established in the Environment Plan.

The Implementation Program identifies strategies and actions concerning growth management, economic development and housing. Implementation actions are defined to achieve the preferred future land use plan and the supporting infrastructure. A preliminary zoning district map is included with district definitions.

CHAPTER 1: INTRODUCTION**A. FOUNDATION**

Troy is located in southwest Indiana along the Ohio River near the mouth of the Anderson River in western Perry County. Troy is northwest of Tell City and Cannelton as shown in Figure 1.1. The town is about 1 hour and 15 minutes from Evansville, Indiana, 45 minutes from Owensboro, Kentucky, and 1 hour and 30 minutes from Louisville, Kentucky. Troy is the smallest of three incorporated areas in Perry County with a population of 393 persons in the year 2005. Troy had about a third of the population of Cannelton (1,168 persons) and about five percent of the population of Tell City (7,690 persons) in the year 2005.¹ Located at the intersection of State Road (SR) 545 and SR 66, Troy has access to United States Highway (US) 231 to the west via SR 66. Figure 1.2 shows major points of interest in Troy such as parks, churches and cemeteries.

1. Purpose

The Troy Comprehensive Plan directs the future physical development of the community by serving as the key policy guide for public and private decision makers. It addresses the use of land to accommodate future activities, the phasing of infrastructure (roads and utilities) to support development, the provision of community facilities to meet the needs of residents, and the preservation of natural and manmade amenities to protect the heritage of the community. Ultimately, the Comprehensive Plan reflects the values of the community in balancing the competition for land to sustain the economic vitality and the quality of life of the community. It is the collective vision for the future of Troy.

According to the Indiana Code (IC 36-7-4-501), the purpose of the Comprehensive Plan is to provide for "the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development." Finally, it is required for the adoption of a variety of land use controls (zoning, subdivision, planned unit development, site plan review and thoroughfare regulations) for achieving the community's future vision, and provides a long-range framework for developing capital improvement programs.

Although Perry County has land use controls such as a Comprehensive Plan, a Zoning Ordinance and a Subdivision Control Ordinance, the Town of Troy has never had any type of land use controls. Further, the community has never issued building permits. Indiana Code requires that a Comprehensive Plan be completed before a community can create Zoning or Subdivision Control Ordinances. The adoption of this Comprehensive Plan will allow Troy to create and adopt, if so desired, Zoning and Subdivision Control Ordinances that are consistent with the Plan.

2. Organization

The Comprehensive Plan is being prepared by Bernardin, Lochmueller and Associates, Inc. under contract to the Town of Troy. It will be reviewed and adopted by the Troy Advisory Plan Commission and Troy Town Council after several public forums and a formal public hearing.

¹ U.S. Census Bureau, Annual Estimates of the Population for Incorporated Places

3. Planning Process

The new Comprehensive Plan will be prepared through an interactive process with community leaders and citizens over an eight-month period. The process involves four major steps:

1. developing a profile of where the community has been and where it may be going if existing trends and development policies continue,
2. preparing a vision of where the community desires to be in the future,
3. evaluating alternative future development patterns and supporting infrastructure to achieve the future vision, and
4. documenting the desired land use pattern and associated infrastructure.

The Troy Advisory Plan Commission will be meeting bi-monthly to develop the new Comprehensive Plan. Broader community input will be achieved through interviews with community leaders, a public opinion survey, two public forums at major project milestones and a formal public hearing.

4. Planning Period

The new Comprehensive Plan will use the year 2030 as the horizon year for development of the community. Thus, population and economic forecasts have been prepared for the year 2030 to guide the determination of future land use needs. The desired future land use pattern addresses the preferred location for satisfying these land use needs. Because conditions and development assumptions change over time, forecasts for the immediate future are always more accurate than the distant future. Accordingly, it is desirable to review the underlying assumptions and to make mid-course adjustments as needed to achieve the future as envisioned by the Comprehensive Plan through a review every five years and an update every ten years.

5. Planning Area

The Troy Comprehensive Plan encompasses the incorporated area of the Town of Troy as well as the industrial area north of town and the residential area east of town.

B. USE

The Comprehensive Plan is a framework and guide for land use regulations, development actions and decisions, and public expenditures on infrastructure to support land use activities. Prior to approval of requests for changes in land use (i.e., rezoning proposals and Future Land Use Map amendments) by the Plan Commission, the proposed changes are to be considered and evaluated in relation to the Comprehensive Plan. The Comprehensive Plan also serves as a guide for subdivision regulations, zoning ordinances and capital improvement programs. Finally, the Comprehensive Plan provides guidance on a variety of public programs ranging from economic development and housing improvement to environmental protection and historic preservation.

1. Review of Land Use Change Proposals

The Comprehensive Plan must be considered by the Plan Commission in recommendations on rezonings (amendments to the zoning district map) or Future Land Use Map amendments. In the case of rezoning applications, consideration should be given to the Future Land Use Map as well as applicable development review guidelines of the Comprehensive Plan. The rezoning proposal should be consistent with the future land use designation on the Future Land Use Map and should comply with applicable development review guidelines.

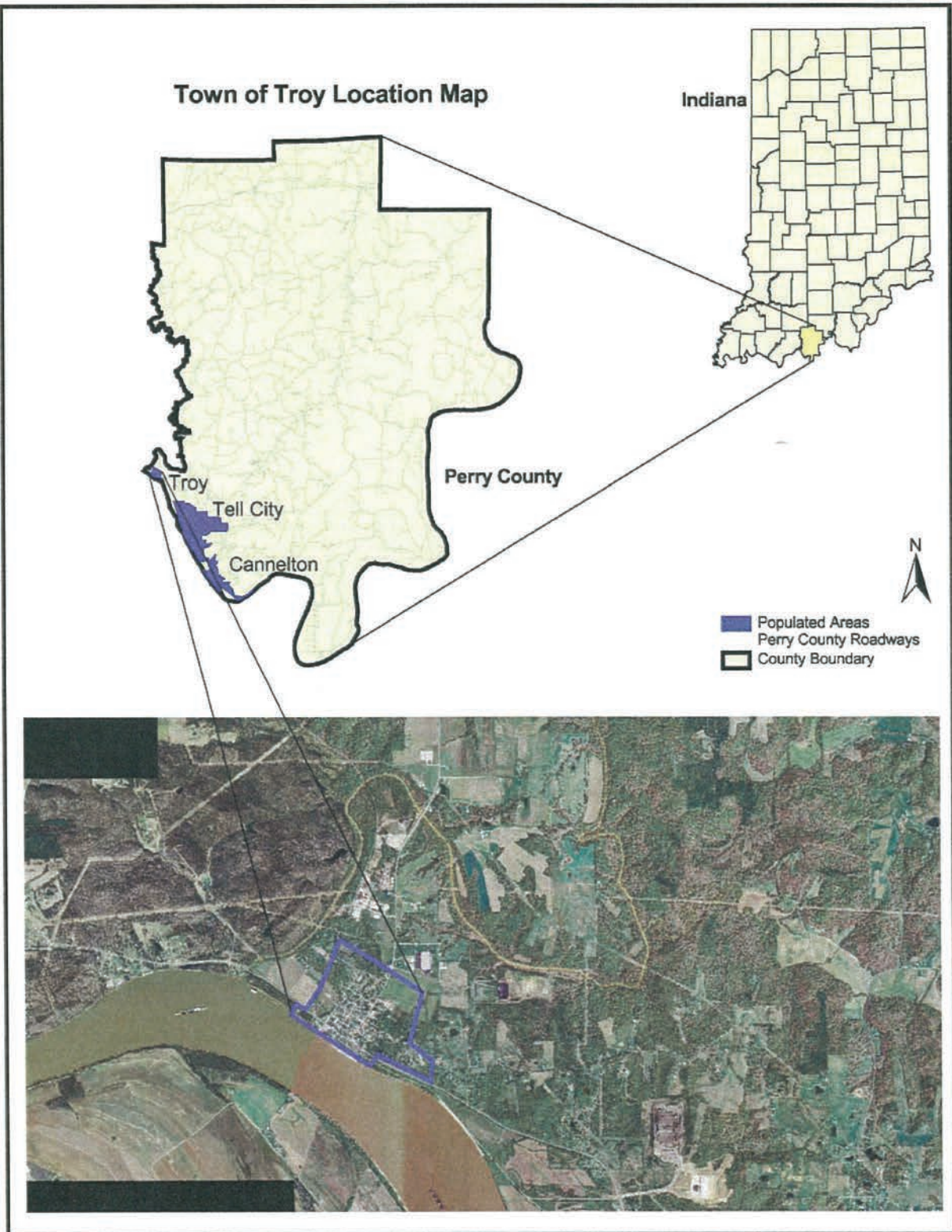


Figure 1.1: Town of Troy Location Map



Figure 1.2: Troy Points of Interest

a. Consistency with Future Land Use Map (Test 1)

If the proposed land use change is of a comparable or lesser intensity land use than the future land use designation, the proposed land use change may be considered consistent with the future land use designation. For example, a land use change to offices or apartments would be generally consistent with the future land use designation for commercial use because offices and apartments are generally permitted uses in commercial zoning districts.

If the proposed land use change is of a significantly different intensity than the future land use designation, the proposal may not comply with the future land use designation. In such cases, the applicant may seek an amendment to the future land use designation using the development review guidelines to support the Future Land Use Map amendment.

b. Consistency with Development Review Guidelines (Test 2)

If the proposal is consistent with the future land use designation but does not comply with all applicable development review guidelines, the rezoning applicant should identify mitigative actions to bring the development proposal into compliance with the development review guidelines. For a zoning district map amendment or Future Land Use Map amendment to be consistent with the Comprehensive Plan, it should normally be consistent with applicable development review guidelines.

c. Exceptions to General Consistency Tests

Lack of consistency with the future land use designation or violation of any applicable guideline will typically constitute sufficient reason to find the proposed land use change to be inconsistent with the Comprehensive Plan. However, there may be exceptions to this rule including:

1. If the proposed land use is not consistent with the future land use designation, consistency with all applicable development review guidelines may be sufficient to demonstrate consistency with the Comprehensive Plan.
2. If the proposed land use is in violation of a guideline, it may be considered consistent with the Comprehensive Plan when
 - (a) The overall intent of the Comprehensive Plan is followed.
 - (b) The proposal does not substantially violate the applicable guideline or the adverse impact of the proposal on the community is minimal or nonexistent.
 - (c) All feasible and practical methods have been exhausted for bringing the proposal into consistency with the applicable guideline.

2. Foundation for Land Use Controls

Adoption of the Comprehensive Plan is a prerequisite to the adoption of land use controls such as the Zoning Ordinance, Planned Unit Development Ordinance, Condominium Control Ordinance, Subdivision Control Ordinance and Thoroughfare Ordinance by the local legislative body.

The Zoning Ordinance identifies permitted land uses and development standards relating to the intensity of the use. Development standards encompass such features as minimum lot size, housing unit density, lot coverage, floor area to lot area ratios, yard requirements, height restrictions, off-street parking space requirements, signing limitations and landscaping requirements.

The Planned Unit Development Ordinance is usually a special zoning district designation that permits the mixture of uses (which normally fall in multiple zoning district designations) and deviation from usual development standards.

The Condominium Control Ordinance may be used to control the development of condominium type projects. It often defines the arrangement of horizontal and vertical property rights in such developments.

The Subdivision Control Ordinance establishes rules under which property owners may divide tracts of land. Exceptions from the rules are often established for land trades, the division of tracts for agricultural purposes and the division of tracts where public infrastructure improvements are not needed. The subdivision regulations generally cover the design of physical improvements to land such as roads, sanitary sewers, waterlines and drainage facilities. They are intended to protect the property owner from inadequate services essential to the use of the property and to protect the community from excessive maintenance costs associated with improperly constructed facilities.

The transportation element of the Comprehensive Plan may be adopted as the Thoroughfare Plan. The Thoroughfare Plan is crucial to the preservation of right-of-way and the designation of consistent design standards for arterials when subdivisions are created or land is developed abutting arterials.

3. Basis for Capital Improvement Programs

The Comprehensive Plan may also serve as the framework for local capital improvement programs. The future land use pattern must be associated with infrastructure improvements to sustain development. Thus, the Comprehensive Plan provides guidance on the long-term location and phasing of roadway, sanitary sewer, waterline and drainage improvements to support development. Annual or short-range capital improvement programs usually draw projects from the long-range capital improvement program defined by the Comprehensive Plan.

4. Other Uses

The Comprehensive Plan has numerous other uses governing public and private decisions concerning physical improvements to the community. Of greatest significance, it guides private land owners. If land owners want to use their land in a new way, they need to identify the current zoning district designation of their property and determine if the new use is permitted. If the proposed use is not permitted by the current zoning designation of the property, the Comprehensive Plan will be considered in determining the appropriateness of the proposed change in zoning to permit the new use.

CHAPTER 2: COMMUNITY SETTING**A. HISTORIC****1. History of Community²**

Troy and the surrounding area began attracting settlers as early as 1795. In 1804 settlers arrived at a port where the Anderson River flows into the Ohio River that later became known as Troy. In 1814 Perry County was formed with Troy being made the county seat a year later. Francis Posey and Samuel Moore surveyed the area to make the first plot for the town. After Indiana became a state in 1816, the county boundaries were redrawn. This prompted the county seat to be moved out of Troy since the town was no longer centrally located within the county. Due to its location on the Ohio River, Troy continued to prosper as an important port, with roads connecting to Jasper, Washington, Paoli, French Lick, Vincennes, Ferdinand and Huntingburg. Troy became an incorporated town in 1837. Shortly thereafter, several industries began operations in Troy.

There is no record of the naming of the Town of Troy. The name appeared after Perry County was divided into townships in 1815. It is not known if Troy Township was named after the Town of Troy or vice versa.

Troy's original plot was surveyed by Francis Posey and Samuel Moore. This included 96 lots (99 feet by 132 feet) and 12 out-lots that became later additions to the town. After Troy became an incorporated town, the Indiana Pottery Company laid out an additional 87 out-lots on the east side of town. As river traffic began to decline, and the railroad became prominent, Troy lost its importance as an economic center. However, the town was still able to serve the surrounding area's commercial, religious and social needs.

2. Historic Structures

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. This effort identifies historic districts, buildings, structures, sites and objects for inclusion in the state-wide historic preservation and documents properties potentially eligible for the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures. There are 53 historic properties identified for Troy that are considered worthy for historic preservation.³



Picture 2.1: Nester House (River Place) , 300 Water Street; 1863/c.1870; Added to National Register in 1990

² History information taken from History of Troy, Indiana and Perry County Interim Report

³ *Indiana Historic Sites and Structures Inventory: Perry County – Interim Report*; Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana; September 1984.

Of the 53 historic properties considered for historic preservation, one structure is listed on the National Register of Historic Places list. The Nester House (River Place), located at 300 Water Street, was listed on the National Register in 1990 (see Picture 2.1).

The inventory places the properties in five designation categories:

1. **Outstanding (O)** – recommended as a potential nomination for the National Register of Historic Places.
2. **Notable (N)** – recommended as a potential nomination for the Indiana Register of Historic Sites and Structures (lacks national significance).
3. **Contributing (C)** – contributes to the density, continuity and/or uniqueness for the whole county or historic district, but the present condition does not appear to meet National or State designation criteria. These properties may be considered for a county or local historic register program.
4. **Reference (R)** – site in historic districts that are considered later or badly altered pre-1940 structures. These properties do not meet Inventory criteria.
5. **Non-Contributing (NC)** – sites in historic districts that create a negative impact.

The identification of properties as historic is primarily for informational purposes and makes these properties available for federal and state programs and tax incentives for historic preservation. Unless these properties are placed on a local, State or National Register of historic properties, there are no restrictions on the use, rehabilitation, reconstruction or demolition of such properties above the zoning and building code requirements applicable to all properties in the jurisdiction. However, the National Environmental Policy Act and the National Historic Preservation Act generally protect these structures from the adverse impacts of improvement projects involving federal or state funds.



Picture 2.2: House on Market Street; Greek Revival, c.1840 (O)

Historic structures in Troy are found in two separate areas, the Troy Historic District, roughly located between Harrison Street and Market Street and Main Street and Franklin Street, and in the area that falls outside of that district. Twenty-seven of the 53 historic structures are located in the Historic District (see Figure 2.1 and Table 2.1).

In Troy's Historic District, there are two Outstanding structures, including St. Pius Catholic Church and a circa 1840 Greek Revival house (see Picture 2.2), five Notable structures and 20 Contributing structures. Notable structures include the St. Pius School

(see Picture 2.3), St. Pius Rectory and other houses. The Historic District also includes 14 Non-Contributing structures and lots.

Forty-nine percent of the historic structures in Troy are located outside of the Historic District (see Figure 2.2 and Table 2.2). There are two Outstanding structures, two Notable structures and 22 Contributing structures located outside of the Historic District (see Picture 2.5 for an example). The Outstanding structures are the Gayer House (see Picture 2.4) and the Nester House (River Place) (see Picture 2.1).



Picture 2.3: St. Pius School; Romanesque Revival, 1899 (N)



Picture 2.4: Gayer House, 500 Main Street; Italianate, c.1885; Architecture (O)



Picture 2.5: Troy Baptist Church, Walnut Street; Gothic Revival, 1898; Architecture, Religion (C)



Figure 2.1: Troy Historic District

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Table 2.1: Troy Historic District Buildings

Market Street (North Side)			
Building Number	Designation	Building	Description
001	NC	Vacant Lot	
002	O	House	Greek Revival, c.1840
003	N	House	Craftsman, c.1915
004	NC	Vacant Lot	
005	C	House	Gable-front/Greek Revival, c.1840
006	NC	Commercial Building	Commercial Vernacular, Indeterminate
Market Street (South Side)			
Building Number	Designation	Building	Description
007	C	House	I-house, c.1865
008	C	F.A.M. Lodge No. 256	Commercial Vernacular, 1882
009	NC	Vacant Lot	
010	C	House	T-plan, c.1890
011	C	Commercial Building	Gable-front, c.1915
012	C	Feed Warehouse	Functional, c.1900/c.1940
013	C	Commercial Building	Commercial Vernacular, c.1900
Franklin Street (North Side)			
Building Number	Designation	Building	Description
014	N	St. Pius School	Romanesque Revival, 1899
015	O	St. Pius Catholic Church	Romanesque Revival, 1883
016	N	St. Pius Rectory	Vernacular, c.1899
017	C	Spring house	Vernacular, c.1890
018	NC	Vacant Lot	
019	C	House	Free Classic Cottage, c.1910
020	C	House	Greek Revival, c.1870
021	C	House	T-plan, c.1885
022	NC	Vacant Lot	
Franklin Street (South Side)			
Building Number	Designation	Building	Description
023	NC	Vacant Lot	
024	C	Troy Bank/Riehl Shoe Shop	Federal, c.1830
025	C	House	Gable-front, c. 1870
026	NC	Vacant Lot	
027	C	House	Hall-and-parlor, c.1900
028	NC	House	Ranch, c.1980
029	C	House	Gabled-ell, c.1890
030	C	House	I-house/Queen Anne, c.1880
031	N	House	I-house, c.1880
032	N	House	I-house, c.1895
033	C	House	T-plan, c.1890
Harrison Street (West Side)			
Building Number	Designation	Building	Description
034	NC	House	Modern, c.1960
035	NC	Trailer	
036	C	Commercial Building	Italianate, c.1875
Harrison Street (East Side)			
Building Number	Designation	Building	Description
037	NC	Trailer	
038	NC	House	Vernacular, c.1940
Main Street (West Side)			
Building Number	Designation	Building	Description
039	C	House	Gable-front, c.1915
040	C	Troy State Bank	Commercial Vernacular, c.1910
041	NC	Vacant Lot	

Source: *Indiana Historic Sites and Structures Inventory: Perry County – Interim Report*, Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana; September 1984.



Figure 2.2: Troy Scattered Historic Sites

Table 2.2: Troy Scattered Historic Buildings

Building Number	Designation	Building	Description
001	C	Troy Cemetery	Cemetery Street; c.1820-present; Exploration/Settlement (625)
002	C	House	Washington Street; Bungalow, c.1915; Architecture (625)
003	C	House	Washington Street; Free Classic, c.1915; Architecture (625)
004	C	House	415 Protsman Street; Hall-and-parlor, c.1900; Vernacular/Construction (625)
005	C	House	425 Protsman Street; T-plan, c.1900; Vernacular/Construction (625)
006	O	Gayer House	500 Main Street; Italianate, c.1885; Architecture (625)
007	C	Farm	Spring Street; Gabled-ell, c.1900; Agriculture, Vernacular/Construction (625)
008	C	House	600 Walnut Street; I-house, c.1890; Vernacular/Construction (625)
009	C	Troy Methodist Episcopal Church	Walnut Street; Vernacular, 1928; Religion, Vernacular/Construction (625)
010	C	House	520 Walnut Street; T-plan, c.1890; Vernacular/Construction (625)
011	C	House	525 Walnut Street; I-house/Federal, c.1840; Architecture, Vernacular/Construction (625)
012	C	House	405 Main Street; I-house, c.1890; Vernacular/Construction (625)
013	C	House	Main Street; Queen Anne/Free Classic, c.1895; Vernacular/Construction (625)
014	C	House	Main Street; Double-pile, c.1890; Vernacular/Construction (625)
015	C	Troy Baptist Church	Walnut Street; Gothic Revival, 1898; Architecture, Religion (625)
016	N	Edward Lindauer House	Walnut Street; I-house, 1902; Vernacular/Construction (625)
017	C	Gas Station/Garage	Walnut Street; Twentieth Century Functional, c.1940; Commerce, Transportation, Vernacular/Construction (625)
018	C	George Dendinger Grocery Store and Residence	Main Street; Gable-front, 1875; Commerce, Vernacular/Construction (625)
019	C	Commercial Building	Main Street; Vernacular, c.1910; Commerce, Vernacular/Construction (625)
020	C	House	510 Market Street; Central-passage, c.1850; Vernacular/Construction (625)
021	C	Troy First Christian Church	Spring Street; Vernacular, 1913/1960; Religion, Vernacular/Construction (625)
022	C	House	Market Street; Free Classic Cottage, c.1910; Architecture (625)
023	C	House	535 Market Street; Gabled-ell, c.1885; Vernacular/Construction (625)
024	N	House	Franklin Street; Single-pen, c.1845; Vernacular/Construction (625)
025	C	Warehouse	Harrison Street; Vernacular, c.1916; Commerce, Vernacular/Construction (625)
026	O	Nester House	300 Water Street; Gable-front/Greek Revival, 1863/c.1870; Architecture, Commerce, Vernacular/Construction (625)

Source: *Indiana Historic Sites and Structures Inventory: Greene County – Interim Report*, Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana; September 1984.

B. NATURAL ENVIRONMENT

1. Relation to Community Growth

The natural setting of a community generally determines constraints to urban development and the natural resources (e.g., mineral resources and forested areas) of the community are an indicator of economic development opportunities. Troy has some room to expand its boundaries and incorporate surrounding existing structures, but the Ohio and Anderson Rivers, floodplains, and wetlands will hinder additional growth. The town is surrounded by the Ohio River on the south and the Anderson River on the east and north, which also serves as the Perry/Spencer County boundary. Floodplains are associated with both rivers, making development along either river difficult. While there are no floodplains or wetlands hindering growth to the east, the hilly terrain and forested areas of the Ohio River escarpment make development difficult.

2. Topography and Geology

The Town of Troy has two general types of soils. On the west side of the town, the soil type is Markland-Uniontown-McGary; and, east of SR 545, the soil type is Zanesville-Wellston-Gilpin. The Markland-Uniontown-McGary soil to the west ranges from well drained to somewhat poorly

drained with slopes between zero percent and 50 percent. The Zanesville-Wellston-Gilpin soil drains well to moderately-well and slopes range from zero percent to 70 percent.

Perry County ranges from 348 feet to 873 feet above sea level. The lowest areas are along the Anderson and Ohio Rivers in the southwest portion of the county. The highest areas in the county are in the northeast corner, primarily around Doolittle Mills.

The Town of Troy is surrounded by some of the lowest areas within the county. Elevation ranges from 380 feet on the west side of the town to 545 feet at the Fulton Hill Community Center. Most of the surrounding area is less than 446 feet in elevation.

a. Agricultural Features

The land within and around Troy is not conducive to farming, because much of the area is within a floodplain subject to intermittent (frequent) flooding at the confluence of the Ohio and Anderson Rivers. Figure 2.3 shows the land that is prime farmland, not prime farmland and prime if drained and/or protected from flooding. The land that is considered prime farmland is located to the north of Troy along SR 545. Most of this land, however, is currently being used for industrial purposes. A portion of the land on the east side of SR 545 is used for farming.

b. Development Constraints

There is minimal room for development left within Troy's town boundary. If roads are added, a small area in the northeast corner of the town is still available for development. The easiest areas to develop within the Town of Troy are on lots that are currently vacant.

Much of the land surrounding Troy is also developed. While the town has small residential lots along its grid pattern streets, the surrounding area includes large lots on winding roads. Most of the land north of Troy is already developed for industrial uses. There are currently a few homes in this area, but because of the floodplains, most of this area would not be suitable for residential development. To the east of town, there is development along Troy Ridge Road. This development consists of single-family housing units on large lots. There are lots in this area that are not currently developed, but the terrain may make development difficult.

3. Drainage, Wetlands and Floodplains

a. Drainage

All of Perry County drains toward the Ohio River. The eastern portion of Perry County drains to the Ohio River through several small creeks and streams, including Oil Creek, Deer Creek and Poison Creek. The western portion of the county drains into the Anderson River also through several small creeks and streams. The Anderson River is located along the county's western boundary and eventually flows into the Ohio River to the west of Troy.

Troy drains to the southwest toward the Ohio River. Because Troy is surrounded by the Anderson River to the west and north and the Ohio River to the southwest, most of the water draining from the county into the Ohio River runs near Troy. Troy and the surrounding area have some of the lowest terrain in all of Perry County.

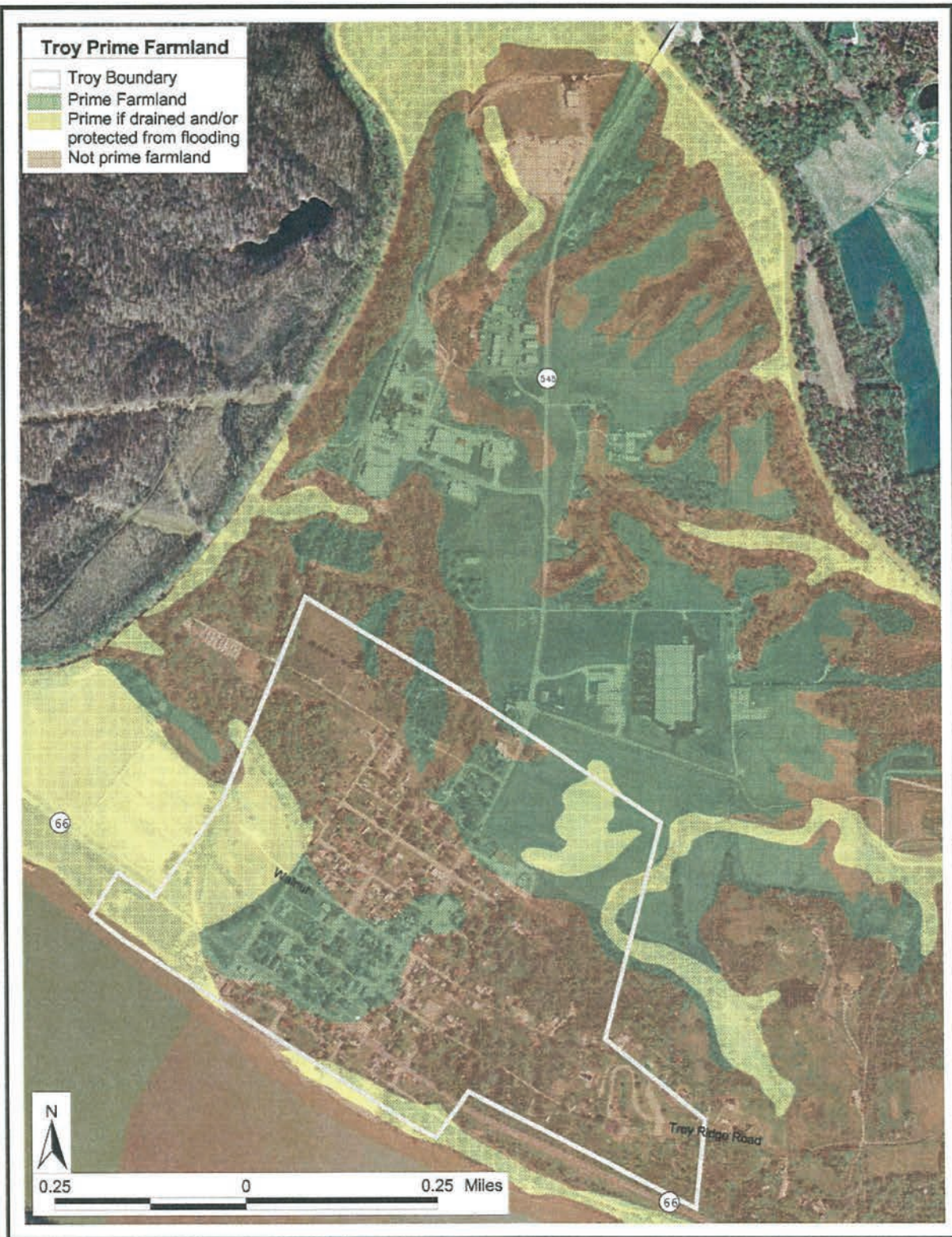


Figure 2.3: Troy Prime Farmland

b. Wetlands

Wetlands are natural systems that filter water before it enters the ground water table and help support vegetation and wildlife. Wetlands are often found within floodplains in the bottom lands near streams or drainage ditches, but can also be found in isolated areas away from rivers or streams. The definition of a wetland is based on three parameters: wetland-type (hydric) soils, wetland-type (hydric) vegetation, and the presence of water in or above the ground for a specified period of time (roughly two weeks of the growing season). The existence of a wetland may prompt federal and state restrictions on development of a site.

There are no wetlands within Troy and only a few in the surrounding area (see Figure 2.4). [The wetland area designations are for planning purposes only and do not constitute the designation of such areas as jurisdictional wetlands.] There are several very small wetlands located in isolated areas around Troy, but the majority of the surrounding wetlands are located in the floodplain formed by the Anderson River. These are the largest of the wetlands, including a very large area at the Anderson River bend west of SR 545.

c. Floodplains

There are multiple floodplains around Troy. These areas pose restrictions to development in the area. The floodplain consists of areas on both sides of a body of water that are prone to both seasonal and intermittent flooding. High water tables, insurance restrictions and other problems with groundwater contamination can severely restrict or prohibit development within a floodplain.

The floodplain is divided into two areas, the floodway that carries fast moving waters and the floodplain fringe where flood waters pond. Within the floodway, no buildings or structures are permitted with the exception of roadways and utilities crossing the floodway or docking facilities. No earth filling is permitted within the floodway with very stringent exceptions approved by the U.S. Corps of Engineers. Within the floodplain fringe, non-urban uses (such as agricultural, forestry, recreational and open space activities) are preferred; however, urban uses may be permitted within the floodplain fringe under certain restrictions. These restrictions generally involve flow-through design for any portion of the structure below the 100-year flood elevation, elevation of an occupied portion of the structure or storage area above the 100-year flood elevation, and emergency access provisions for any occupied structures. Additional restrictions ensure that the proposed use does not degrade surface water quality, does not contribute to increased flood stages, and does not result in groundwater contamination risks. Further, restrictions prevent the expansion of any pre-existing structures that do not comply with current restrictions.

The Federal Emergency Management Agency (FEMA) produces the official floodplain maps that serve as the basis for the federal flood insurance program and serve as the guide for private insurance carriers. The Federal Emergency Management Agency and the Indiana Department of Natural Resources (IDNR, Division of Water) also administer the floodplain regulations of federal and state government. These restrictions have been gradually tightened over time, and major flooding in the past few years has resulted in further restrictions. Where flood disasters have occurred, FEMA has been determining whether it is more cost-effective in the long-term to relocate residents and businesses and prohibit reconstruction than to participate in the cost of reconstruction.



Figure 2.4: Troy Wetlands & Floodplains

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The 100-year floodplain surrounds Troy with portions in the town along the Ohio River and along the Anderson River on the west, north and the east sides of town (see Figure 2.4). Any construction within the floodplain must comply with state and federal permit requirements. Most cities will include restrictions in their zoning ordinance. Any construction within the floodplain fringe will necessitate the need for a permit from the Indiana Department of Natural Resources (IDNR) with review by the U.S. Army Corps of Engineers, and may require the need for U.S. Army Corps of Engineers' approval if the magnitude of the project reaches certain thresholds. Construction activity within a floodway would require approval and permit from the U.S. Army Corps of Engineers in addition to IDNR approval and permitting. Please note that construction includes site preparation as well as construction of actual structures, and that most state and federal permit requirements are because of earth filling within the floodplain or stream alteration.

4. Mineral Resources

There have been several surface and underground mines in Perry County in the past. None of these mines were located near the Town of Troy. One underground mine was located within a mile of Troy in Spencer County; however, mining at this site ended over 100 years ago.

C. SOCIAL CHARACTERISTICS

Population, housing and income characteristics are important considerations in determining the future land use and infrastructure needs of the community, the magnitude of housing demands, and the ability to afford housing and support commercial activities.

1. Population Characteristics

a. Existing Population

Troy has not seen any growth over the last 100 years. In fact, Troy's population was much lower in 2000 than it was in 1900. Table 2.3 shows the population trends for Troy since 1900. The table shows how Troy's population had stayed between 450 and 600 people from 1900 to 1990. In 2000, however, the population dipped under 400 people.

Table 2.3: Population Trends (1900 - 2005)

Year	1900	1910	1920	1930	1940	1950
Indiana	2,516,462	2,700,876	2,930,390	3,238,503	3,427,796	3,934,224
Perry County	18,778	18,078	16,692	16,625	17,770	17,367
Troy Township	7,778	8,398	8,232	9,524	10,632	11,559
Troy	599	510	454	562	599	537
Year	1960	1970	1980	1990	2000	2005*
Indiana	4,662,498	5,193,669	5,490,224	5,544,159	6,080,485	6,271,973
Perry County	17,232	19,075	19,346	19,107	18,899	19,032
Troy Township	12,362	14,077	13,921	13,173	12,129	11,920
Troy	528	575	550	465	392	393

Source: Indiana Business Research Center

* U.S. Census Bureau estimate

b. Projected Population

Population forecasts have been prepared using data from the Indiana Business Research Center (IBRC) and The Complete Economic and Demographic Data Source (CEDDS) 2005 by Woods & Poole Economics (see Table 2.4). Both sources provide data for Perry County. The Indiana Business Research Center forecasts to the year 2040 are based on a regression analysis of historical population counts; whereas, Woods & Poole forecasts to 2030 are based on economic forecasts of the U.S. Bureau of Economic Analysis. The population forecasts for Troy were derived using Troy's percentage of the Perry County population in the 2000 U.S. Census. Both the Indiana Business Research Center and Woods & Poole see little growth for Perry County in the future. The Indiana Business Research Center is projecting a population growth of less than 100 people. Woods & Poole are projecting a growth of over 400 people. With both projections, it can be assumed that Troy will have very little of that growth.

Table 2.4: Population Forecasts (2005 - 2040)

Population	2005*	2010	2015	2020	2025	2030	2035	2040
Indiana Business Research Center (IBRC)								
Perry County	18,743	18,709	18,717	18,745	18,796	18,837	18,841	18,809
Troy	389	388	388	389	390	391	391	390
Woods & Poole Economics								
Perry County	19,032	19,057	19,090	19,164	19,283	19,467	**	**
Troy	395	395	396	397	400	404	**	**

Source: Indiana Business Research Center; Woods & Poole Economics

* IBRC forecast completed prior to U.S. Census Bureau 2005 estimate; ** data were not available

2. Demographic Characteristics

General demographic characteristics of the population are an indicator of the need for community facilities for housing, education, and recreation.

a. Male/Female Population

The balance between male and female population in Troy reflects that of the state pattern. This is a pattern where there are more females than males primarily because of the longer life-span of females than males. Both Indiana and Troy show a split of 51 percent female and 49 percent male; whereas, Perry County shows a split of 52 percent male and 48 percent female (see Table 2.5).

b. Age

The median age for Troy is 38.0 years of age, which is the same as Perry County's median age and higher than Indiana's median age of 35.2 years in the year 2000. Data from the U.S. Census reveals that a large portion of the Troy population is between the ages of 30 and 50. In fact, 35 percent of the total population is between 30 and 50. The largest age group has 70 people that are between the ages of 40 and 49. The next two largest age groups are the 30 to 39 year olds with 67 people and the 10 to 19 year olds with 58 people (see Table 2.5).

c. Education

Table 2.5 shows that while 37.2 percent of the Indiana population 25 years and older had a high school diploma with 25.2 percent achieving college degrees (Associates degree or higher), Perry County and Troy had a higher percent of the population with high school diplomas than Indiana (45.5 percent and 50.8 percent, respectively). However, both Perry County and Troy had a lower percentage with college degrees (only 13.8 percent and 4.9 percent, respectively).

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Table 2.5: Demographic Characteristics

	1990				2000			
	Troy	Troy Twp.	Perry Co.	Indiana	Troy	Troy Twp.	Perry Co.	Indiana
Total Population	465	13,173	19,107	5,544,159	392	12,129	18,899	6,080,485
Sex								
Male	234	6,272	9,648	2,687,959	194	5,869	9,771	2,982,474
Female	231	6,901	9,459	2,856,200	198	6,260	9,128	3,098,011
Age								
Under 5 years	50	808	1,204	397,999	22	673	1,021	423,215
5 to 9 years	36	943	1,425	408,860	22	740	1,166	443,273
10 to 19 years	43	1,966	2,869	834,704	58	1,709	2,724	896,898
20 to 29 years	96	1,733	2,899	861,366	43	1,408	2,415	834,766
30 to 39 years	71	2,013	3,089	905,572	67	1,586	2,778	900,297
40 to 49 years	43	1,562	2,233	696,696	70	1,913	3,019	919,618
50 to 59 years	42	1,215	1,688	500,130	36	1,399	2,176	673,912
60 to 69 years	43	1,413	1,808	472,247	35	1,050	1,524	439,412
70 to 79 years	26	971	1,233	310,410	25	1,033	1,335	351,489
80 to 84 years	11	307	365	86,673	9	343	407	106,047
85 years and over	4	242	294	69,502	5	275	334	91,558
Income								
Households Reporting	209	5,098	6,804	2,064,246	173	5,107	7,256	2,337,229
Less than \$10,000	51	1,100	1,331	299,923	25	648	779	188,408
\$10,000 to \$19,999	50	1,166	1,429	392,987	31	865	1,077	298,127
\$20,000 to \$29,999	39	1,005	1,438	378,838	29	792	1,130	323,872
\$30,000 to \$39,999	44	863	1,215	327,991	37	650	1,020	306,163
\$40,000 to \$49,999	11	497	739	245,591	32	597	901	269,532
\$50,000 to \$59,999	9	214	306	160,986	5	495	775	235,515
\$60,000 to \$74,999	5	158	221	130,755	13	507	737	264,202
\$75,000 to \$99,999	0	53	70	75,857	1	327	515	237,299
\$100,000 to \$124,999	0	10	10	23,304	0	113	159	104,007
\$125,000 to \$149,999	0	1	7	9,328	0	40	59	43,838
\$150,000 or more	0	31	38	18,686	0	73	104	66,266
Median HH income	\$20,625	\$22,572	\$24,158	\$28,797	\$30,536	\$33,456	\$36,246	\$41,567
Poverty								
Households Reporting	209	5,098	6,804	2,064,246	173	5,107	7,256	2,337,229
Households in poverty	36	728	927	224,636	26	584	736	221,437
Family Households	131	3,685	5,137	1,490,130	99	3,333	5,079	1,611,045
Families in poverty	21	372	489	198,545	19	275	362	107,789
Education								
Education (age 25 and older)	312	8,595	12,271	3,489,470	266	8,278	12,734	3,893,278
High School Graduate	44.2%	41.7%	43.0%	38.2%	50.8%	42.6%	45.5%	37.2%
Associate Degree	4.2%	4.1%	4.3%	5.3%	1.1%	4.1%	4.2%	5.8%
Bachelor's Degree	0.6%	4.0%	3.9%	9.2%	3.8%	5.2%	5.2%	12.2%
Graduate or Professional Degree	2.6%	3.2%	2.9%	6.4%	0.0%	4.8%	4.4%	7.2%

Source: U.S. Census Bureau

d. Ethnicity

Neither Perry County nor Troy has a very diverse population. Ninety-eight percent of the Perry County population and 99 percent of the Troy population are white. That compares to 88 percent for the State of Indiana.

3. Income Characteristics

The median household income for Troy is \$30,536 according to the 2000 U.S. Census, which is below that of Perry County and Indiana (see Table 2.5). In fact, the median household income for Indiana is 27 percent higher than that of Troy. The median household income for Perry County is 16 percent higher than Troy.

Most sources use family income to calculate the number of families that are low-, moderate-, middle- and upper-income families. Family income is also used to calculate the number of people in poverty. The median family income in Troy is \$32,708, which is 53 percent lower than the median family income of Indiana. The Federal Financial Institutions Examinations Council (FFIEC) calculates the income levels as:

- families making less than 50 percent of the median family income are low-income,
- families making between 50 percent and 80 percent are moderate-income,
- families making between 80 percent and 120 percent are middle-income, and
- families making 120 percent or more are upper-income.

Using these designations and the family income table from the U.S. Census, an approximate number of families at each income level can be determined. Table 2.6 displays the breakdown of low-, moderate-, middle- and upper-income for Indiana, Perry County and Troy.

The U.S. Census calculates the number of families below the poverty level based on family income and family size. According to the 2000 U.S. Census, 19.2 percent of the families in Troy were below the poverty level. This is considerably higher than Perry County's 7.1 percent of families and the state's 6.7 percent of families below the poverty level.

Table 2.6: Family Income

	Troy	Income Level	Perry County	Income Level	Indiana
Total Families	102		5,079		1,611,045
Less than \$10,000	19	Low	285	Low	70,076
\$10,000 to \$14,999	4		201		55,878
\$15,000 to \$19,999	13		247		74,725
\$20,000 to \$24,999	7		336		90,833
\$25,000 to \$29,999	2	Mod	394	Mod	99,153
\$30,000 to \$34,999	10		399		103,094
\$35,000 to \$39,999	11	Mid	360	Mid	103,060
\$40,000 to \$44,999	8		402		105,287
\$45,000 to \$49,999	15		366		97,422
\$50,000 to \$59,999	5		684		188,847
\$60,000 to \$74,999	7	Upper	655	Upper	223,516
\$75,000 to \$99,999	1		465		208,347
\$100,000 to \$124,999	0		131		93,088
\$125,000 to \$149,999	0		59		39,419
\$150,000 to \$199,999	0		71		28,225
\$200,000 or more	0		24		30,075
Median Family Income in 1999	\$32,708		\$43,743		\$50,261
Individuals with income in 1999 below poverty level (%)	19.6%		9.4%		9.5%

Source: U.S. Census Bureau

4. Housing Characteristics

a. Existing Housing

Between 1990 and 2000, Troy's total population, households and housing units all decreased. The number of vacant housing units increased from 24 to 27. The household size in Troy in 2000 was less than that of Perry County and Indiana.

The vacancy rate for housing is an indicator of the strength of the housing market. The percent of vacant units in Troy was 13.3 percent for 2000 and is higher than the county-wide vacancy rate of 11.6 percent and the state-wide vacancy rate of 7.7 percent.

The median value of housing in 2000 was \$92,500 in Indiana, \$72,500 in Perry County and \$57,300 in Troy. Along with Indiana and Perry County, the median value of housing in Troy increased between 1990 and 2000. Forty-seven percent of owner occupied housing is valued between \$50,000 and \$99,999 according to the 2000 U.S. Census. In 1990, this category accounted for only 11 percent of owner occupied housing. Eighty-six percent of the owner occupied housing in 1990 was valued at less than \$50,000.

The median monthly contract rent was \$432 in Indiana, \$302 in Perry County and \$260 in Troy in 2000. Along with Indiana and Perry County, Troy experienced an increase in the median monthly rent for housing between 1990 and 2000.

The most significant variable explaining the lower median value of housing and lower median rent in Troy versus other communities is the type of housing (see Table 2.7). There are more mobile homes than apartments in Troy and Perry County. While the housing mix is 74 percent single-family, 19 percent multi-family and 7 percent mobile home in Indiana, Perry County's housing mix is 75 percent single-family, 10 percent multi-family and 15 percent mobile home and Troy's housing mix is 58 percent single-family, 11 percent multi-family and 31 percent mobile home.

The age of housing in the community is a reflection of the rate of growth of the community and is an indicator of the need for housing rehabilitation or housing replacement when rehabilitation is not economical. As shown in Table 2.7, the median year housing was built in Troy was 1961 compared to 1967 in Perry County. Thirty-four percent of the housing in Troy was built prior to 1950 and 50 percent prior to 1960. While 48 percent of the housing units in Troy have been built since 1970, 56 percent of those units are mobile homes. Therefore, an even greater percentage of traditional housing units were built before 1950. With such a high percentage of older housing, major rehabilitation or replacement may be needed.

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Table 2.7: Housing Characteristics

	1990				2000			
	Troy	Troy Twp.	Perry Co.	Indiana	Troy	Troy Twp.	Perry Co.	Indiana
Total Population	465	13,173	19,107	5,544,159	392	12,129	18,899	6,080,485
Group Quarters Population	0	193	910	161,992	6	213	1,111	178,154
Household Population	465	12,980	18,197	5,382,167	386	11,916	17,788	5,902,331
Households	188	5,119	6,845	2,065,355	172	5,117	7,270	2,336,306
Household Size (persons)	2.47	2.54	2.66	2.61	2.24	2.33	2.45	2.53
Total Housing Units	215	5,436	7,404	2,246,046	203	5,627	8,223	2,532,319
Vacant Housing Units	24	335	559	180,691	27	509	953	196,013
Percent Vacant Units	11.2%	6.2%	7.5%	8.0%	13.3%	9.0%	11.6%	7.7%
Occupied Housing Units	191	5,101	6,845	2,065,355	176	5,118	7,270	2,336,306
Owner Occupied Housing Units	170	3,902	5,461	1,450,899	131	3,797	5,759	1,669,162
Percent Owner Occupied Units	79.1%	71.8%	73.8%	64.6%	64.5%	67.5%	70.0%	65.9%
Renter Occupied Housing Units	21	1,199	1,384	614,456	45	1,321	1,511	667,144
Percent Renter Occupied Units	9.8%	22.1%	18.7%	27.4%	22.2%	23.5%	18.4%	26.3%
Owner Occupied Housing Value								
Total Units Reported	89	3,018	3,568	1,137,766	131	3,797	5,759	1,669,083
Less than \$25,000	28	505	603	121,225	37	313	454	93,736
\$25,000 to \$49,999	49	1,460	1,652	393,060	14	772	1,103	168,811
\$50,000 to \$99,999	10	981	1,202	484,025	61	1,795	2,701	677,173
\$100,000 to \$149,999	2	81	89	92,829	19	603	941	407,895
\$150,000 or more	0	21	22	46,627	0	314	560	321,468
Median Value	\$32,800	\$42,300	\$42,600	\$53,900	\$57,300	\$68,900	\$72,500	\$92,500
Monthly Contract Rent								
Total Units Reported	22	1,093	1,152	554,678	42	1,180	1,277	618,575
Less than \$200	13	593	628	122,380	9	317	337	59,829
\$200 to \$399	9	495	518	321,254	27	580	632	199,136
\$400 to \$599	0	5	5	94,479	6	269	289	250,142
\$600 or more	0	0	1	16,565	0	14	19	109,468
Median Rent	\$188	\$190	\$190	\$291	\$260	\$299	\$302	\$432
Units in Structures								
Total Housing Units	215	5,436	7,404	2,246,046	203	5,627	8,223	2,532,319
1 Unit, Detached	110	4,090	5,635	1,574,160	118	4,167	6,114	1,802,259
1 Unit, Attached	0	14	41	57,445	0	29	29	74,224
2 to 4 Units, Attached	20	245	251	170,801	19	309	318	185,707
5 to 9 Units, Attached	0	159	159	99,836	0	152	157	115,303
10 or More Units, Attached	0	309	309	167,718	3	317	317	186,316
Mobile Home	82	562	920	156,821	63	638	1,247	166,733
Age of Structure								
Total Housing Units	215	5,436	7,404	2,246,046	203	5,627	8,223	2,532,319
1990 to March 2000					31	577	1,218	437,347
1980 to 1989					25	513	963	286,089
1980 to March 1990	28	698	1,035	326,248				
1970 to 1979	43	1,289	1,776	453,736	42	1,044	1,561	415,562
1960 to 1969	37	763	1,070	377,084	4	847	1,075	345,252
1950 to 1959	21	735	848	332,135	31	831	972	330,958
1940 to 1949	12	619	760	213,208	17	572	711	204,354
Before 1940	74	1,332	1,915	543,635	53	1,243	1,723	512,757
Median Year Built	1960	1960	1962	1961	1961	1962	1967	1966

Source: U.S. Census Bureau

b. New Housing Permits

The Town of Troy and Perry County do not currently issue housing permits.

c. Projected Housing Units

The number of projected housing units in Troy is derived from a few assumptions based on the Perry County population, households and household size projections from Woods and Poole, as well as assumptions made based on statistics from the 2000 U.S. Census (see Table 2.8). Woods and Poole forecasts for Perry County show an increase of 568 people between 2000 and 2030. By calculating the percentage of Troy's population that made up the Perry County population in the 2000 U.S. Census, and using that percentage for future years, Troy's population would show an increase of 12 people. Assuming a constant vacancy rate from 2000 to 2030 for Troy, the number of housing units would increase by 17 units.

d. Housing Affordability

The U.S. Department of Housing and Urban Development defines housing as affordable when a household pays no more than 30 percent of its annual income on housing. With forty four percent of the families in Troy falling in the low- (less than 50 percent of the Troy median family income) and moderate- (between 50 percent and 80 percent of the Troy median family income) income categories, the ability to afford housing at present and in the future may be a concern. However, when compared to the state and county, a comparison of median household income and median housing value reveals that housing in Troy is relatively affordable for Troy residents. For example, the median housing value in Indiana is 2.22 times higher than the median household income; however, in Perry County the median housing value is only 2.00 times higher than the median household income and in Troy the median housing value is only 1.88 times higher. (The median value of housing in Troy is 61 percent lower than Indiana and 27 percent lower than Perry County.) Another important aspect of affordability is home ownership. Seventy-four percent of the occupied housing in Troy is owner occupied compared to 79 percent in Perry County and 71 percent in Indiana.

In conclusion, it would appear that the housing market in Troy is meeting the affordable housing needs for moderate- and low-income households. In fact, 39 percent of the homes in Troy are under \$50,000 and 85 percent are under \$100,000. In addition, 30 percent of all occupied homes are mobile homes.

Table 2.8: Projected Housing Units

City/Town	Year	Pop	HH	HHPop	GQPop	Vacancy Rate	HU	Pop/HH
Troy town, Indiana	1990	465	188	465	0	11.2%	212	2.47
	2000	392	172	386	6	13.3%	198	2.24
	2005	395	175	389	6	13.3%	202	2.22
	2010	395	177	389	6	13.3%	204	2.20
	2015	396	178	390	6	13.3%	205	2.19
	2020	397	180	391	6	13.3%	208	2.17
	2025	400	183	394	6	13.3%	211	2.15
	2030	404	187	398	6	13.3%	215	2.13
Perry County	1990	19,107	6,845	18,197	910	7.5%	7,400	2.66
	2000	18,899	7,270	17,788	1111	11.6%	8,224	2.45
	2005	19,032	7,479	17,921	1111	11.6%	8,460	2.37
	2010	19,057	7,702	17,946	1111	11.6%	8,713	2.29
	2015	19,090	7,904	17,979	1111	11.6%	8,941	2.23
	2020	19,164	8,068	18,053	1111	11.6%	9,127	2.19
	2025	19,283	8,188	18,172	1111	11.6%	9,262	2.15
	2030	19,467	8,268	18,356	1111	11.6%	9,353	2.13

Source: U.S. Census Bureau; Woods & Poole Economics; Bernardin, Lochmueller & Associates, Inc.

D. ECONOMIC CHARACTERISTICS

The economic overview of Troy consists of two components including the workforce (labor market) and the employment available (job market). The characteristics of the labor force involve employment characteristics by place of residence that are derived from the U.S. Census. The characteristics of the employment market are reported in employment by place of work from Woods and Poole's Complete Economic and Demographic Data Source (CEDDS), as well as employment studies.

1. Workforce Characteristics

a. Existing Workforce

The labor force of a community is the community's population 16 years or older seeking employment. In 2000, Troy's labor force was 195, or 62 percent of the population 16 years and older (see Table 2.9). In 2000, Perry County's labor force was 61 percent of the population 16 years and older. There were no persons in the military component of the labor force in Troy in 2000, thus, all labor in Troy is in the civilian component of the labor force. There were four persons in the military in Perry County in 2000. The unemployment rate of 11.3 percent in Troy is higher than the county's 4.9 percent unemployment rate and the state's 3.3 percent unemployment rate. Fifty-seven percent of those employed in Troy are males and 43 percent are females, which is comparable to Perry County's mix of employed persons with 54 percent males and 46 percent females.

Table 2.9: Labor Force Characteristics

	1990		2000	
	Troy	Perry County	Troy	Perry County
Population 16 & older	399	14,734	316	15,069
Labor Force	270	8,532	195	9,192
Civilian Labor Force	270	8,515	195	9,188
Unemployed	45	706	22	447
Employed Civilians	225	7,809	173	8,741

Source: U.S. Census Bureau

b. Projected Workforce

In the year 1990, 68 percent of the population 16 and older was in the labor force and in 2000, the number was 62 percent. Even though there were fewer people in the labor force in 2000, the percentage of the population 16 and older who were employed in 1990 and 2000 was very similar (55 percent in 2000 and 56 percent in 1990). This is because the unemployment rate in 1990 was 16.7 percent and in 2000, the unemployment rate dropped to 11.3 percent. If these trends continue, there will be fewer people in the labor force in the future. The unemployment rate, however, should decrease if the national economy continues to recover.

2. Employers/Jobs

a. Existing Jobs

Employment reported by place of work from the Complete Economic and Demographic Data Source (CEDDS) by Woods & Poole Economics is reported by major industrial sector in Table 2.10 for Perry County. The Manufacturing sector employs the greatest number of people in Perry County. The Retail Trade, Government and Services sectors employ nearly the same amount of people, each approximately 300 less than the Manufacturing sector in 2000.

There are very few businesses actually located in Troy. Retail makes up the majority of businesses in Troy. Some of the retail businesses include taverns, boat and ATV sales, a gas station and a food center. The Government sector also employs several people in Troy. Government businesses include the post office, the Town of Troy and Troy Utilities. The Troy Medical Clinic and an insurance office are the Service sector businesses in Troy. There is also one construction business. There are an estimated 30 to 40 jobs in town.

Businesses that employ the most people in the area are outside of Troy. Several manufacturing businesses are located north of Troy along SR 545. Some of the larger firms are Stewart Warner South Wind Corporation and Waupaca Pallet. Most of these businesses are located within the Tell City Industrial Park.

b. Projected Jobs

According to projections by Woods & Poole, the Government sector will employ the most people in Perry County in the year 2030. [Woods & Poole includes public school jobs and public utilities in the Government sector rather than the Services sector for education and Transportation/Communications/Utilities sector for utilities.] The Service sector is expected to employ slightly less than the Government sector and the Retail Trade sector is expected to employ less than the Services sector. The Manufacturing sector is expected to drop from the highest employer to the fourth highest employer.

Troy is not expected to grow much in population or employment over the next 30 years. There is minimal room for additional businesses in or around the town. The majority of Troy residents will continue to commute to surrounding towns to work.

Table 2.10: Perry County Employment by Industry*

	1990		2000		2030	
Agriculture Services	40	0.6%	50	0.6%	75	0.7%
Mining	90	1.4%	70	0.9%	62	0.6%
Construction	340	5.1%	450	5.8%	560	5.4%
Manufacturing	1,790	26.9%	1,830	23.7%	1,825	17.7%
Transportation/Communication/Utilities	210	3.2%	230	3.0%	229	2.2%
Wholesale Trade	120	1.8%	110	1.4%	93	0.9%
Retail Trade	1,280	19.2%	1,540	19.9%	1,929	18.8%
Finance/Insurance/Real Estate	330	5.0%	440	5.7%	524	5.1%
Services	1,200	18.0%	1,490	19.3%	2,375	23.1%
Government	1,250	18.8%	1,510	19.6%	2,615	25.4%
Total	6,650	100.0%	7,720	100.0%	10,287	100.0%

Source: Woods & Poole Economics

* Excludes farm employment and federal military

3. Commuting

According to the 2000 U.S. Census, only 15 percent of Troy residents work in Troy. The average travel time for workers living in Troy is 27 minutes. The list below shows the percentage of commuters by travel time.

- 43 percent – less than 15 minutes
- 15 percent – 15 to 30 minutes
- 18 percent – 30 to 45 minutes
- 16 percent – 45 to 60 minutes
- 8 percent – more than 1 hour

Forty percent of Perry County residents work outside of Perry County. More than half of those commuters are traveling to Dubois County (38 percent) or Spencer County (23 percent). Table 2.11 shows which counties Perry County residents commute to and which residents from surrounding counties commute into Perry County. Figure 2.5 and Figure 2.6 also show this pattern.

Table 2.11: Commuters from Perry County to Surrounding Counties

	From Perry County to:	Into Perry County from:
Crawford County, IN	85	87
Dubois County, IN	1,310	136
Harrison County, IN	45	10
Spencer County, IN	775	418
Breckinridge County, KY	15	111
Daviess County, KY	164	168
Hancock County, KY	517	406
Other Indiana Counties	408	151
Other Kentucky Counties	79	19
Counties Outside Indiana and Kentucky	26	18
Total	3,424	1,524

Source: U.S. Census Bureau

Commuters from Perry County to Surrounding Counties

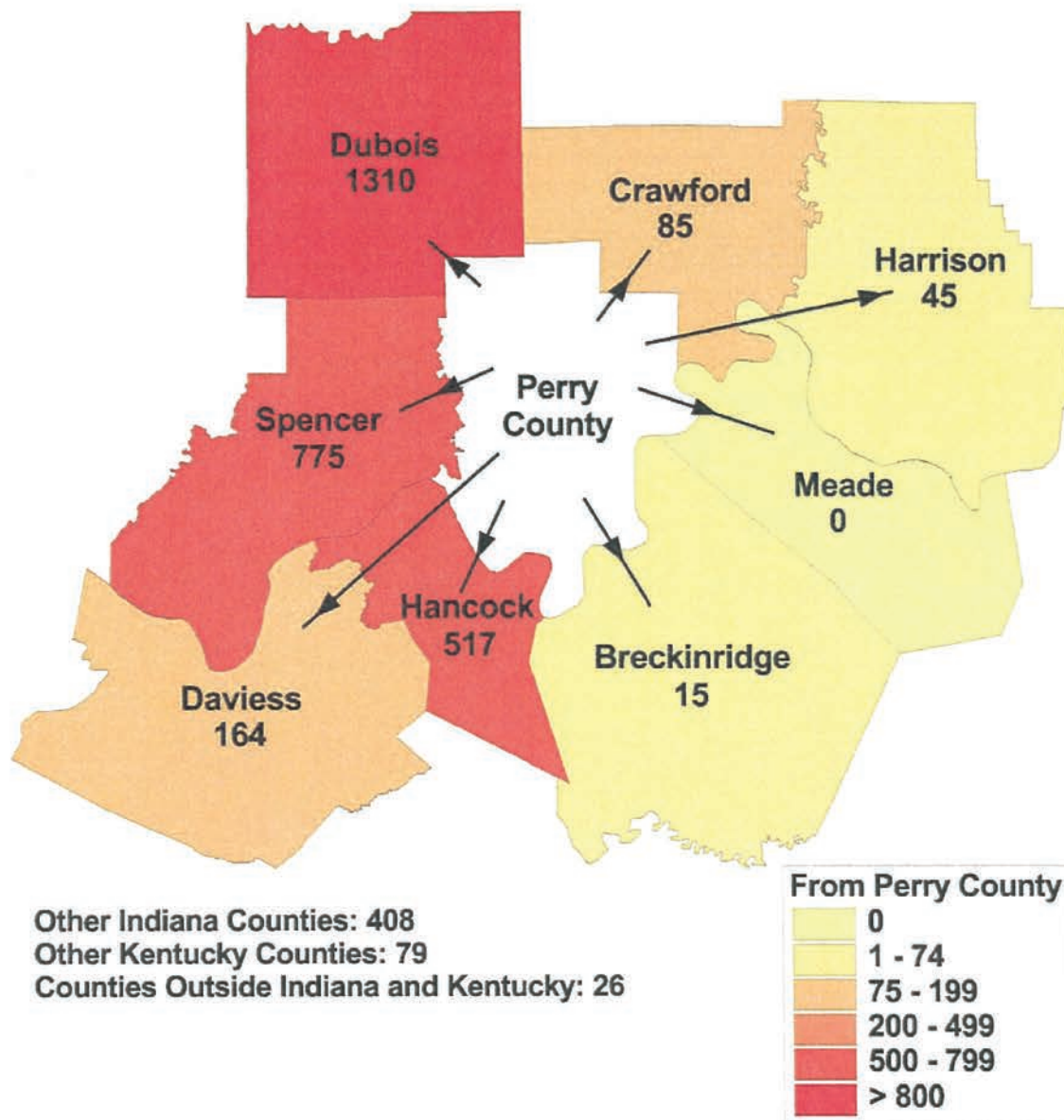


Figure 2.5: Commuters from Perry County to Surrounding Counties

Commuters to Perry County from Surrounding Counties

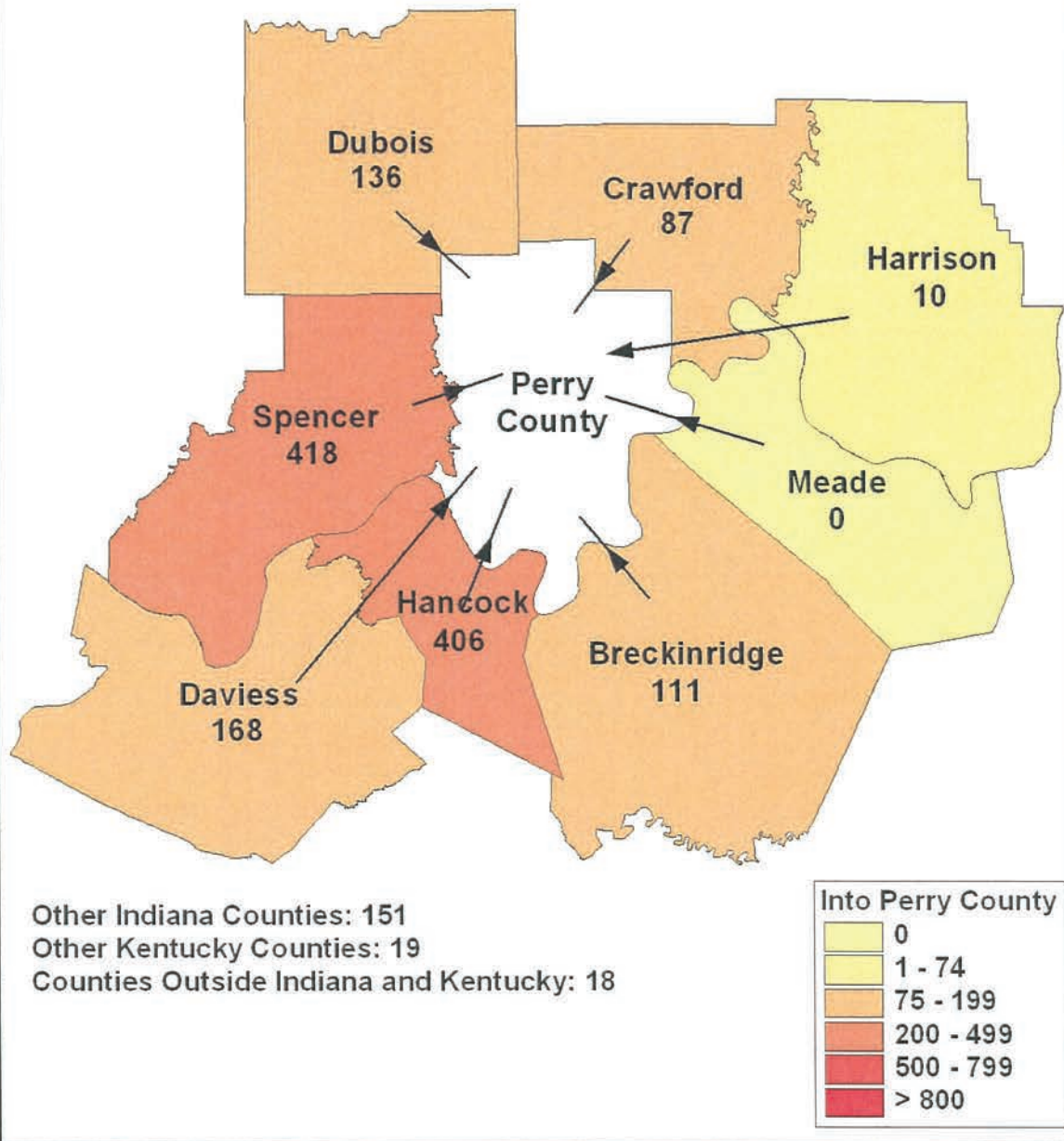


Figure 2.6: Commuters to Perry County from Surrounding Counties

CHAPTER 3: ASSESSMENT OF EXISTING CONDITIONS**A. LAND USE****1. Existing Land Use**

Using 2005 aerial photography of Perry County as a base map, a field survey was completed to create an inventory of existing land use within and around the corporate limits of Troy. Figure 3.1 and Figure 3.2, along with Table 3.1, show the results of the field survey. Developed urban land uses comprise 102.7 acres of the total 183.3 acres within the corporate limits of Troy (excludes roads and railroads). There are 6.2 acres of the 102.7 acres that include vacant buildings. Roughly 80.5 acres remained undeveloped within the town and are either vacant land or used for agricultural purposes. The distribution of developed major land uses in Troy is 58 percent residential, 9 percent commercial, 0 percent industrial, 26.8 percent public uses and 6 percent vacant buildings. These land uses are described below.

a. Residential

The residential land use category includes single-family detached dwellings, multiple-family attached dwellings and mobile homes. Of the 60 acres of developed residential land, 48 acres (80 percent) are occupied by single-family detached homes. Single-family houses are located throughout the Town of Troy. Many of the single-family homes have historic significance.

Multiple-family attached homes occupy just over one acre (two percent) of developed residential land. The only multiple-family units in Troy are the four duplexes just west of St. Pius Church and a home across from the Troy Town Hall that was converted to a multiple-family unit.

Mobile home lots occupy 11 acres (18 percent) of the developed residential land in Troy. Mobile homes are located throughout Troy; however, north of Sycamore Street between Main Street and Washington Street is where many of the mobile homes are located.

b. Commercial

The commercial land use category includes:

- Professional offices (doctors, dentists, insurance agents, tax accountants, real estate agents, engineers, surveyors),
- Retail (retail stores including grocery stores, hardware stores, drug stores, banks, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales and repair).

There are 9.5 acres of commercial land use in Troy with 8.7 acres falling in the retail category and 0.8 acres falling in the professional offices category. The majority of these commercial uses are located along Franklin Street and Main Street. The Troy Medical Clinic and an insurance office make up the entire professional office category.

Troy lacks a great deal of commercial businesses. They do have a gas station, a grocery store, a couple of taverns, a plant nursery, a small walk-up restaurant, an auto detail shop and an antique store. The residents travel about 10 minutes to Tell City and 45 minutes to Owensboro, Kentucky for most shopping and service needs like clothing stores, a full service restaurant and Wal-Mart. Tell City provides most of these necessities.

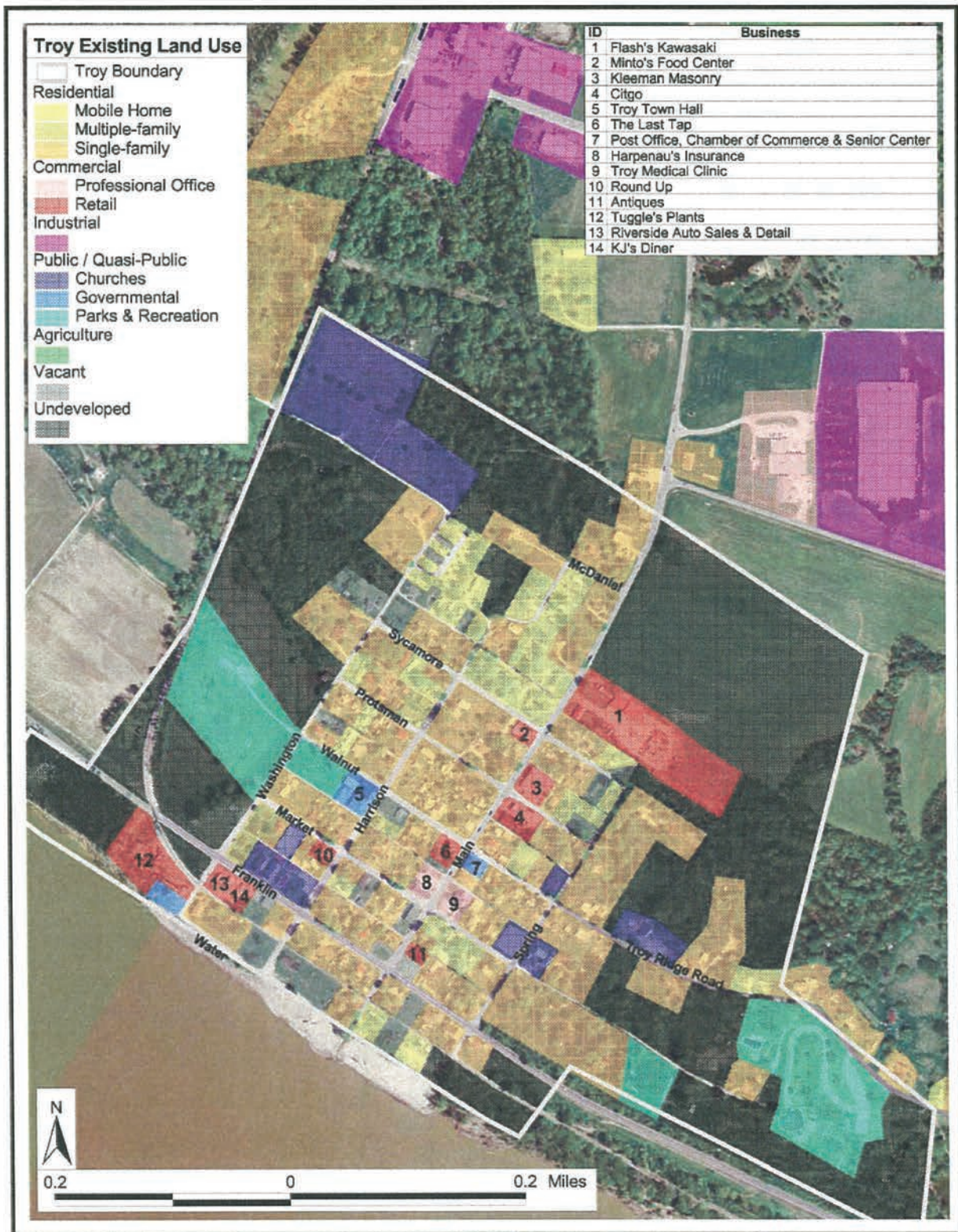


Figure 3.1: Troy Existing Land Use

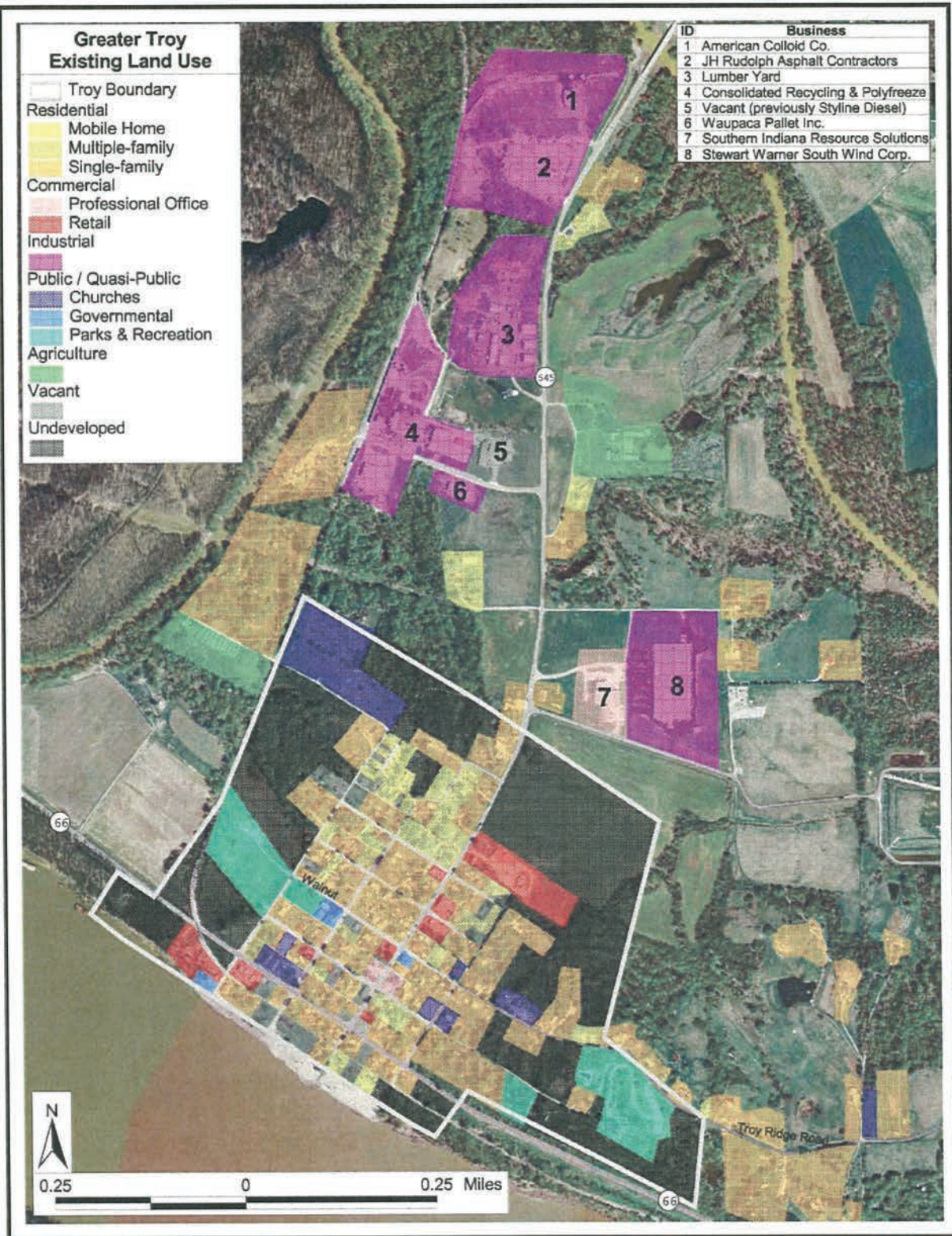


Figure 3.2: Greater Troy Existing Land Use

Table 3.1: Troy Existing Land Use

Land Use Category	2006			
	Acreage	Percent Developed Area	Percent Total Area	Acreage Outside Town Boundary
Residential				
Single-family	47.6	46.3%	26.0%	83.1
Multiple-family	1.2	1.2%	0.7%	0
Mobile Home	10.7	10.4%	5.8%	4.7
Subtotal Residential	59.6	58.0%	32.5%	87.8%
Commercial				
Professional Office	0.8	0.8%	0.4%	0
Retail	8.7	8.5%	4.7%	0
Subtotal Commercial	9.5	9.3%	5.2%	0
Industrial				
Subtotal Industrial	0.0	0.0%	0.0%	68.5
Public / Quasi-Public				
Parks and Recreation	15.1	14.7%	8.2%	0
Churches	11.3	11.0%	6.2%	0.8
Governmental	1.1	1.1%	0.6%	0
Subtotal Public / Quasi-Public	27.5	26.8%	15.0%	0.8
Vacant				
Subtotal Vacant	6.2	6.0%	3.4%	3.7
Subtotal Developed	102.7	100.0%	56.1%	160.8
Undeveloped	80.5		43.9%	
Total	183.2		100.0%	

Source: Bernardin, Lochmueller and Associates, Inc.

c. Industrial

The industrial land use category includes light industrial uses, heavy industrial uses and utilities. Uses that involve the manufacturing of products from secondary parts and that can be normally contained within a structure are generally considered light industrial uses. Thus, light industrial uses include warehousing, wholesaling and manufacturing from parts supplied to the site.

Heavy industrial uses involve the manufacturing and processing of products from raw materials or the extraction and processing of raw materials. Heavy industrial uses involve the outdoor storage of raw materials and products.

There are no industrial sites within the town limits of Troy. There are several light industrial sites on SR 545 just north of Troy in the Tell City Industrial Park (owned by the City of Tell City). The Town of Troy provides water, sanitary sewers (treated at the Tell City Wastewater Treatment Plant) and electricity (from Vectren Energy) to the industrial park. These sites cover approximately 64 acres, and 38.5 acres are still available for light industrial uses (7.5 acres on the west side of Main Street between Sheridan Road and Soloman Road, and 31 acres behind the Stewart-Warner Southwind Corporation).

d. Public/Quasi-Public

The public/quasi-public land use category includes public and nonprofit community facilities that serve the community including churches as well as recreational, governmental and other institutional facilities. These facilities cover about 28 acres and make up 27 percent of the developed land area.

Recreational facilities account for 15 acres of the public/quasi-public land use in Troy. They include Troy Park, Troy Playground, Christ of the Ohio and the Fulton Hill Community Center.

Churches make up 11 acres of the public/quasi-public land use. Eight of the 11 acres are within the Troy Cemetery. The remaining acreage is occupied by the four churches in Troy (St. Pius Catholic Church, First Christian Church, United Methodist Church and Liberty Tabernacle Pentecostal Church).

Governmental facilities cover a little more than one acre of the public/quasi-public land use. The Troy Town Hall, the post office and the Troy water plant building are categorized in this land use. The Troy Town Hall includes the utilities office and the fire station. The Chamber of Commerce and the Senior Citizens Center share the building with the post office (on the southeast corner of Main Street and Walnut Street).



Picture 3.1: St. Pius Catholic Church



Picture 3.2: Troy Town Hall, Utilities and Volunteer Fire Department

Other institutional facilities, such as schools, jails and other organizations would belong in the public/quasi-public land use category; however, Troy does not have these types of facilities. Troy is part of the Tell City-Troy Township School Corporation. Children from Troy attend William Tell Elementary School, Tell City Junior High School and Tell City High School.

e. Vacant

The town has several vacant buildings. Twenty-two vacant buildings are spread out over six acres of land. This land makes up six percent of the town's developed land. There are 16 residential

buildings that are vacant. There are five vacant commercial buildings, some of which are older and/or rundown. There is also one vacant industrial building, which is a historic warehouse along the Ohio River.

f. Undeveloped Land

The Town of Troy has 80.5 acres of undeveloped land. This is land that is vacant as well as that used for non-urban purposes. Much of the undeveloped land on the west side of town is located in the floodplain, and would be more difficult to develop. There is also a large undeveloped tract of land of about 24 acres (16 acres in Troy), on the northeast side of town abutting Main Street (SR 545). If roads were added in this area, it could be used for several purposes. There is also some undeveloped land along Troy Ridge Road and up the hill on Market Street. Because of slopes and existing trees, this area would be difficult to develop.

2. Existing Land Use Controls

The Troy Comprehensive Plan will be the first land use control documentation ever completed for Troy. The town has never had any type of comprehensive plan, zoning ordinance or subdivision regulation documentation in the past. The town has never had any type of permitting process in the past. The Comprehensive Plan is the first step to creating land use controls in a community. The Comprehensive Plan must be in place before a jurisdiction is able to create any land use control such as a zoning ordinance or subdivision control regulations.

Perry County has had land use regulations for several years. The existing Perry County Comprehensive Plan was originally created in 1993. The Zoning Ordinance and Subdivision Control Ordinance followed in 1998 and 1997, respectively. The Perry County Zoning Map shows that Troy is surrounded by light industrial to the north and east. Also to the east is a residential area, mostly along Troy Ridge Road. The area that is abutting the Troy boundary is zoned for conservation.

3. Projected Land Use

Projected land use needs for the year 2030 for Troy are derived from a review of past trends and demographic projections made in the 2006 Complete Economic and Demographic Data Source by Woods & Poole Economics. The projected land use needs and ability to accommodate those needs are summarized in Table 3.2.

a. Residential

Between years 2000 and 2030, there is a projected need for 17 more dwelling units based on a projected population increase of 12 persons, a continuing decline in household size and a continuing dwelling unit vacancy rate of 13.3 percent (see Table 2.8). In the year 2000, there were 27 vacant dwelling units, and the land use field survey in July of 2006 found 16 vacant dwelling units (resulting in a dwelling unit vacancy rate of about 7.9 percent comparable to the state-wide rate). If the 17 additional dwelling units were placed on traditional lots in Troy, there would be a demand for 10.2 gross acres (including streets and alleys) or 5.1 net acres (excluding streets and alleys). About the same amount of land will be consumed whether these dwelling units are traditional single-family detached housing, attached dwellings or manufactured homes (modular homes or mobile homes). Vacant lots within presently developed blocks may satisfy a part of the need for land for new housing.

b. Commercial

The demand for commercial land is driven primarily by the population and employment increase in town. With little population and employment increase in town, the need for commercial space is driven by development in the surrounding area and an increase in traffic passing through town. Employment in the Retail, Finance/Insurance/Real Estate and Services sectors is projected to increase by 39 percent in Perry County between the years 2000 and 2030. If this growth were applied to the existing commercial land within Troy, there would be a demand for 3.7 acres to accommodate expanded and new commercial uses. There are presently five vacant commercial buildings (that may have to be rehabilitated or replaced) and several vacant lots with commercial potential [including the northeast and northwest corners of Franklin Street (SR 66) and Main Street (SR 545)] to partially meet the need for additional commercial land.

c. Industrial

The demand for industrial land is driven by the expansion and relocation of existing industrial uses and the attraction of new industrial uses to Perry County. The increase in employment between years 2000 and 2030 in the business sectors (Agricultural Services, Mining, Construction, Manufacturing, Transportation/Communications/Utilities and Wholesale Trade) that

use industrial land in Perry County amounted to 104 employees or a 4 percent increase in employment over 30 years. This increase in employment could be accommodated in about 10 acres, and a choice of sites would increase the amount to 20 to 40 acres. There are presently 38.5 acres suitable for light industrial use in the Tell City Industrial Park immediately north of existing Troy. Thus, there does not appear to be a need for industrial sites within the current corporate limits of Troy.

d. Public/Quasi-Public

With little population growth forecasted for Troy and 15 acres of existing recreational land, there is not a strong demand for additional land for recreational and institutional purposes.

e. Conclusion

There is a projected demand for 13.9 acres for residential and commercial growth within Troy, and 38.5 acres for industrial growth in the Tell City Industrial Park north of Troy. Vacant structures and vacant lots in existing blocks can accommodate the projected demand for residential and commercial purposes. The 24-acre tract on the east side of Main Street in the northeast corner of town is the largest site with available utilities suitable for development without known environmental constraints.

Table 3.2: Troy Existing and Projected Land Use

Land Use Category	2006				2006 to 2030	2030		
	Acreage	Percent Developed Area	Percent Total Area	Acreage Outside Town Boundary	Demand Acres	Acreage	Percent Developed Area	Percent Total Area
Residential								
Single-family	47.6	46.3%	26.0%	83.1				
Multiple-family	1.2	1.2%	0.7%	0				
Mobile Home	10.7	10.4%	5.8%	4.7				
Subtotal Residential	59.6	58.0%	32.5%	87.8	10.2			
Commercial								
Professional Office	0.8	0.8%	0.4%	0				
Retail	8.7	8.5%	4.7%	0				
Subtotal Commercial	9.5	9.3%	5.2%	0	3.7			
Industrial								
Subtotal Industrial	0.0	0.0%	0.0%	68.5	38.5*			
Public / Quasi-Public								
Parks and Recreation	15.1	14.7%	8.2%	0				
Churches	11.3	11.0%	6.2%	0.8				
Governmental	1.1	1.1%	0.6%	0				
Subtotal Public / Quasi-Public	27.5	26.8%	15.0%	0.8	0			
Vacant								
Subtotal Vacant	6.2	6.0%	3.4%	3.7				
Subtotal Developed	102.7	100.0%	56.1%	160.8	52.4			
Undeveloped	80.5		43.9%					
Total	183.2		100.0%		52.4			

Source: Bernardin, Lochmueller and Associates, Inc.

* Tell City Industrial Park

B. TRANSPORTATION**1. Introduction**

The transportation system physically links the community to the land use activities within the community as well as activities outside of the community such as state and national activities. Only ground transportation is found in Troy. The closest interstate to Troy is I-64. It can be accessed from Troy via SR 545, SR 62 and SR 162, a distance of 19.3 miles. The nearest public transit provider is the Owensboro Transit System in Owensboro, Kentucky; however, service does not extend into Perry County. There is no intercity bus service. The nearest intercity bus service is Greyhound Bus Lines in Evansville about 42 miles from Troy. There is no rail passenger service close to Troy. Indianapolis is the nearest city with AMTRAK service. There are no bikeways in or around Troy. Sidewalks can be found in the older portion of Troy bounded by Franklin Street, Washington Street, Sycamore Street and Spring Street.

The Perry County Municipal Airport is located nine miles northeast of Troy. The next closest airport, the Huntingburg Airport, is located about 30 miles from Troy. Both of these airports are open to the public and primarily provide general local aviation activities. The Perry County Municipal Airport is not attended regularly. The Huntingburg Airport is attended during the day, which allows it to offer chartered flights. The Owensboro-Daviess County Regional Airport is also about 30 miles from Troy. It is the closest continuously attended airport to Troy. It provides a full range of scheduled and chartered passenger and cargo services. Evansville Regional Airport, 50 miles west of Troy, provides similar services as those provided by the Owensboro-Daviess County Regional Airport. The nearest airport offering international flights is the Louisville International Airport and is located 75 miles to the east.

Troy is about 5.5 miles from the Tell City River Port and 75 miles from two other public ports. To the west in Mt. Vernon, Indiana, the Southwind Maritime Center can be found. Clark Maritime Center in Jeffersonville, Indiana, is located east of Troy. There are numerous points of access for barges in between these ports, including a barge mooring in southwest Troy.

2. Highway Functional Classification

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through traffic. Streets are functionally classified as local if their primary purpose is to provide access to abutting properties. Streets are classified as arterials if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control.

a. Major Arterials

Major Arterials include the interstates, freeways/expressways and Principal Arterials. The National Highway System of 155,000 miles includes the nation's most important rural Principal Arterials in addition to interstates.

Interstates/Freeways/Expressways. Freeways and expressways are the highest category of arterial streets and serve the major portion of the through-traffic entering and leaving the metropolitan area (i.e., inter-urban traffic). They carry the longest trips at the highest speeds, and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are

fully-controlled access facilities that are grade-separated with other roads and railroads, such as Interstate 64. All roadways that are on the nation's interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully-controlled access facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially-controlled access facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville, SR 66 from Yankeetown to Hatfield, or relocated US 231 from SR 66 to I-64 (now under construction).

Principal Arterials. Principal Arterials (sometimes termed Other Principal Arterials under the federal functional classification system) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving the metropolitan area. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although Principal Arterials may lack access control, some level of access control is highly desirable such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

b. Minor Arterials

Minor Arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than Principal Arterials. This class augments the Major Arterials, distributing traffic to smaller geographic areas, and linking cities and towns (such as Troy) to form an integrated network providing interstate highway and inter-county service. Minor Arterials also provide urban connections to rural collectors.

c. Collector Streets

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these streets. In rural areas, the Major Collectors provide service to county seats, larger towns (2,500 or more persons) and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

d. Local Streets

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Through-traffic on local streets is deliberately discouraged. This class of street is not part of any town or county thoroughfare network, and is not eligible for federal aid with the exception of bridges and bikeway/walkway facilities.

3. Thoroughfare Network

a. Perry County

The Major Arterials in Perry County are I-64 and SR 37. Interstate 64 is located in the northern part of the county, connecting Perry County with the St. Louis and Louisville metropolitan areas. State Road 37 provides Tell City with access to I-64. The Minor Arterial for Perry County is SR 66. Troy, Tell City and Cannelton are connected to each other by SR 66. State Road 66 also serves to connect these communities with the Evansville metropolitan area and via US 231 to the Owensboro metropolitan area.

b. Troy

The Minor Arterial in Troy is SR 66. This ties Troy to Evansville to the west and Tell City to the southeast. State Road 545 is a Major Collector that begins in Troy and travels north to Spencer County where it connects to I-64 via SR 62 and SR 162. Troy Ridge Road, or Walnut Street within Troy, is a Minor Collector. It serves as a connection to SR 37. Figure 3.3 shows the functional classifications of roadways within Troy as well as the location of the traffic signal at the intersection of SR 66 and SR 545. Having less than 2,500 people, Troy has no roadways that are designated urban under the federal classification system.

c. Maintenance Responsibility

The Town of Troy maintains 2.84 center-line miles of roadway within the corporate limits. This includes all roadways except SR 66 and SR 545 which are maintained by the Indiana Department of Transportation. There are no bridges on local roads in Troy; Perry County is responsible for maintaining bridges on non-State roadways in incorporated areas. Troy is responsible for the maintenance of culverts and drainage ditches on non-State roads in the community. Troy received \$13,727 from the Motor Vehicle Highway fund and Local Road and Street fund for roadway maintenance and resurfacing in Fiscal year 2005, down from a high over the past ten years of \$24,160 in Fiscal Year 1998.

4. Physical Characteristics

a. Roadways

The physical characteristics of a roadway system provides insight regarding the structural adequacy (pavement and bridge loading capacities), geometric adequacy (horizontal and vertical curves and turning radii at intersections), and functional adequacy (ability to handle traffic). Troy was originally laid out in 1814 using the standard survey rod (equal to 16.5 feet). From Water Street on the south to Sycamore on the north and from Washington Street on the west to Spring Street on the east, the typical roadway right-of-way width appears to be 57.75 feet (3 ½ rods) and the typical east-west alley width appears to be 16.5 feet (1 rod). This right-of-way width permits the typical pavement width of 36 feet from curb-face to curb-face with a border strip of about 10 feet for a four-foot grass strip and a five-foot sidewalk. The 36 feet of pavement permits the movement of two-way traffic and parking on one side of the street. In the case of Franklin Street (SR 66), on-street parking is permitted on the south side of the pavement. On-street parking is permitted on the west side of Main Street (SR 545). Some of the alleys appear to have been abandoned over time in a few of the blocks, and some of the blocks are now missing sidewalks. The typical street width of 36 feet is found on Franklin Street (SR 66), Market Street from Washington to Main, Harrison Street from Franklin Street to Market Street, and Main Street (SR 545). In the case of other north-south streets such as Washington Street and Spruce Street, the pavement width narrows as you move northward from Franklin Street. Washington Streets drops from 36 feet at Franklin Street to 24 feet at Market Street and to 16 feet at Walnut Street. Spruce Street is about 24 feet from Franklin Street to Walnut Street dropping to about 16 feet north of Walnut Street. In the case of other east-west streets such as Walnut Street, Protsman Street and Sycamore Street, the pavement narrows from 36 feet about a half-block either side of Main Street to about 24 feet.

Troy Ridge Road (Walnut Street) east of Spruce Street has a pavement width of about 18 feet, and is expected to have a default right-of-way width of about 40 feet. Market Street east of Spruce Street has a pavement width of about 12 feet, and the right-of-way may be as narrow as 16.5 feet (typical alley width).

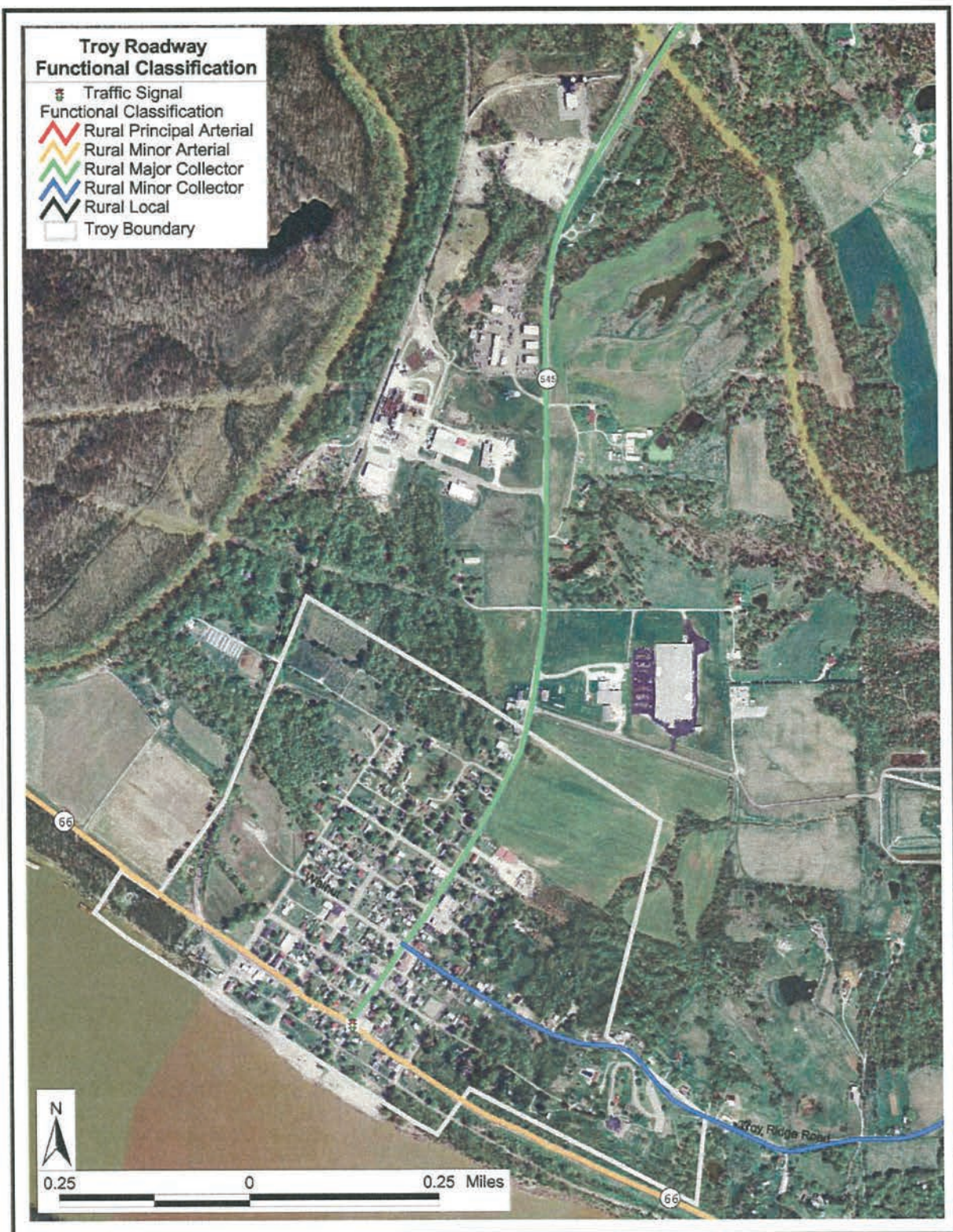


Figure 3.3: Troy Roadway Functional Classification

b. Bikeways/Walkways

There are no designated bikeways in Troy. Excluding arterial and collector streets (see Figure 3.3), the traffic volumes and speeds of all other roads in Troy are low enough to permit the coexistence of motorized traffic and bicycles.

Franklin Street and Main Street both have sidewalks on each side of the street. There are sidewalks throughout Troy, but many of them are in need of repair. Because streets throughout the town have very little traffic, walking, jogging, and biking is possible on every street.

5. Traffic Volumes

Traffic counts in Troy were completed by the Indiana Department of Transportation (INDOT) in 1993, 1998 and 2002. These counts covered both state roads in Troy. Figure 3.4 shows the counts for all three years along SR 545 and SR 66 from the Perry County Flow Map.

Traffic counts from 2000 show that neither road receives a great deal of traffic. SR 66 receives more traffic than SR 545. The highest counts are along SR 66 east of SR 545. This is probably due to the number of vehicles entering Troy via SR 66 and SR 545 and traveling toward Tell City on SR 66.

6. Roadway Improvements

a. Improvement Types

Roadway improvements fall into two major categories: "preservation" projects and "expansion" projects. Preservation projects involve improvements to maintain the existing capacity of the roadway system such as:

- roadway resurfacing and bridge rehabilitation projects;
- safety projects like low-cost intersection improvements, minor horizontal and vertical realignments, signalization improvements, guardrail and marking improvements;
- pavement and bridge reconstruction/replacement projects; and
- transportation enhancement projects such as bikeways, walkways, landscaping and historic transportation structure preservation efforts.

Expansion projects are improvements that add capacity to the roadway system such as:

- major roadway widenings (adding lanes);
- new roadways and roadway extensions;
- major roadway alignments; and
- new freeway interchanges.

b. Planned Roadway Improvements

Planned roadway improvements are found in the Indiana 10-Year Transportation Plan known as Major Moves. Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the long-range plan, and identifies individual or groups of preservation projects.

Major Moves includes only one project within Perry County. The project is a new construction project along SR 66 in Tell City that will include the addition of travel lanes. The construction will begin 1.83 miles east of the intersection with SR 37 and end 0.09 mile west of the intersection with SR 237.

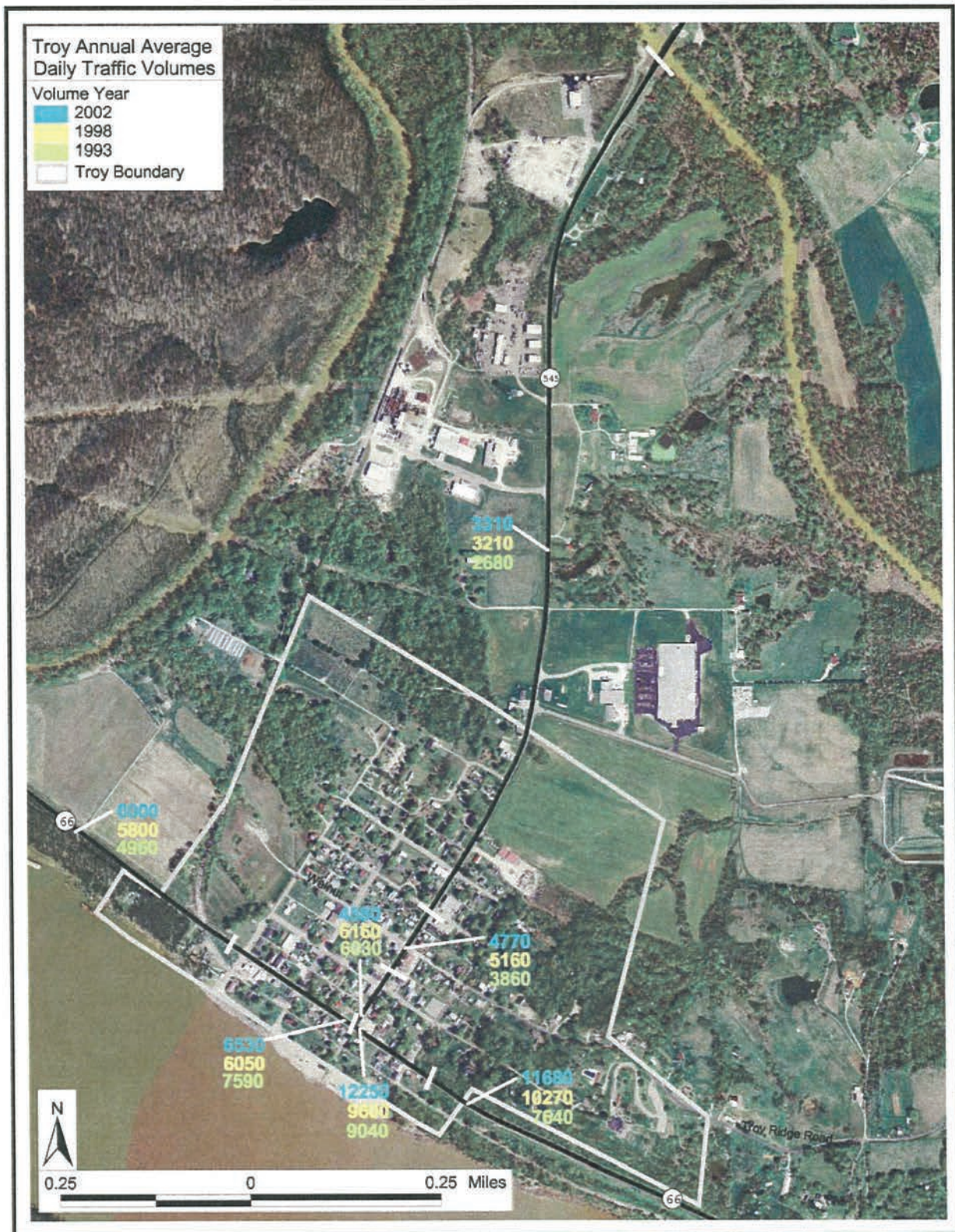


Figure 3.4: Troy Annual Average Daily Traffic Volumes

The INSTIP for 2006 through 2008 includes five projects for Perry County that range from erosion control to added travel lanes. The SR 66 project in Tell City is included and is currently in the right-of-way phase. There are no projects in or near Troy.

C. UTILITIES

1. Introduction

The utility infrastructure of the community is essential to supporting urban activities in the community, and includes the water treatment and distribution system, the liquid waste treatment and collection system, the storm water collection, and the electric, gas and communications utilities.

2. Water Treatment and Distribution System

a. Water Treatment and Existing Capacity

The Troy water treatment plant is located outside of the town along Troy Ridge Road. The town's water comes from two separate wells that are located near Tell City. The water is stored in a 500,000 gallon water tower and a 116,000 gallon underground storage tank.

b. Distribution System

The Troy Water Utility provides water to all of Troy as well as residents and businesses along SR 545, SR 66 and Troy Ridge Road. The water utility currently serves 168 customers within Troy. Water is provided to 55 customers north of Troy along SR 545. The water extends past the Tell City Industrial Park and into Spencer County ending south of New Boston. The utility also serves 97 customers along Troy Ridge Road and a few homes along SR 66. The lines extend to Waupaca Steel (in the Riverview Perry County Industrial Park); however, Troy does not provide water for Waupaca. There are no lines extended to the west of the town along SR 66. Troy provides water to 22 commercial, five industrial, two governmental and eight other (i.e., multi-family) customers.



Picture 3.3: Tell City Industrial Park water tower

c. Water Storage and Booster Stations

The Troy Water Utility stores water in two locations, the Tell City Industrial Park water tower and an underground storage tank. The water tower is owned by Tell City, but the water for the tower is provided by the Troy Water Utility. The tower is part of the distribution system and provides water for all of the Troy Water Utility customers. The water tower has a capacity of 500,000 gallons and the underground storage tank holds 116,000 gallons. There is a pumping station along Troy Ridge Road.

d. Water System Improvements

There are no identified improvements.

e. Future Water Needs

Serving about 700 people in and adjacent to Troy in the year 2030 would require only 45,000 gallons per day (at a typical 65 gallons per day per person). Thus, there appears to be more than adequate water capacity to accommodate commercial and industrial growth in and around Troy and to address fire emergencies.

3. Liquid Waste Treatment and Collection**a. Sewage Treatment Plant and Capacity**

Troy does not have a sewage treatment plant. Instead, the Tell City Wastewater Department provides sewage treatment for the Town of Troy. Troy currently averages about 3.0 million gallons per month (MGM) which is about eight percent of the sewage plant's flow.

The Tell City sewer system is a combined sewer with a design capacity of 2.063 million gallons per day (MGD). The 2005 annual average was 1.537 MGD, which is 75 percent of the capacity. Dry weather flows are approximately 1.2 MGD.

Troy is a very small portion of the plant's capacity. With only 75 percent of capacity used in 2005, there should be plenty of room for growth. The small addition of Troy residents and full occupancy of the Tell City Industrial Park north of Troy should not affect the sewage treatment plant.

b. Sewage Collection System

The Town of Troy provides the sewage system to the residents of Troy. Troy owns all of the lines within the town and sets the sewage treatment rates. The Troy system is connected to the sewage system of Tell City where the treatment plant is located.

c. Sanitary System Improvements

There are no identified improvements.

4. Storm Water Drainage

The Troy storm water system includes ditches and underground pipes. The majority of the storm water is drained into the Ohio River; however, there is also some drainage into Troy Park. The storm water system in Troy is considered poor by Troy residents.

5. Other Utilities

In addition to water and wastewater management, Troy also supplies electricity to local residents. The town purchases their electricity from Hoosier (Vectren) Energy. There is a substation north of Troy behind Stewart Warner.

6. Solid Waste Disposal

Troy has curbside trash and recyclables pick up. There are also two Perry County Solid Waste Management District locations, Cannelton and Branchville, where trash and recyclables can be taken. Alternatively, there is a Spencer County Solid Waste Management District location in

Evanston that is about one and half miles west of Troy. This location accepts trash and all types of recyclables. Any trash needs to display an orange (Perry County) or yellow (Spencer County) tag to be accepted. Both orange and yellow tags can be purchased at Minto's Market in Troy.

D. COMMUNITY FACILITIES

1. Introduction

Community facilities are the recreation, education, government, medical, institutional and cultural facilities that provide services and amenities to the residents of Troy and the immediate area. These facilities provide essential services as well as other services that affect the quality of life in the community.

2. Recreation Facilities

a. Existing Facilities

There are 15 acres of recreational area within Troy including Troy Park, Troy Playground, the Fulton Hill Community Center, and Christ of the Ohio (see Figure 3.5).

i. Troy Park

Troy Park is located on the western edge of town off of Walnut. It offers both a baseball field and several horseshoe pits. The park is lighted so that it may host activities at night. The park covers about six acres (see Picture 3.4).



Picture 3.4: Troy Park



Picture 3.5: Troy Playground

ii Troy Playground

The Troy Playground is on Walnut Street between the town hall building and Troy Park. It offers a variety of playground equipment for the use of children. The playground occupies approximately one acre (see Picture 3.5).



Picture 3.6: Ohio River Boat Ramp

iii. Other Recreational Areas

Troy has a boat ramp and dock downtown on the Ohio River (see Picture 3.6). The ramp area is lighted for use at night and includes parking areas. There is also a boat ramp approximately one mile north of Troy on the Anderson River.

Christ of the Ohio is a statue that can be found on the east side of Troy. The statue is on the top of a hill and looks out over the Ohio River. It was created by Herb Jogurst and completed in 1956 (see Picture 3.7).

The Fulton Hill Community Center is also located on the east side of Troy along Troy Ridge Road. The community center overlooks the Ohio River and is within walking distance of Christ of the Ohio. It offers a full kitchen, a seating capacity of 250 people and picnic facilities. There is a pool next to the community center, but it is currently closed. In its entirety, the Fulton Hill Community Center covers seven acres (see Picture 3.8).

b. Park Land and Recreation Facilities Standards

State and national recreation standards exist for the land area and facilities within the parks of a community.



Picture 3.8: Fulton Hill Community Center



Picture 3.7: Christ of the Ohio

i. Park Land Standards

Parks are functionally classified according to the population they serve: neighborhood, community or regional.

Neighborhood parks are oriented toward the surrounding neighborhood, and provide a multi-purpose area with playground facilities for young children, court

sports (e.g., basketball, tennis, volleyball) for older children and picnic areas within walking distance of where they live. Neighborhood parks focus on active recreation facilities for abutting

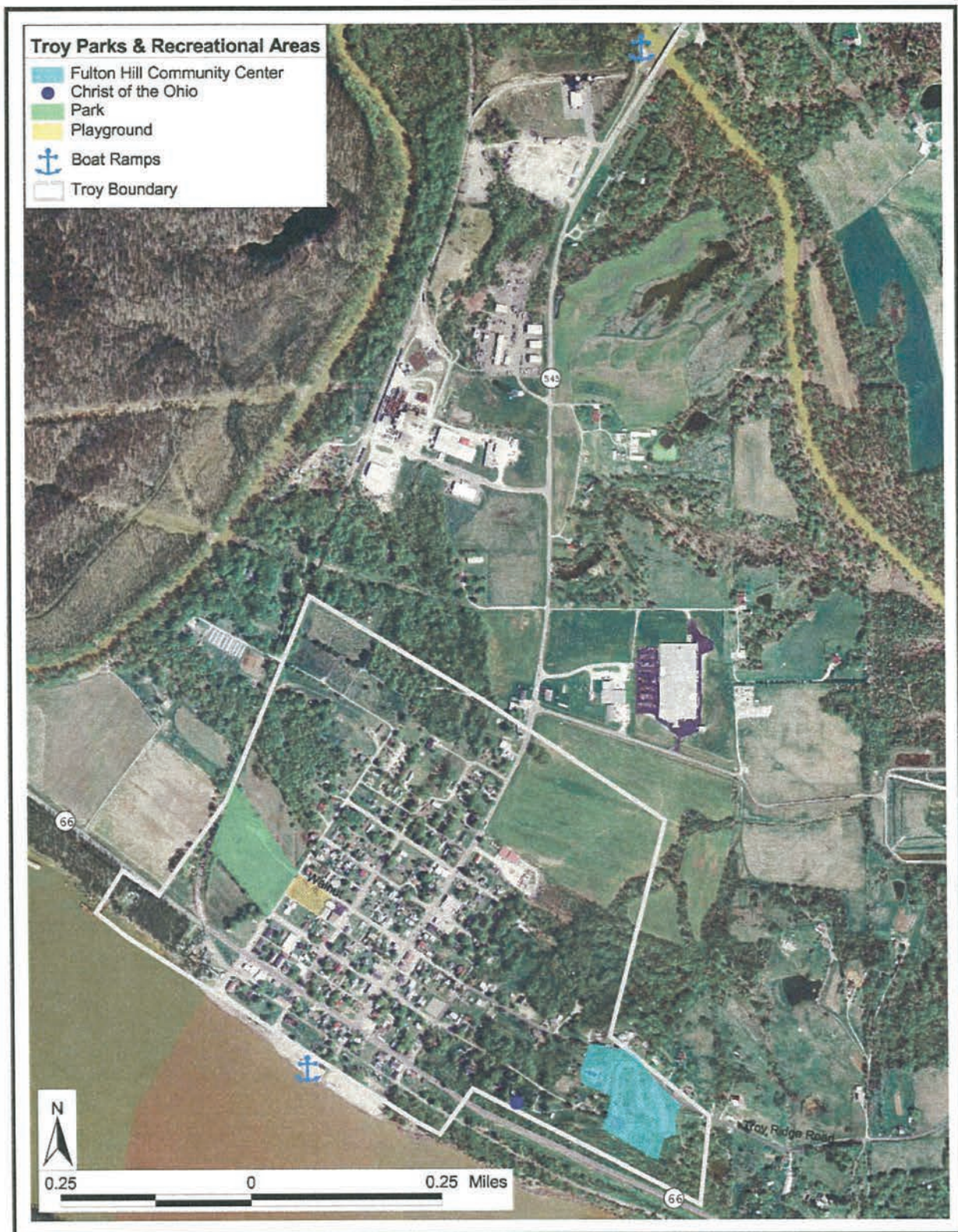


Figure 3.5: Troy Parks & Recreational Areas

residential areas, but also address passive recreation activities such as walking, picnicking, sitting and viewing. For neighborhood parks, the service area radius is one-quarter mile (1,320 feet) reflecting an acceptable or convenient walking distance for 85 percent of the people. For access by bicycle, the park service radius may be increased to one-half mile which is also the maximum walking distance. The National Recreation and Park Association suggests that a community should have at least 1.25 to 2.5 acres of neighborhood parkland per 1,000 people.

Community parks provide for the recreational needs of the larger community and include field sports facilities (e.g., baseball, softball, football and soccer fields) in addition to the facilities commonly found at neighborhood parks. Community parks also focus on active recreation facilities for the community, but may also have some passive recreation facilities. For community parks, the service area radius is one-quarter mile for playground and court sports facilities, and one to two miles for field sports activities. One-half mile is considered the upper limit for walking and is considered a convenient biking distance to recreation facilities. Greater distances involve the automobile as the primary means of access. Community parks may include community centers, indoor gyms, outdoor stages and swimming pools as well as major picnic facilities. The National Recreation and Park Association suggests that a community should have 5 to 8 acres of community parkland per 1,000 people.

Regional or metropolitan parks address outdoor recreation activities such as picnicking, boating, fishing, swimming, camping and hiking. These parks concentrate on passive recreation facilities and active recreation facilities that are unique to the region. The primary means of access to regional parks is by automobile. Regional parks contain 200 or more acres and are required to have five to ten acres per 1,000 people. The National Recreation and Park Association suggests that a community should have 15 to 20 acres of regional/metro parkland per 1,000 people.

Because of Troy's size, only neighborhood and community parks are relevant. Regional parks must be provided by larger jurisdictions such as the county or state.

ii. Recreation Facility Standards

In addition to the total land area of parks and their location relative to the population, there are specific standards for the number and type of recreation facilities within a community. These standards are listed in Table 3.3.

c. Park Land and Recreation Facility Adequacy

i. Park Land Adequacy

The only park in Troy covers approximately six acres. The National Recreation and Park Association suggests that a community should have at least 5 to 8 acres of parkland per 1000 people. With a projected 2030 population of 404 people, Troy would need 2 to 3.25 acres of open space. Although the addition of park space may be considered, Troy currently has an adequate amount of space both for the present and the future.

The National Recreation and Park Association also suggests that a community should have 1.25 to 2.5 acres of neighborhood parkland per 1000. Troy currently has no neighborhood parks with in the city. However, Troy's size allows one park to provide for the whole community. This allows more focus to be put on improving the existing park so that it may better serve the community.

ii. Park Location Adequacy

One park is sufficient for the entire population of Troy. Troy Park is located on the west side of the town, but all residents are within a half-mile of the park. The Troy Playground is about the same distance from the residents of Troy as Troy Park. This provides an additional acre of area for the children of the community to enjoy.

iii. Recreation Facility Adequacy

In addition to park acreage, different recreational facilities are needed for a specific amount of people. Table 3.3 shows the standards for recreational facility needs. Although Troy's population does not qualify it as needing these facilities, some consideration should be given to them. Troy Park already has a baseball field. Improvements to the baseball field and additions such as a basketball court and volleyball court would allow the park to provide more activities for all ages.

Table 3.3: Recreation Facility Standards

Activity/Facility	No. of Units per population	Service Radius	Location Notes
Badminton	1 per 5,000	1/4 -1/2 mile	Usually in school, recreation center or church facility. Safe walking or bike access.
Basketball	1 per 5,000	1/4 -1/2 mile	Same as Badminton. Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
Handball (3-wall & 4-wall)	1 per 20,000	15-30 minutes travel time	4-wall usually indoor as part of multi-purpose facility. 3-wall usually outdoor in park or school setting.
Tennis	1 court per 2,000	1/4 -1/2 mile	Best in batteries of 2-4. Located in neighborhood/community park or adjacent to school.
Volleyball	1 per 5,000	1/4 - 1/2 mile	Same as other court activities (e.g. badminton).
Baseball	1 per 5,000 Lighted: 1 per 30,000	1/4 - 1/2 mile	Part of neighborhood complex. Lighted fields. part of community complex.
Field Hockey	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
Golf-driving Range	1 per 50,000	30 minutes travel time	Part of a golf course complex. As separate unit may be privately owned.
¼ Mile Running Track	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.
Softball	1 per 5,000 (if also used for youth baseball)	1/4 - 1/2 mile	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.
Multiple Recreation Court (basketball, volleyball, tennis)	1 per 10,000	1-2 miles	
Trails	1 system per region	N/A	
Golf 1. Par 3 (18-hole) 2. 9-hole standard 3. 18-hole standard	9-hole standard: 1 per 25,000 18-hole standard: 1 per 50,000	1/2 to 1 hour travel time	9 hole course can accommodate 350 people/day. 18 hole course can accommodate 500-550 people/day. Course may be located in community or district park, but should not be over 20 miles from population center.
Swimming Pools	1 per 20,000 (Pools should accommodate 3 % to 5% of total population at a time.)	15 to 30 minutes travel time	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community park or school site.

Source: www.prm.nau.edu/prm423/recreation_standards.htm

Troy has a swimming pool next to the Fulton Hill Community Center, but the pool was closed because of the need to make major repairs. Financing a swimming pool is difficult because of Troy's low population.

3. Educational Facilities

Troy is located within the Tell City-Troy Township School District which includes all of Troy Township, except for the City of Cannelton. The school corporation includes William Tell Elementary, Tell City Junior High School and Tell City High School, all located in Tell City.

According to the Indiana Department of Education, there were 1,654 students enrolled and 85 teachers for the 2005-2006 school year. The elementary school had 712 students and 41 teachers; the junior high had 413 students and 19 teachers; and the high school had 529 students and 33 teachers.

4. Governmental Facilities

Troy Town Hall is located on the southwest corner of Harrison Street and Walnut Street. In addition to being the town hall, the Troy Utilities Office and Troy Volunteer Fire Department are also located in this building. The fire department covers the Town of Troy and rural areas along SR 66, SR 545 and Troy Ridge Road. The fire department does not go into Spencer County, except for special occasions when additional help is needed. The Troy Volunteer Fire Department has two fire trucks, one brush truck and a pickup with a tank.

Troy's Police Department is made up of one part-time Marshal. There is also one volunteer reserve police officer.

The town does not have an ambulance service. The Perry County EMA Fire-Rescue provides ambulance service for Troy residents. The Perry County EMA, based in Tell City, and the Perry County Memorial Hospital, also in Tell City, are the only ambulance providers in Perry County.

5. Medical Facilities

There is one medical facility in Troy, the Troy Medical Clinic. The nearest hospital is the Perry County Memorial Hospital, which is located in Tell City. The Perry County Memorial Hospital has 25 beds. The next closest hospital to Troy is Owensboro Medical Health System, which is about 30 miles away in Owensboro, Kentucky. This hospital offers further services and has 345 beds.



Picture 3.9: Troy Medical Clinic

The closest Trauma Center to Troy is located in Jasper (approximately one hour north). The Trauma Center at Memorial Hospital is certified by the Indiana State Department of Health. The nearest Trauma Centers certified by the American College of Surgeons are St. Mary's in Evansville (approximately one hour and 15 minutes west) and the University of Louisville Hospital (about one and a half hours east).

CHAPTER 4: COMMUNITY ISSUES

A. COMPREHENSIVE PLAN COMMITTEE MEETING

On June 1, 2006, urban planners from Bernardin, Lochmueller and Associates, Inc. met with the Troy Advisory Plan Commission at Troy Town Hall. The meeting included a review of the Comprehensive Plan process, the schedule, the elements of the plan and an exercise to determine the strengths and weaknesses of Troy and what issues were important to the Plan Commission. First, the group determined major strengths and weaknesses of the town. These can be found in Table 4.1. Next, each commission member had a chance to list issues they believed were important to Troy and then had a chance to rank the issues. Table 4.2 shows the issues brought up during the meeting and the rank of the issues.

Table 4.1: Troy Strengths and Weaknesses

Strengths	Weaknesses
Central location; Small town atmosphere; River; People (friendliness); History; Organizations (churches); Fulton Hill Community Center; Burke Park; Troy Medical Clinic; Post Office; Tell City Industrial Park; Utilities (water, electric, sewer, trash pick-up and recyclable pick-up); Cheap electric and water rates	Locked in for growth by the river, the county line and Tell City; Pulling people together (lack of community pride); Turnover of residents; Lack of school; Lack of police protection; Finances/resources; No go-getters; Lack of business

Table 4.2: Troy Issues

Rank	Issues
#1	Street, sidewalk and alley upgrades (look, safety and drainage)
#2	Storm sewer improvements (backed up water, washes out land)
#3	Zoning rules (standards are lacking)
#4	Ordinance enforcement (to address yard and housing upkeep)
#5	Curb and gutter additions (visual appearance)
#6	More elderly housing (multiple-story building needed)
#7	New homes (how to encourage)
#8	Vacant buildings (abandoned, burned out buildings are eye sores, dangerous and a nuisance)
#9	Annexation
#10	Promote small business
#11	Upgrade Christ of the Ohio
#12	Economic development
#13	Place for people to feel safe and want to come and stay (raise kids)
#14 (tie)	Yard and housing upkeep and maintenance (noise, parked cars, safety, trash, weeds)
#14 (tie)	Addition of bike paths or walkways
#15	Organized activities (kids and adults)
#16 (tie)	Welfare
#16 (tie)	Swimming pool

B. COMMUNITY SURVEY

As part of the Comprehensive Plan process, 239 surveys were sent out to residents of Troy and the surrounding area in post office boxes the last week in June 2006. Residents were asked to fill out the survey and mail it back to Bernardin, Lochmueller and Associates, Inc. The surveys were collected from the first week in July 2006 through the middle of August 2006. The results of the surveys were used to determine community issues that need to be addressed in the Comprehensive Plan. Twenty-one percent (51) of the surveys were completed and returned. Table 4.3 shows a list of issues from the survey, composite scores and percent agreement with the issues. Results and comments from the survey can be found in Appendix B and Appendix C.

Table 4.3: Troy Community Survey Results

	Composite Score	% Strongly Agree	% Somewhat Agree	% Somewhat Disagree	% Strongly Disagree	Did not respond
Strongly Agree (1.0 - 1.5)						
Troy needs to better enforce existing ordinances.	1.2	76.5%	19.6%	0.0%	0.0%	3.9%
Troy needs to better address the problem of vacant buildings.	1.3	66.7%	21.6%	3.9%	0.0%	7.8%
Sidewalk improvements should be made where needed.	1.4	66.7%	27.4%	0.0%	3.9%	2.0%
Storm water drainage facilities should be improved.	1.4	56.9%	25.5%	5.9%	0.0%	11.7%
Facilities should be improved at existing parks before acquiring new park land.	1.5	64.7%	19.6%	5.9%	3.9%	5.9%
The visual appearance of Troy needs to be improved.	1.5	54.9%	37.3%	3.9%	0.0%	3.9%
Somewhat Agree (1.6 - 2.4)						
Economic development needs to be promoted in Troy.	1.6	56.9%	31.4%	0.0%	9.8%	1.9%
Troy should encourage new home building.	1.6	56.9%	27.4%	3.9%	5.9%	5.9%
Development standards (zoning and subdivision regulations) are needed.	1.6	54.9%	27.5%	3.9%	5.9%	7.8%
Alleys need to be improved.	1.7	49.0%	25.5%	11.8%	5.9%	7.8%
Local roads should be improved with sidewalks for the handicapped.	1.8	39.2%	39.2%	9.8%	3.9%	7.9%
Troy needs more housing for the elderly.	1.9	43.1%	37.3%	9.8%	9.8%	0.0%
Troy should improve or add bikeways and walkways throughout the community.	2.0	43.2%	23.5%	13.7%	15.7%	3.9%
All local roads should have sidewalks.	2.1	35.3%	25.5%	21.6%	9.8%	7.8%
Troy should pursue growth through annexation.	2.1	27.5%	49.0%	3.9%	15.7%	3.9%
There is a need for additional recreational facilities in Troy.	2.2	25.5%	37.3%	23.5%	9.8%	3.9%
Modular homes are appropriate on lots in traditional single-family home areas.	2.3	35.3%	19.6%	9.8%	25.5%	9.8%
New commercial growth should only be located along Franklin Street and Main Street.	2.4	21.6%	35.3%	19.6%	21.6%	1.9%
Disagree (2.5 +)						
Modular homes should only be located in mobile home parks or subdivision.	2.5	35.3%	13.7%	13.7%	33.4%	3.9%

C. COMMUNITY LEADER INTERVIEW

In addition to the surveys, community leaders were contacted to do a phone interview regarding current and future growth in Troy. Community leaders are those persons representing one of eight interest groups including Industrial, Banking and Financial, Real Estate, Developers and Builders, Civic Leaders, Education, Religious and Other Interest Groups.

Of the 35 leaders selected to be interviewed, 13 were available and agreed to participate in the interview. In the various interest group categories, the number of respondents equaled: zero (0) from Industrial, two (2) from Banking and Financial, zero (0) from Real Estate, one (1) from Developers and Builders, eight (8) from Civic Leaders, zero (0) from Education, one (1) from Religious, and one (1) from Other Interest Groups. The following information paraphrases comments from the interviews.

1. Current Assets to Growth

Many of the respondents felt that Troy is a nice, quiet town with friendly people and that it is a great place to live. Four respondents identified the boat ramp as an asset to future growth. Several respondents identified the Ohio River (access to the river and as a setting for new growth) as an asset. The town's festivals and activities, such as church picnics, were noted as assets by several respondents. One respondent said there was good land available for new housing.

Other assets that were mentioned were the Tell City Industrial Park, Christ of the Ohio, the medical clinic, the convenience store, the community center, homeowner property maintenance, the beauty of the land and beautiful churches.

2. Current Obstacles to Growth

Several respondents mentioned the lack of police protection as an obstacle. One respondent commented that there was not an effort to recruit new businesses to Troy. Vacant property and poorly maintained property were mentioned by several respondents as adversely affecting Troy.

Other obstacles that were mentioned were the lack of ordinance enforcement, the town's budget, lack of affordable housing, fair to poor environmental air quality, lack of basic commercial businesses such as a grocery store, bank, pharmacy and a restaurant. One respondent worried the gas station may be failing. Another respondent worried about access to mail as the mail service in Troy is by post office only and the post office sometimes has to close due to vandalism.

3. Desires for Future Growth

Several respondents expressed a desire to grow by bringing new business to the community. One respondent suggested the need for a department store and new industry. As mentioned above, there was a desire from several respondents for basic commercial businesses such as a grocery store, bank (with an ATM), pharmacy and a restaurant. One participant expressed a desire to increase the tax base. However, several respondents felt that too much growth would be detrimental to Troy.

One respondent mentioned there is a need for a housing unit for the elderly and another suggested more opportunities for children. One respondent suggested the pool be reopened. Several respondents expressed the desire for more police protection. The desire for annexation and zoning was mentioned by one participant.

Another issue frequently mentioned by respondents is the need for improved infrastructure. These suggested changes included improvements to roads, sidewalks, curbs and storm drainage.

CHAPTER 5: FUTURE VISION**A. INTRODUCTION****1. Future Vision**

The future vision for the physical development of Troy for the year 2030 is reflected in the policy and objectives statements (and associated development review guidelines) of the community. These policies, objectives and guidelines serve as the basis for developing and evaluating future land use patterns for the community, and as the basis, in conjunction with the Future Land Use Map, for determining consistency of proposed development and infrastructure investments with the Comprehensive Plan.

2. Development of the Vision

With the assistance of the Advisory Plan Commission, the future vision for Troy was developed through a community survey, interviews of community leaders, a general public meeting and written public comment. The initial input of the Plan Commission, community survey and community leader interviews helped identify growth and development issues of concern unique to Troy. These are documented in Chapter 4 of the "Community Profile" Report.

B. POLICIES AND OBJECTIVES STATEMENTS

Many people think of a comprehensive plan as only a Future Land Use Map. While a Future Land Use Map may be one of the end products of the comprehensive plan, it is not the foundation of the comprehensive plan. Throughout the Midwest (including Indiana and surrounding states), the foundation for the comprehensive plan is the future vision for the community as expressed in goals, objectives, principles, policies or guidelines. The Indiana state enabling legislation for comprehensive planning (I.C. 36-7-4-500) implicitly recognizes that a plan must be more than a map.

A well-designed plan is based on a set of objectives and policies. It is this collection of objectives and policies that is essential to good planning, not the map. Indiana's planning enabling statute recognizes this fact by requiring only three elements in a comprehensive plan. Indiana Code 35-7-4-502 states:

"A comprehensive plan must contain at least the following elements:

- (1) A statement of objectives for the future development of the jurisdiction.*
- (2) A statement of policy for the land use development of the jurisdiction.*
- (3) A statement of policy for the development of public ways, public places, public lands, public structures and public utilities."*

Governed by a well-enunciated set of objectives and policies, development decisions will be made in a predictable, orderly manner. While these objectives and policies are the foundation for the Troy Comprehensive Plan, the Plan includes several other elements (including a land use development plan or Future Land Use Map, a transportation/thoroughfare plan, a utilities plan, a community facilities and services plan, an open space and recreation plan, and an environmental plan) to assist in the interpretation and application of the objectives and policies. These

additional elements of the comprehensive plan are expressly permitted by Indiana Code 36-7-4-502 and 506.

In determining consistency of a development proposal with the comprehensive plan, the Troy Comprehensive Plan establishes two tests: Consistency with the Future Land Use Map and consistency with development guidelines. If the first test fails, the second test becomes paramount as the development guidelines are an expression of the development objectives and policies of the community.

The development policies and objectives that follow have been drafted to reflect the input of the community as expressed by the community survey, community leadership, Comprehensive Plan Commission, and public comments expressed through workshops and hearings during the process.

1. Vision Statement

The Town of Troy strives to be a great place to live and visit by embracing change; promoting improvements to the housing stock, commercial facilities, community facilities and services, and recreational facilities; protecting and promoting its unique historic environment; and ensuring a high quality of life for all persons.

2. Land Use Development Policy

In implementing this Comprehensive Plan, the land use development policy of the Town of Troy is to foster orderly growth and reuse that meets the future employment and living needs of all persons while maintaining the integrity of Troy as a small community and protecting its unique natural and manmade environment. This policy will promote land use practices designed to continue development of Troy as a desirable place to settle and raise a family. This policy encourages residential development that provides the appropriate mix of housing opportunities sensitive to the environment. Economic development opportunities will be encouraged to continue the strong tax base of Troy. This policy will encourage the establishment and expansion of commercial facilities in an orderly and safe manner. Development will be encouraged to fill-in areas to make the most efficient use of existing and planned infrastructure.

3. Community Infrastructure Policy

In implementing this Comprehensive Plan, the community infrastructure policy of the Town of Troy is to develop public ways, public places, public lands, public structures and public utilities necessary to assure orderly and cost effective development and to ensure the continued high quality of life for all citizens while protecting Troy's historic heritage and its natural and scenic beauty. This policy promotes infrastructure improvement practices that emphasize maintenance and enhancement of existing facilities, and the expansion of facilities only when such an expansion addresses a specific need and improves the overall cost-effectiveness of the particular public infrastructure system (whether roads, sewers, waterlines, stormwater drainage, recreation facilities, etc.). Adequate infrastructure is necessary for all new and expanded development, and new development is to bear the cost of infrastructure improvements that it necessitates (unless there is an established public incentive to encourage specific types of development).

4. Goals and Objectives for Future Development

Goal 1 (Reuse): Encourage the reuse and development of Troy as a desirable place to work and live while preserving its small town character.

Objective 1.1: Promote the development/reuse of existing vacant properties (structures and lots) within the town limits of Troy.

Objective 1.2: Provide incentives (financial, public taxation and public expenditures) to encourage the reuse of vacant commercial structures and properties within Troy.

Objective 1.3: Provide housing repair and rehabilitation assistant to low- and moderate-income households.

Objective 1.4: Provide incentives for the repair and rehabilitation of historic structures (residential or commercial).

Objective 1.5: Facilitate the adaptive reuse of historic structures through incentives (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements) while ensuring the reuse is compatible with surrounding land uses (particularly residential properties).

Objective 1.6: Ensure the compatibility of existing and future land uses.

Goal 2 (Growth Management): Promote the appropriate future development and growth of Troy.

Objective 2.1: Pursue the possibility of annexation of areas adjoining the town to address future land use needs and to improve the fiscal base of the town.

Objective 2.2: Develop land use zoning and subdivision regulations to protect investment (private or public) in properties and infrastructure.

Goal 3 (Housing): Ensure residential development that is compatible with existing residential areas, consistent with the small community atmosphere, preserves property values, and provides opportunities for affordable housing and housing for the elderly.

Objective 3.1: Develop land use zoning and subdivision regulations to protect residential property investment from incompatible surrounding land uses and from inadequate infrastructure (streets, sanitary sewers, waterlines and stormwater drainage).

Objective 3.2: Encourage new housing development by creating standards that are not too restrictive and consider tax incentives to help attract these developments.

Objective 3.3: Ensure affordable housing by allowing a mixture of housing types and designs that are compatible with surrounding homes.

Objective 3.4: Facilitate the provision of housing for the elderly by permitting a mixture of housing types in residential developments ranging from apartments to assisted living quarters to nursing homes.

Objective 3.5: Address decaying and blighted residential properties through a combination of incentives (such as low cost housing rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to ensure sensitivity to the economic capacity of the property owner.

Objective 3.6: Encourage the construction of new homes by permitting innovative housing types and designs that encourage housing on vacant lots and that are compatible with surrounding land uses.

Objective 3.7: Locate new mobile homes (manufactured homes without a permanent foundation) in areas designated for mobile homes (such as areas permitting mobile homes, mobile home parks or subdivisions) with appropriate screening and buffering to ensure compatibility with surrounding land uses (particularly historic properties and traditional single-family detached housing).

Objective 3.8: Permit modular homes (pre-constructed components delivered by truck and assembled on site) and manufactured homes (pre-constructed and assembled units delivered on wheels and placed on a permanent foundation) on lots in traditional single-family detached home areas provided the structures are compatible with surrounding homes by ensuring such homes have a permanent foundation, sloped roof with overhangs, traditional window treatment and other design features that give the appearance of stick-built homes.

Goal 4 (Economic Development): Ensure new economic development that is consistent with the small town character and provides convenience goods, services and jobs to residents.

Objective 4.1: Address deteriorated or abandoned industrial and commercial properties through a combination of incentives (such as low cost rehabilitation loans and infrastructure improvements) and enforcement actions (such as building and property condition enforcement targeted at absentee property owners).

Objective 4.2: Provide incentives for the retention, promotion and encouragement of essential residential-supportive commercial enterprises.

Objective 4.3: Ensure that the Future Land Use Map and the Zoning Ordinance provide opportunities for commercial growth along Franklin Street and Main Street.

Objective 4.4: Permit professional services and personal services throughout the city for easy access while ensuring compatibility with surrounding residential uses and avoiding disruption of the residential character.

Objective 4.5: Ensure the compatibility of future business uses with surrounding land uses, particularly historic properties, residential uses and institutional (public or quasi-public) uses.

Objective 4.6: Develop a commercial revitalization program that encourages the cooperation and interaction between downtown business owners and occupants, provides incentives for the rehabilitation of structures, provides improved streetscape and adequate off-street parking, and facilitates the marketing retail uses in Troy.

Goal 5 (Environment and Visual): Protect natural and manmade environmental features of Troy and the surrounding area that contribute to the small community atmosphere and improve the visual appearance of Troy.

Objective 5.1: Ensure building setbacks and landscaping that are compatible with existing residential properties.

Objective 5.2: Preserve the historic structures of Troy to maintain the historic character of the town.

Objective 5.3: Develop land use controls and other property standards which require property owners to maintain vacant buildings and lots.

Objective 5.4: Repair cracked and uneven sidewalks and clean up overgrown sidewalks.

Objective 5.5: Improve the existing alleys by cleaning up weeds and anything that may make them unusable.

Goal 6 (Transportation): Preserve and enhance the streets of Troy while creating new streets for future growth.

Objective 6.1: Continue to provide adequate maintenance of local street surfaces.

Objective 6.2: Develop a mechanism to ensure the proper maintenance of alleys.

Objective 6.3: Enhance pedestrian access to all of Troy's amenities by ensuring that all local roadways have sidewalks.

Objective 6.4: Ensure that all sidewalks are accessible to the handicapped.

Objective 6.5: Improve sidewalks where needed and add bikeways and sidewalks where appropriate to ensure separation of pedestrians and vehicles, especially along SR 545 and SR 66.

Goal 7 (Utilities): Provide an adequate sanitary sewer system, water distribution system and stormwater facilities for existing development while taking advantage of new growth opportunities that strengthen the economic performance of the public utilities.

Objective 7.1: Examine the financial policies regarding sanitary sewer tap-ins and lateral line extensions to ensure new development pays its own way.

Objective 7.2: Ensure the water filtration plant and distribution lines are adequately maintained for existing development while taking advantage of new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

Objective 7.3: Explore the capital costs and financing mechanisms associated with the improvement of natural and manmade drainage systems to adequately accommodate stormwater flows.

Goal 8 (Recreation): Preserve and enhance the recreational facilities serving the residents of Troy.

Objective 8.1: Improve the appearance and existing facilities at Troy Park through the maintenance of amenities.

Objective 8.2: Consider the addition of new facilities and activities at the existing park.

Objective 8.3: Improve or add bikeways and sidewalks within the park and throughout the town for use by Troy residents.

C. GUIDELINES

In addition to the Land Use Development Policy Statement, the Public Infrastructure Policy Statement and the Development Objectives Statement, the following guidelines are to be used to determine consistency of the proposed development and infrastructure investment with the Comprehensive Plan.

1. Land Use Development

a. Residential Uses

R-1: Ensure new residential development is compatible with existing, abutting residential or non-residential development in size, height (not to exceed two stories), mass and scale.

R-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new residential development adjoins existing higher density residential uses or existing non-residential uses.

R-3: Encourage the design of new residential development to provide adequate lot sizes and shapes for housing, to preserve natural tree stands to the extent practical, to use natural drainage channels where possible, to discourage speeding and through-traffic on streets, and to provide amenities such as walkways, curbs, trees and vegetation.

R-4: Evaluate residential development on the basis of the following gross densities:

- Low: Up to four dwelling units per acre.
- Medium: Greater than four and up to eight dwelling units per acre.

R-5: Limit residential development to the "low density" category when major access is from a "collector" or "arterial" street or primary access passes through a "low density" residential area.

R-6: Locate "medium" density residential development only where the major access point is to a "collector" or "arterial" street and where the site is not within a floodplain.

R-7: Discourage dwelling unit densities in excess of eight (8) dwelling units per acre and structures in excess of two stories.

R-8: Limit "medium" density residential structure types to no more than four dwelling units per structure.

R-9: Prohibit new residential development in the 100-year floodplain.

R-10: Allow modular homes (pre-constructed components delivered by truck and assembled on site) and manufactured homes (pre-constructed and assembled units delivered on wheels and placed on a permanent foundation) on pre-existing lots provided such homes are compatible with the size, mass and character of adjoining residential development.

R-11: Permit new mobile homes (manufactured homes without a permanent foundation) in areas designed for mobile homes (such areas zoned for mobile homes, mobile home parks or mobile home subdivisions) with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-12: Encourage innovative residential developments that mix housing types and densities with appropriate screening and buffering to ensure compatibility with surrounding land uses.

R-13: Permit innovative housing types and designs that enable housing on vacant lots while remaining compatible with adjacent residential uses.

R-14: Encourage residential developments for the elderly that mix housing types ranging from apartments to assisted living quarters to nursing homes.

b. Office Uses

O-1: Encourage the location of offices as transitional uses from residential to retail uses when the office use involves the conversion of a residential structure or any new structure that has the character of the abutting residential use relative to size (not to exceed 10,000 square feet), height (not to exceed 2 stories), mass, scale, yards and parking to the rear or side.

O-2: Ensure office development is compatible with existing, abutting residential or other non-residential development in size, height (not to exceed two stories), mass and scale.

O-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new office development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

O-4: Ensure office building setbacks from all property lines, signing and lighting are compatible with any adjoining residential use or residential zone.

O-5: Permit professional services and personal services within residential areas for easy access provided such uses are located in residential structures or having the appearance of a residence (including the structure and signage), are compatible with surrounding residential uses, and do not disrupt the residential character.

c. Commercial Uses

C-1: Encourage the location of new commercial uses in designated areas, permit the expansion of existing commercial uses as long as the expansion is compatible with abutting uses, and permit the conversion of non-commercial structures to retail uses as long as the converted structure is compatible in character with abutting residential uses.

C-2: Encourage commercial uses serving residential areas (such as professional and personal services) to be located within or adjacent to residential areas.

C-3: Encourage commercial uses serving the greater community (such as durable goods sales; nondurable, disposable and convenience goods sales; land-extensive uses; structures over 10,000 square feet; and auto-oriented retail uses) to be located on "collector" or "arterial" streets.

C-4: Ensure retail development is compatible with existing, abutting residential development or residentially zoned areas in size (10,000 square feet), height (not to exceed two stories), mass and scale.

C-5: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded commercial development adjoins existing residential uses or residentially zoned areas, or adjoins office uses.

C-6: Ensure commercial building setbacks from all property lines, parking location, signing and lighting are compatible with any adjoining residential use or residential zone.

C-7: Limit outdoor storage and displays when commercial uses are adjacent to residential, office and other commercial uses.

C-8: Prohibit non-premises signs (i.e., billboards) in commercial and commercially zoned areas.

C-9: Locate new businesses serving or selling alcoholic beverages away from residential uses and community facilities such as parks, schools, public buildings, medical facilities, churches and other public/quasi-public institutions.

C-10: Confine adult entertainment or the sale of adult materials to industrial zones with adequate separation from residential, public recreation uses (parks and playgrounds), educational uses (schools and daycare centers) and institutional uses (libraries, museums, churches, etc.).

d. Industrial Uses

I-1: Encourage the location of new industrial uses in planned industrial parks or adjacent to existing industrial areas; and permit the expansion of existing industrial uses as long as the expansion is compatible with abutting uses.

I-2: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded industrial development adjoins existing residential uses or residentially zoned areas, or adjoins other existing non-residential uses.

I-3: Ensure industrial building setbacks from all property lines, parking location, signing and lighting are compatible with any adjoining non-industrial use or zone.

I-4: Prohibit the outdoor display or storage of materials in areas zoned for light industrial use.

I-5: Confine the sale, repair and storage of truck, trailers, manufactured housing, boats and farm equipment to industrial areas and zones.

I-6: Ensure industrial building setbacks from all property lines, parking location, signing and lighting are compatible with any adjoining residential use or residential zone.

e. Public/Quasi-Public Uses

P-1: Locate or expand public and quasi-public facilities where there is a demonstrated need.

P-2: Ensure public/quasi-public development is compatible with existing, abutting residential development in size, height (not to exceed two stories), mass and scale.

P-3: Ensure adequate buffering and screening (fences, walls or other physical barriers, vegetation, or physical separation) or other techniques (location of structure, windows and balconies) that mitigate nuisances (automobile lights, outdoor lighting, illuminated signs, loud noises, vibration, dust, vehicle fumes, junk, outdoor storage, parking lots, etc.) when new or expanded public/quasi-public uses adjoin existing residential uses or residentially zoned areas.

P-4: Ensure public/quasi-public building setbacks from all property lines, signing and lighting are compatible with any adjoining residential use or residential zone.

P-5: Give priority to the maintenance and improvement of recreation facilities at existing parks before acquiring additional park land.

P-6: Ensure the improvement of recreation facilities with a demonstrated need that serves the residents of Troy and that does not duplicate other facilities in Troy.

P-7: Improve pedestrian and bicycle access to and within existing parks.

P-8: Emphasize the expansion of existing parks over the acquisition of new parks to address the recreation needs of Troy residents.

P-9: Take advantage of opportunities to expand parkland when such parcels become available adjacent to existing parks, provided such parkland meets a demonstrated need and can be adequately developed and maintained.

P-10: Provide neighborhood parks that are accessible (1/4-mile walking radius and 1/2-mile biking radius) to community residents, ensuring the park is of a minimum size (at least two acres) to accommodate typical neighborhood recreational facilities and to facilitate park maintenance.

2. Development Infrastructure

a. Transportation

T-1: Ensure all development and land use changes are served by adequate streets that have the capacity to accommodate the site-generated traffic.

T-2: Provide for the movement of pedestrians through the provision of walkways and sidewalks for all new development; and enhance pedestrian access to educational and recreational facilities, to neighborhood serving retail and office uses, and to churches and other institutional uses.

T-3: Provide adequate right-of-way to accommodate required and anticipated roadway, walkway and bikeway improvements, utilities and landscaping through dedication; and is consistent with the functional designation and roadway cross section as defined by the Thoroughfare Plan.

T-4: Provide adequate access to, from and through development for the proper functioning of streets, walkways and bikeways, and for emergency vehicles.

T-5: Avoid the creation of streets or traffic flows for higher intensity uses through low intensity use areas.

T-6: Ensure adequate access control, location and design of driveways along arterial streets to reduce vehicle conflicts and to preserve traffic carrying capacity while providing access to abutting properties.

T-7: Provide adequate off-street parking and loading for the type and intensity of proposed uses and for the mode of access to the development.

T-8: Give preference to the preservation of existing transportation facilities over the construction of new, extended or expanded transportation facilities.

T-9: Emphasize low-cost capital improvements to streets to improve safety and facilitate the flow of delivery and service trucks such as minor widenings of town thoroughfares and pavement widenings at corners.

T-10: Confine through-trucks to state routes (SR 66 and SR 545).

b. Sewage Treatment and Collection System

S-1: Maintain the existing sewage treatment plant and sewage collection system so that it can adequately accommodate existing development.

S-2: Ensure all development and land use changes are served by an adequate centralized sanitary sewer system that has the capacity to accommodate the magnitude and type of the site-generated liquid waste effluent.

S-3: Take advantage of opportunities to strengthen the economic performance of the sewage treatment and collection system through new development tap-ins and minor truck line extensions.

S-4: Examine the financial policies regarding sanitary sewer tap-ins and lateral line extensions to ensure new development pays its own way.

S-5: Prohibit any new development involving on-site sewage treatment systems (septic tanks with lateral field, holding pits, etc.) with the exception of industrial pretreatment facilities.

S-6: Examine financial assistance programs for any low- and moderate-income households on septic systems to connect to the centralized sewer system.

c. Potable Water Treatment and Distribution System

W-1: Ensure the water filtration plant and distribution lines are adequately maintained for existing development while taking advantage of new development tap-ins and minor main extensions that improve the economic performance of the drinking water system.

W-2: Ensure all development and land use changes are served by adequate potable water facilities that have the capacity to accommodate the domestic and fire needs of the proposed development.

d. Stormwater Drainage

D-1: Explore the management structures, capital costs and financing mechanisms associated with the improvement of natural and manmade drainage systems to adequately accommodate stormwater flows.

D-2: Ensure adequate stormwater retention/detention facilities in conjunction with any new or expanded development to prevent increased water flows onto abutting property.

3. Environmental

E-1: Restrict development in the 100-year floodplain by prohibiting new or expanded structures except when no increase in flood elevation and velocity will result and when the area of floodwater storage will not be reduced.

E-2: Avoid alterations or significant modifications to natural stream channels unless flooding is reduced, any increase in erosion or flood velocity will not affect other areas, and only minor impacts will occur to wetlands or endangered species.

E-3: Use best management practices for erosion and sedimentation control during and after site preparation.

E-4: Buffer streams and lakes to prevent water quality degradation.

E-5: Protect, to the extent economically feasible, historic structures that have recognized historic, cultural and architectural value.

E-6: Protect, to the extent possible, areas of endangered species, wetlands, public parks, unique natural areas and other areas with significant natural features.

E-7: Develop landscaping guidelines and incentives to improve the visual appearance of Troy.

4. Government

G-1: Promote effective communication between city and county governments, chambers of commerce and economic development organizations to market available and potential industrial and commercial sites for business retention and attraction.

G-2: Provide financial incentives (low interest loans, public infrastructure improvements and tax incentives) to encourage the reuse of vacant industrial, commercial and office commercial structures and properties within and adjacent to Troy.

G-3: Develop appropriate marketing strategies to promote the assets of Troy to encourage economic development and to promote tourism.

G-4: Provide incentives (such as low cost rehabilitation loans) and enforcement (such as building and property condition enforcement targeted at absentee property owners) to address decaying, blighted, deteriorated or abandoned properties while ensuring sensitivity to the economic capacity of the residential property owner.

G-5: Develop land use controls and property maintenance ordinances to protect property investment from owners who fail to maintain vacant buildings and lots.

G-6: Determine the status of ownership of blighted/decaying properties and work with owners to enhance the appearance of these properties.

G-7: Provide incentives (low interest rehabilitation loans, historic structure tax reductions, infrastructure improvements, etc.) to encourage adaptive reuse of historic structures.

G-8: Create a commercial revitalization program that encourages the cooperation and interaction between business owners and occupants, provides incentives for the rehabilitation of structures, provides improved streetscape and adequate off-street parking, and facilitates the marketing of commercial uses in Troy.

G-9: Develop a streetscape program to improve the visual appearance of Troy focusing on Franklin Street (SR 66) and Main Street (SR 545) and then outward from these major streets.

G-10: Provide incentives (such low cost interest loans and public infrastructure improvements) to improve the maintenance of older building exteriors.

G-11: Explore and implement programs to assist in housing maintenance, rehabilitation and new construction for low- and moderate-income families, the disabled and elderly.

G-12: Pursue the possibility of annexation of areas adjoining the town to address future land use needs and to improve the fiscal base of the town.

G-13: Develop land use zoning and subdivision regulations to protect investment (private or public) in properties and infrastructure.

G-14 (also D-1): Explore the management structures, capital costs and financing mechanisms associated with the improvement of natural and manmade drainage systems to adequately accommodate stormwater flows.

G-15: Develop a mechanism to ensure the proper maintenance of alleys.

CHAPTER 6: RECOMMENDATIONS

Before land use recommendations could be developed, existing land use had to be determined. After identifying existing land use and the location of vacant/undeveloped land, an Alternatives Report was created, which revealed the potential future land use of those vacant/undeveloped areas. The Alternatives Report documented the development of the future land use pattern based on projected future land use needs and the development of goals and objectives of the community. Figure 6.1 shows existing land use and Figure 6.2 shows potential future land use for the vacant/undeveloped land in Troy.

A. LAND USE DEVELOPMENT PLAN

The future land use pattern designates major land uses within Troy and the immediate surrounding area to accommodate the future land use needs of Troy consistent with the future vision (goals and objectives) for development. The adopted version of the preliminary future land use pattern is the Future Land Use Map. This map will be used in conjunction with goals, objectives and development review guidelines to determine consistency of a proposed development or infrastructure improvements with the Comprehensive Plan.

The future land use pattern generally reflects the existing land use pattern of developed properties and designates appropriate future urban uses for properties with existing vacant or agricultural uses. Because the predominant land use pattern is shown for existing land uses, isolated uses are not identified such as small commercial uses surrounded by a single-family housing development. Figure 6.3 shows the Future Land Use Map.

The future land use pattern consists of nine future land use designations: one agricultural category, three residential categories, two commercial categories, two industrial categories and one public/quasi public category.

1. Agricultural

The Future Land Use Map shows one agriculture designation. There are no agricultural areas within the town limits of Troy. The agriculture designation is applied to areas beyond the Troy town boundary that are currently used for agricultural purposes and likely to continue as such to the year 2030, are in the 100-year floodplain, or contain wetlands.

There is no agricultural land located within the boundaries of Troy. There are a few farms located outside of Troy which are likely to remain agricultural land through 2030. Other areas adjacent to Troy are within the floodplain and are sometimes under water, making agricultural land difficult to maintain.

2. Residential

The Future Land Use Map shows three residential designations: mobile home, single-family and multiple-family.

Mobile home areas permit densities up to ten dwelling units per acre. In the future, mobile homes will only be placed in mobile home parks or mobile home subdivisions in Troy.

Single-Family areas permit single-family detached dwelling units. Single-Family lots range from medium-density (starting at 6,000 square feet) to low-density (up to one-half of an acre). The original plot of town created lots of 13,068 square feet. Single-Family lots can include site-built homes as well as modular homes; however, in the future, these lots will not include mobile homes.

Multiple-Family areas permit multiple-family attached dwelling units with a density of up to ten units per acre. These areas may include duplexes, four-plexes and apartments.

New single-family detached housing units should first fill in vacant residential lots throughout the town. Residential uses may also be located in the undeveloped area on the northeast side of town (see Figure 1.2). Multiple-family housing for the elderly may be located near the existing playground (see Figure 1.2).

3. Commercial

The Future Land Use Map shows two commercial designations: professional/personal service office and retail.

The professional/personal service office designation is for professional and personal service offices. These offices may include doctors, dentists, insurance agents, tax accountants, real estate agents, engineers and surveyors. In Troy, these offices include the Troy Medical Clinic and the insurance office. Limited personal service businesses (such as barber and beauty shops, business services, mailing and reproduction services) may be permitted in this designation.

The retail designation includes general office and retail activities such as grocery stores, hardware stores, drug stores, banks, restaurants, gasoline stations, department or discount stores, drive-in businesses, motels, furniture stores, appliance stores, and businesses for motor vehicle, boat, trailer, mobile home and farm equipment sales and repair. In Troy, general office and retail businesses are located primarily along Franklin Street (SR 66) and Main Street (SR 545).

There is very little need for additional retail or office space in Troy. Citizens have mentioned that a bank would be nice to replace the bank previously located in the building now home to the Medical Clinic. Office or retail uses could be placed on the east side of Main Street in the undeveloped area of Troy (see Figure 1.2); however, the reuse of vacant commercial structures along Franklin Street and Main Street is preferred.

4. Industrial

The Future Land Use Map shows two industrial designations: light and heavy. There are no industrial uses within Troy. The Tell City Industrial Park north of Troy along SR 545 is home to several industrial uses. Many of these uses are light industrial.

The light industrial designation includes wholesaling; warehousing; truck, mobile home and boat sales, storage and repair; lumber yards; and fabrication activities. Most of these activities are conducted in interior buildings. No general storage is visible from the public way or from non-industrial properties. However, the display of trucks, mobile homes and boats for sale may be visible from the public way and other nonresidential properties. In general, this industrial category involves the processing of products from secondary materials rather than raw materials.

The heavy industrial designation permits the full range of industrial uses, rail yards and utilities. This category permits manufacturing involving raw materials in outside buildings. However, outdoor processing and materials must be screened from the public way and adjacent non-industrial purposes.

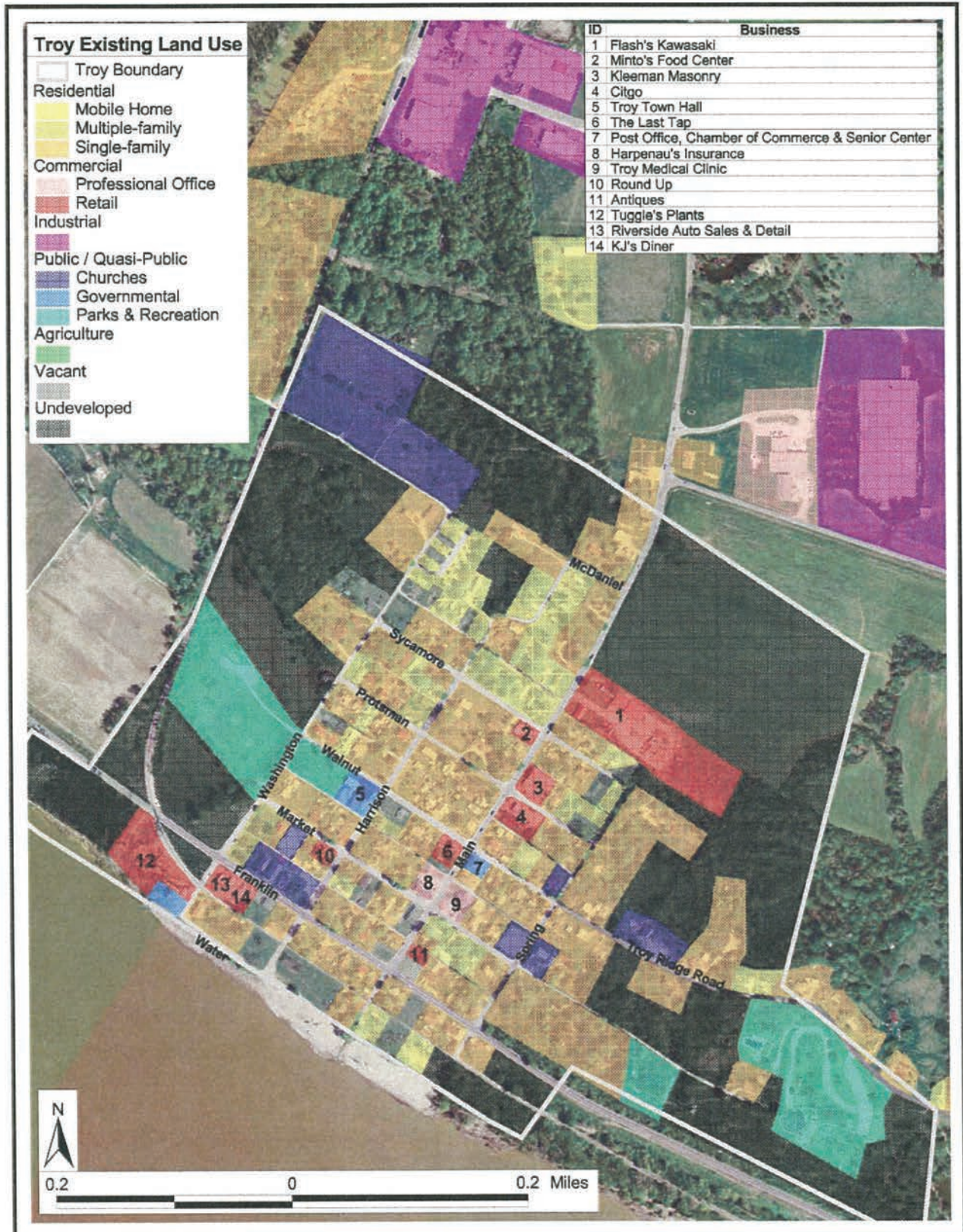


Figure 6.1: Troy Existing Land Use

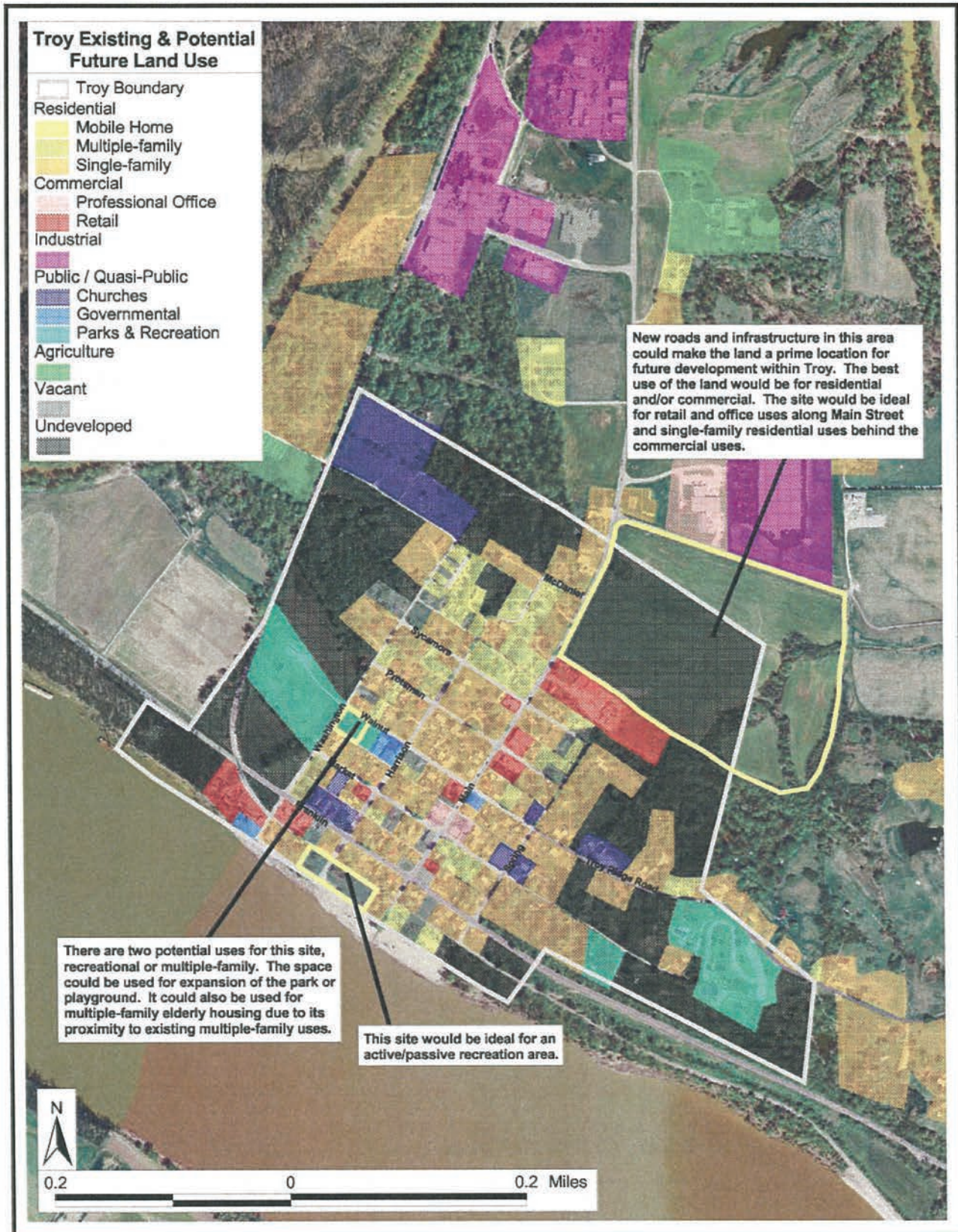


Figure 6.2: Troy Existing & Potential Future Land Use

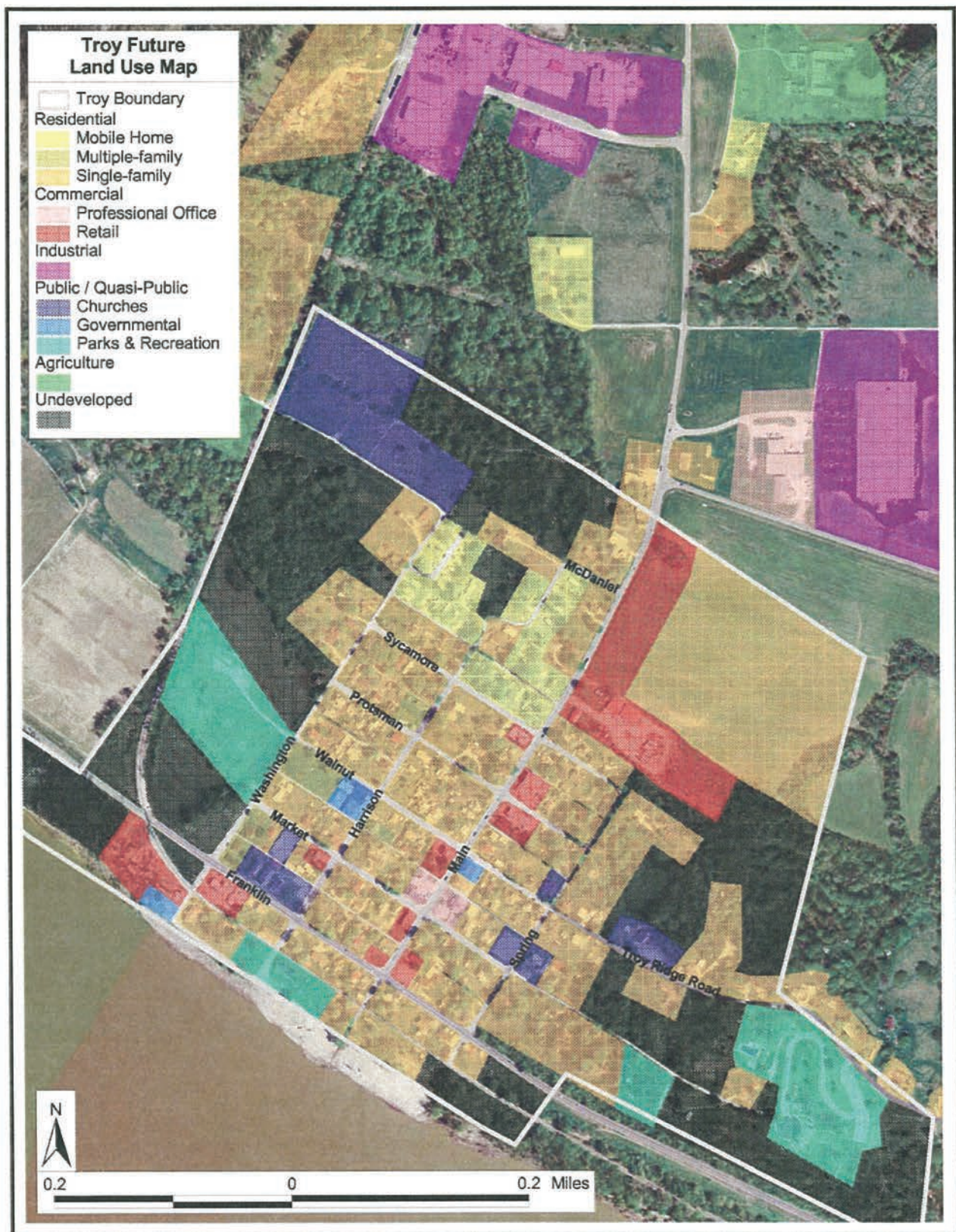


Figure 6.3: Troy Future Land Use Map

There are currently no industrial buildings located within Troy and there is no space for an industrial building to come into Troy. There are several existing industrial buildings north of Troy in the Tell City Industrial Park. The Industrial Park has nearly 40 additional acres of vacant land available for industrial development.

5. Public/Quasi Public

The future land use pattern places publicly owned uses, as well as institutional uses in the public/quasi public use designation. The six public/quasi public designations are churches, educational uses, governmental uses, medical uses, other institutional uses, and recreational uses.

The public use designation includes governmental uses, educational uses and recreational uses. Governmental uses are comprised of the town hall, the fire station, the utilities office and the post office. Educational uses include elementary, middle and high schools. Recreational uses include town-owned parks including the park on the west side of town and the playground behind Town Hall. Other recreational uses include Christ of the Ohio and Fulton Hill Community Center.

The quasi-public use designation includes churches, medical uses and other institutional uses. Medical uses consist of hospitals and clinics. Other institutional uses include nursing homes, museums and art galleries.

The vacant land on the north side of Water Street at Harrison Street might be developed for active/passive recreation purposes in light of the view of the Ohio River, proximity to the boat ramp and environmental constraints of the floodplain.

B. TRANSPORTATION/THOROUGHFARE PLAN

1. Definition of Thoroughfare Plan

The Transportation Element of this Comprehensive Plan fulfills the requirements of a Thoroughfare Plan under State legislation (IC 36-7-4-506). The Thoroughfare Plan establishes the general location of new, extended, widened or narrowed public ways. For the Troy Thoroughfare Plan, thoroughfares are those streets functionally classified as arterials or collectors; however, the Troy Thoroughfare Plan does make recommendations for some local street improvements. In general, the Thoroughfare Plan defines functional classes, appropriate cross sections and access control requirements, and major street improvements.

2. Purpose of the Thoroughfare Plan

The Thoroughfare Plan addresses the use and improvement of the street system within and around Troy. Overall, the Thoroughfare Plan serves four purposes:

- **Preservation of right-of-way** to accommodate existing and future transportation needs. It establishes **right-of-way requirements** according to the functional classification of the street, application of urban (i.e., curb and gutter) versus rural (i.e., side ditches or swales) design standards, and location on existing versus new alignment.
- **Continuity of the functional, physical and aesthetic character** of each functional class of street. It defines **typical cross-sections** for thoroughfares (arterials and collectors) by functional class to serve as initial design parameters for new or widened streets.
- **Preservation of thoroughfare capacity** through access control. It describes appropriate **access management** policies by functional class.

- **Identification of transportation improvements** to address existing and future transportation needs.

3. Preservation of Right-Of-Way

a. Functional Classification

The roadways in the street network are classified according to the function they perform. The primary functions of roadways are either to serve property or to carry through traffic. Streets are functionally classified as local if their primary purpose is to provide access to abutting properties. Streets are classified as arterials if their primary purpose is to carry traffic. If a street equally serves to provide access to abutting property and to carry traffic, it is functionally classified as a collector. These three primary functional classifications may be further stratified for planning and design purposes as described below. The functional class of a roadway is also important in determining federal and state funding eligibility, the amount of public right-of-way required, and the appropriate level of access control. Troy's roadway functional classification is shown in Figure 6.4. (This figure also shows a proposed bicycle/pedestrian trail which is discussed under the Thoroughfare Improvements section.)

i. Major Arterials

Major Arterials include the interstates, freeways/expressways and Principal Arterials. The National Highway System of 155,000 miles includes the nation's most important rural Principal Arterials in addition to interstates.

Interstates/Freeways/Expressways. Freeways and expressways are the highest category of arterial streets and serve the major portion of the through-traffic entering and leaving the metropolitan area (i.e., inter-urban traffic). They carry the longest trips at the highest speeds, and are designed to carry the highest volumes. In metropolitan areas, intra-urban traffic (such as between the central business district and outlying residential areas and between major inner-city communities or major urban centers) may also be served by streets of this class. Interstates are fully-controlled access facilities that are grade-separated with other roads and railroads, such as Interstate 64. All roadways that are on the nation's interstate system of about 45,000 miles are fully grade-separated with full access control. Freeways are non-interstate, fully-controlled access facilities that are also grade-separated from all intersecting transportation facilities. Expressways are partially-controlled access facilities that may have occasional at-grade intersections, such as the Lloyd Expressway in Evansville, SR 66 from Yankeetown to Hatfield, or relocated US 231 from SR 66 to I-64 (now under construction).

Principal Arterials. Principal Arterials (sometimes termed Other Principal Arterials under the federal functional classification system) are the highest category of arterial streets without grade separation. This functional class complements the freeway/expressway system in serving through-traffic entering and leaving the metropolitan area. Within the metropolitan area, major intra-urban trips are served between the central business district and suburbs, and between major suburban activity centers. Although Principal Arterials may lack access control, some level of access control is highly desirable such as the minimum spacing of intersections with public roads and the control of driveway entrances. For Principal Arterials, maintaining traffic-carrying capacity for through-traffic is more important than providing access to abutting property.

ii. Minor Arterials

Minor Arterials, the lowest category of arterial streets, serve trips of moderate length and offer a lower level of mobility than Principal Arterials. This class augments the Major Arterials, distributing traffic to smaller geographic areas, and linking cities and towns (such as Troy) to form an integrated network providing interstate highway and inter-county service. Minor Arterials also provide urban connections to rural collectors.

iii. Collector Streets

Collector streets serve as the link between local streets and the arterial system. Collector streets provide both access and traffic circulation within residential, commercial and industrial areas. Moderate to low traffic volumes are characteristic of these streets. In rural areas, the Major Collectors provide service to county seats, larger towns (2,500 or more persons) and other major traffic generators that are not served by arterials. These roads serve the most important intra-county corridors. Minor collectors link local roads in rural areas and serve the smallest rural communities (fewer than 2,500 persons).

iv. Local Streets

Local streets are composed of all streets not designated as collectors or arterials. Primarily serving abutting properties, local streets provide the lowest level of mobility and, therefore, exhibit the lowest traffic volumes. Through-traffic on local streets is deliberately discouraged. This class of street is not part of any town or county thoroughfare network, and is not eligible for federal aid with the exception of bridges and bikeway/walkway facilities.

b. Thoroughfare Network

i. Perry County

The Major Arterials in Perry County are I-64 and SR 37. Interstate 64 is located in the northern part of the county, connecting Perry County with the St. Louis and Louisville metropolitan areas. State Road 37 provides Tell City with access to I-64. The Minor Arterial for Perry County is SR 66. Troy, Tell City and Cannelton are connected to each other by SR 66. State Road 66 also serves to connect these communities with the Evansville metropolitan area and via US 231 to the Owensboro metropolitan area.

ii. Troy

The Minor Arterial in Troy is SR 66. This ties Troy to Evansville to the west and Tell City to the southeast. State Road 545 is a Major Collector that begins in Troy and travels north to Spencer County where it connects to I-64 via SR 62 and SR 162. Troy Ridge Road, or Walnut Street within Troy, is a Minor Collector. It serves as a connection to SR 37. Figure 3.3 shows the functional classifications of roadways within Troy as well as the location of the traffic signal at the intersection of SR 66 and SR 545. Having less than 2,500 people, Troy has no roadways that are designated urban under the federal classification system.

State Road 66 through Troy is part of Indiana's National Scenic Byways along the Ohio River Scenic Route. The National Scenic Byways Program recognizes highways that are outstanding examples of our nation's beauty, culture and recreational experience in exemplifying the diverse regional characteristics of the nation.

c. Right-Of-Way Requirements

If a Troy Subdivision Control Ordinance is created, streets would have to conform in width and alignment to the Comprehensive Plan and Official Thoroughfare Plan. The Subdivision Control Ordinance defines requirements for Local streets, and will apply to Arterial and Collector streets until the Official Thoroughfare Plan is adopted. The Subdivision Control Ordinance specifies vertical and horizontal design requirements and pavement design standards for all locally maintained roadways.

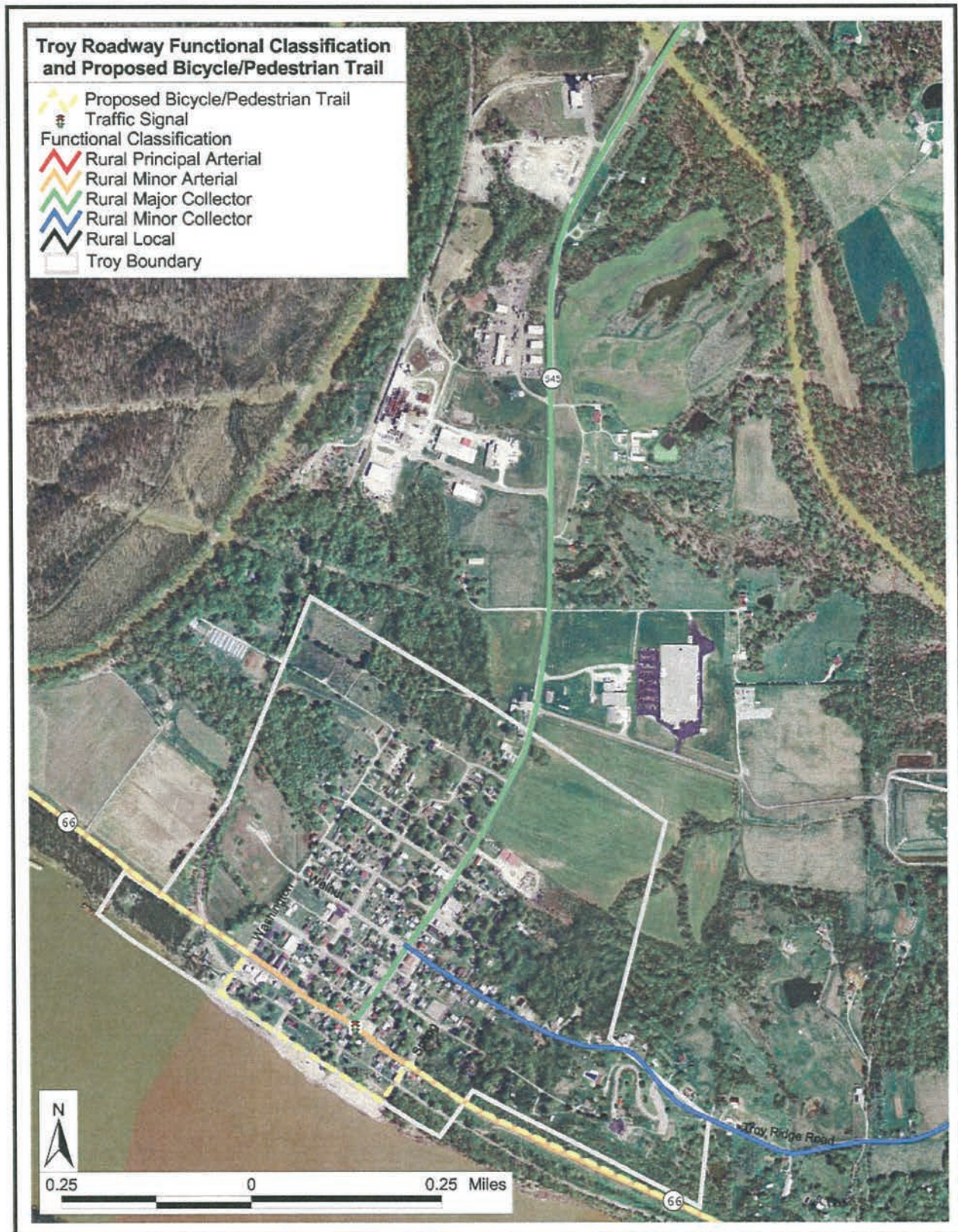


Figure 6.4: Troy Roadway Functional Classification and Proposed Bicycle/Pedestrian Trail

The Indiana Department of Transportation (INDOT) and Perry County maintained roadways may require more or less right-of-way based on their adopted policies, procedures and practices. Because the Town of Troy does not have a Subdivision Control Ordinance, roadway and right-of-way widths are determined by the town.

4. Thoroughfare Typical Cross-Sections

To address existing and future mobility needs, the appropriate cross-section for initial design of thoroughfare improvements should consider the following:

- The physical roadway standards (i.e., right-of-way, lane width, median, curb and gutter) necessary to support anticipated truck and automobile traffic volumes and vehicular maneuvers, to accommodate bicycle and pedestrian movements, and for design speed..
- The capacity standards of different street types in terms of traffic-carrying capacity.
- Continuity of urban design considering the need for bicycle and pedestrian facilities and the appropriateness of an urban (curb and gutter) versus rural (swales) design.
- The accommodation of utilities.
- Right-of-way constraints for widenings versus new alignments.

There are no designated bikeways in Troy. Excluding arterial and collector streets (see Figure 3.3), the traffic volumes and speeds of all other roads in Troy are low enough to permit the coexistence of motorized traffic and bicycles. In the design of bike facilities, a bike lane sharing the travelway must be at least 6 feet wide when the speed limit is over 35 miles per hour and at least four feet when the speed limit is at or below 35 miles per hour. If the 2-foot curb and gutter section is continuous and bicycles can pass over storm grates, the bike lane requirements can be reduced by one foot. A separate bikeway facility must be at least 10 feet wide with one-foot shoulders for two-way bike travel.

Sidewalks are appropriate along arterials (SR 66) and collectors (SR 545, Troy Ridge Road) as well as local streets throughout the town. In residential areas along major or minor arterials, sidewalks should be at least six feet in width when the border area (distance between sidewalk and back of curb) is at least four feet. In residential areas along major and minor collectors, sidewalks should be at least four feet in width when the border area is at least four feet, and six feet wide when there is no border area. Handicapped ramps are required for sidewalks at all intersections.

Typical cross-sections are illustrated for applicable functional classifications to Troy in Figure 6.5 and Figure 6.6. Figure 6.5 shows typical cross-sections for a rural minor arterial (SR 66), a rural major collector (SR 545) and a rural minor collector (Troy Ridge Road) based on INDOT design standards. These cross-sections are appropriate for roadways that are outside of the incorporated area. Figure 6.6 shows a typical cross-section for two-lane roadways with a parking lane. This includes Franklin Street (SR 66), Main Street (SR 545), Troy Ridge Road and other local roadways.

5. Access Management

The purpose of access control management is to preserve the through-traffic carrying capacity of roadways and to ensure safe and properly functioning exits and entrances to property. The higher the functional class is the greater concern for access control management. In the case of freeways, access is permitted only at freeway interchanges with public cross roads. In the case of major arterials, access is considered appropriate only at public cross roads with exceptions for regional commercial and employment centers, and the desirable spacing between intersections is

1,320 feet and not less than 1,000 feet. For minor arterials, access is usually managed through the location, spacing and design of driveways. To the extent possible, design practices to minimize entrances and exits to minor arterials are encouraged including frontage or service roads, joint driveway entrances, access from cross roads, and rear access to properties. In the case of collectors, access is usually managed through the location and design of entrances. Entrances are located where there is adequate sight distance; and are designed so that the throat is not less than 20 feet nor more than 30 feet for commercial properties, the curb radii do not cross over side property lines, there is a relatively flat (one or two percent slope) vehicle landing area before entering the road when the driveway is sloped, the driveway drains toward the property, and the driveway is paved from the edge of street pavement to the property line. The jurisdiction maintaining the street or road is responsible for access control. Thus, access to SR 66 and SR 545 is under the authority of INDOT; access to other streets within the corporate limits of Troy is controlled by the town. Lots throughout Troy have alleys for additional access.

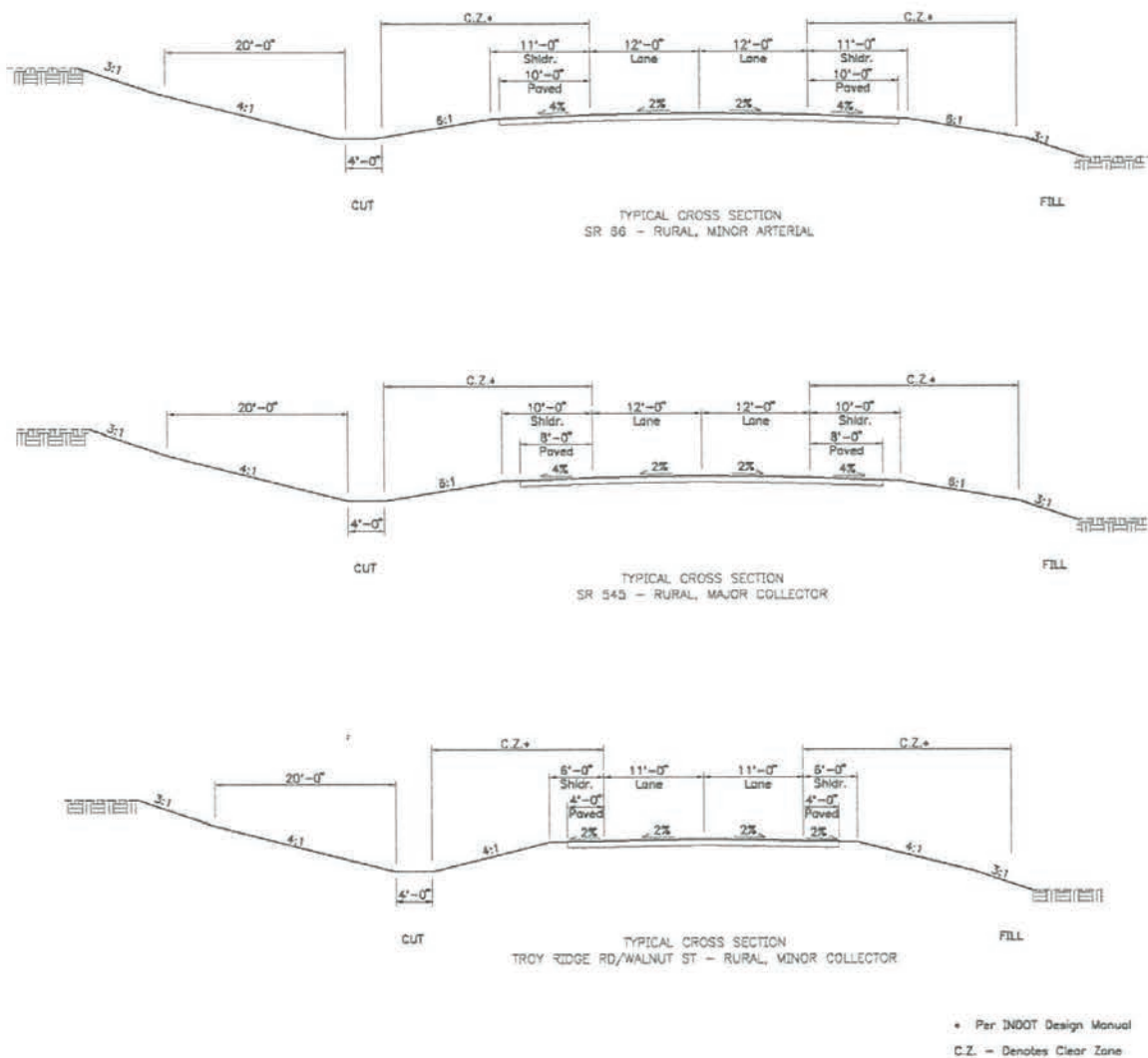


Figure 6.5: Rural Typical Cross Sections

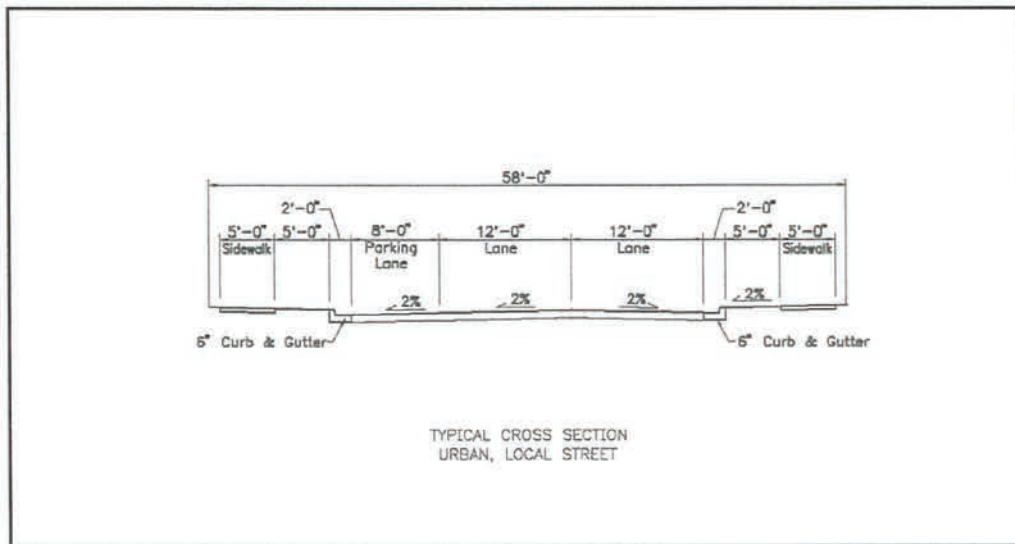


Figure 6.6: Urban, Local Typical Cross Section

6. Thoroughfare Improvements

a. Roadway Improvements

Planned roadway improvements are found in the Indiana 10-Year Transportation Plan known as Major Moves. Major Moves includes new construction projects, major preservation projects and resurfacing projects. The Indiana Statewide Transportation Improvement Program (INSTIP) draws individual expansion projects from the long-range plan, and identifies individual or groups of preservation projects.

Major Moves includes only one project within Perry County. The project is a new construction project along SR 66 in Tell City that will include the addition of travel lanes. The construction will begin 1.83 miles east of the intersection with SR 37 and end 0.09 mile west of the intersection with SR 237.

The INSTIP for 2006 through 2008 includes five projects for Perry County that range from erosion control to added travel lanes. The SR 66 project in Tell City is included and is currently in the right-of-way phase. There are no projects in or near Troy. The INSTIP for 2005 through 2007 included a road replacement project for SR 66. However, in the 2006 through 2008 INSTIP, the project was excluded. If and when SR 66 is reconstructed through Troy, the Town of Troy should press the Indiana Department of Transportation (INDOT) for historic lighting and special design treatment at the entries to town and at the intersection with SR 545 to encourage reduced speeds and improve safety, as well as the replacement of curb-and-gutter and handicap accessible sidewalks through town.

Annual maintenance costs for Troy's 2.84 miles of roadway are approximately \$26,537 (2006 dollars). Total resurfacing costs for Troy's roadways are approximately \$354,815 (2006 dollars). If resurfacing is completed every 16 years, the average cost would be approximately \$22,175 (2006 dollars) per year. If resurfacing is completed every 20 years, the average cost would be approximately \$17,740 (2006 dollars) per year (see Table 6.1).

The Town of Troy should work with the Indiana Association of Cities and Towns to support restoration of adequate funding for basic street maintenance and resurfacing. Perry County

currently has an adopted Local Option Highway User Tax, and may be encouraged to increase this user tax to cover the revenue shortfall for road maintenance.

Table 6.1: Troy Roadway Maintenance Costs

	Mileage	No. of Lanes	Annual Maint. Cost/Lane Mile (Non-interstate) in 2002 Dollars	Annual Maint. Cost (2002 dollars)	Annual Maint. Cost (2006 dollars)
Troy	2.84	2	\$4,208	\$23,901	\$26,537
Total	2.84			\$23,901	\$26,537
	Resurfacing Cost/Lane Mile (Non-Interstate) in 2002 Dollars	Resurfacing Cost (2002 dollars)	Resurfacing Cost (2006 dollars)	Cost divided over 16-years	Cost divided over 20 years
Troy	\$57,066	\$319,570	\$354,815	\$22,176	\$17,741
Total	\$57,066	\$319,570	\$354,815	\$22,176	\$17,741

Source: Bernardin, Lochmueller & Associates, Inc.

Notes: Annual Maintenance and Resurfacing Cost (16-year cycle) = \$48,712

Annual Maintenance and Resurfacing Cost (20-year cycle) = \$44,277

Troy received in 2005 about \$13,727 + one year Toll Road lease bonus (only two years) about \$2,750 = \$16,477

Troy received in 1998 about \$24,160

Resurfacing based on mill and 2" asphalt overlay (36' wide pavement)

b. Other Improvements

Most roadways throughout Troy have sidewalks. Because streets throughout the town have very little traffic, walking, jogging, and biking are possible on every street. Although additional sidewalks are not needed, existing sidewalks are in need of repair.

In May 2006, the Indiana Trails Summit identified a trail along the Ohio River in southern Indiana as a priority trail. Points of interest along the trail in Perry County include Indian Lake, Buzzard Roost, Celina Lake, Hemlock Cliffs, Tipsaw Lake, the Ohio River Marina, Deer Creek and Rock Point. The trail is proposed to begin around the western edge of Spencer County and travel to the eastern edge of Perry County and connect to the proposed American Discovery Trail that travels from Illinois to Ohio.

A bicycle/pedestrian trail is being proposed for Tell City as part of the southern Indiana priority trail identified by the Trails Summit. The Town of Troy has the opportunity to connect with the Tell City trail. Figure 6.4 shows a proposed route for the trail, which enters Troy from Lincoln Ferry Park in Spencer County on the west side of the Anderson River and travels along SR 66 to Washington Street. The trail would then run along Water Street and the riverfront to Spring Street, where it would then continue along SR 66 towards Tell City. The trail would be 10 to 12 feet wide with a one foot shoulder on each side.

One alternative for funding the proposed trail would be to use funds from the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). There are two programs under the Act: the Transportation Enhancement Program and the Recreational Trails Program. The Transportation Enhancement Program is administered by the Indiana Department of Transportation (INDOT). The Indiana Department of Natural Resources' Division of Outdoor Recreation administers the monies available from Indiana's share of funds from the Recreational Trails Program to help government agencies and not-for-profit organizations develop recreational

trail facilities for public use.⁴ Both programs require a local match of twenty percent (20%), but have different eligibility requirements and grant limitations.

C. UTILITIES PLAN

There are no identified improvements for the water system or sanitary sewer system. There is adequate water supply to accommodate commercial and industrial growth in and around Troy and to address fire emergencies through the year 2030. Because no improvements or expansions need to be made, Troy should maintain existing utility facilities.

D. COMMUNITY FACILITIES AND SERVICES PLAN

Because Troy Park is frequently flooded, it is recommended that additional recreational space be located along the riverfront (see Figure 6.1). One option is to move the current playground behind the town hall to a site near the Ohio River boat ramp to take advantage of the river view.

Because governmental services and buildings are currently adequate and since population is not expected to grow substantially over the next 30 years, there is no need to expand existing facilities or create new facilities. If feasible, it is recommended that part-time police protection be expanded to a full-time position. The volunteer fire department, the senior citizen center and the Fulton Hill Community Center are all adequate and do not need to be expanded.

E. OPEN SPACE AND RECREATION PLAN

With a projected 2030 population of 404 people, Troy would need 2 to 3.25 acres of open space according to National Recreation and Park Association standards. Since Troy Park covers approximately six acres and all residents are within a half-mile of the park, Troy currently has an adequate amount of recreation space for the present and in the future.

Although no additional open space is needed, consideration should be given to upgrading existing facilities. Improvements to the baseball field and additions such as a basketball court and/or volleyball court would allow the park to provide more activities for all ages. As stated previously, one recommendation is to move the current playground behind the town hall to a site near the Ohio River boat ramp to take advantage of the river view.

F. ENVIRONMENT PLAN

The natural setting of a community generally determines constraints to urban development and the natural resources (e.g., mineral resources and forested areas) of the community are an indicator of economic development opportunities. Troy has some room to expand its boundaries and incorporate surrounding existing structures, but the Ohio and Anderson Rivers, floodplains, and wetlands will hinder additional growth. The town is surrounded by the Ohio River on the south and the Anderson River on the east and north, which also serves as the Perry/Spencer County boundary. Floodplains are associated with both rivers, making development along either river difficult. While there are no floodplains or wetlands hindering growth to the east, the hilly terrain and forested areas of the Ohio River escarpment make development difficult.

1. Environmental Features

a. Soils and Topography

The Town of Troy has two general types of soils. On the west side of the town, the soil type is Markland-Uniontown-McGary; and, east of SR 545, the soil type is Zanesville-Wellston-Gilpin.

⁴ Recreational Trails Program, Indiana Program Manual, January 2006.

The Markland-Uniontown-McGary soil to the west ranges from well drained to somewhat poorly drained with slopes between zero percent and 50 percent. The Zanesville-Wellston-Gilpin soil drains well to moderately-well and slopes range from zero percent to 70 percent.

Perry County ranges from 348 feet to 873 feet above sea level. The lowest areas are along the Anderson and Ohio Rivers in the southwest portion of the county. The highest areas in the county are in the northeast corner, primarily around Doolittle Mills.

The Town of Troy is surrounded by some of the lowest areas within the county. Elevation ranges from 380 feet on the west side of the town to 545 feet at the Fulton Hill Community Center. Most of the surrounding area is less than 446 feet in elevation.

b. Agricultural Features

The land within and around Troy is not conducive to farming, because much of the area is within a floodplain subject to intermittent (frequent) flooding at the confluence of the Ohio and Anderson Rivers. Figure 2.3 shows the land that is prime farmland, not prime farmland and prime if drained and/or protected from flooding. The land that is considered prime farmland is located to the north of Troy along SR 545. Most of this land, however, is currently being used for industrial purposes. A portion of the land on the east side of SR 545 is used for farming.

c. Drainage

All of Perry County drains toward the Ohio River. The eastern portion of Perry County drains to the Ohio River through several small creeks and streams, including Oil Creek, Deer Creek and Poison Creek. The western portion of the county drains into the Anderson River also through several small creeks and streams. The Anderson River is located along the county's western boundary and eventually flows into the Ohio River to the west of Troy.

Troy drains to the southwest toward the Ohio River. Because Troy is surrounded by the Anderson River to the west and north and the Ohio River to the southwest, most of the water draining from the county into the Ohio River runs near Troy. Troy and the surrounding area have some of the lowest terrain in all of Perry County.

Stormwater drainage and the adequacy of existing stormwater facilities is a recognized town concern. Thus, investigation of a stormwater drainage improvement program is a community priority.

d. Wetlands

Wetlands are natural systems that filter water before it enters the ground water table and help support vegetation and wildlife. Wetlands are often found within floodplains in the bottom lands near streams or drainage ditches, but can also be found in isolated areas away from rivers or streams. The definition of a wetland is based on three parameters: wetland-type (hydric) soils, wetland-type (hydric) vegetation, and the presence of water in or above the ground for a specified period of time (roughly two weeks of the growing season). The existence of a wetland may prompt federal and state restrictions on development of a site.

There are no wetlands within Troy and only a few in the surrounding area (see Figure 2.4). [The wetland area designations are for planning purposes only and do not constitute the designation of such areas as jurisdictional wetlands.] There are several very small wetlands located in isolated areas around Troy, but the majority of the surrounding wetlands are located in the floodplain formed by the Anderson River. These are the largest of the wetlands, including a very large area at the Anderson River bend west of SR 545.

e. Floodplains

There are multiple floodplains around Troy. These areas pose restrictions to development in the area. The floodplain consists of areas on both sides of a body of water that are prone to both seasonal and intermittent flooding. High water tables, insurance restrictions and other problems with groundwater contamination can severely restrict or prohibit development within a floodplain.

The floodplain is divided into two areas, the floodway that carries fast moving waters and the floodplain fringe where flood waters pond. Within the floodway, no buildings or structures are permitted with the exception of roadways and utilities crossing the floodway or docking facilities. No earth filling is permitted within the floodway with very stringent exceptions approved by the U.S. Corps of Engineers. Within the floodplain fringe, non-urban uses (such as agricultural, forestry, recreational and open space activities) are preferred; however, urban uses may be permitted within the floodplain fringe under certain restrictions. These restrictions generally involve flow-through design for any portion of the structure below the 100-year flood elevation, elevation of an occupied portion of the structure or storage area above the 100-year flood elevation, and emergency access provisions for any occupied structures. Additional restrictions ensure that the proposed use does not degrade surface water quality, does not contribute to increased flood stages, and does not result in groundwater contamination risks. Further, restrictions prevent the expansion of any pre-existing structures that do not comply with current restrictions.

The Federal Emergency Management Agency (FEMA) produces the official floodplain maps that serve as the basis for the federal flood insurance program and serve as the guide for private insurance carriers. The Federal Emergency Management Agency and the Indiana Department of Natural Resources (IDNR, Division of Water) also administer the floodplain regulations of federal and state government. These restrictions have been gradually tightened over time, and major flooding in the past few years has resulted in further restrictions. Where flood disasters have occurred, FEMA has been determining whether it is more cost-effective in the long-term to relocate residents and businesses and prohibit reconstruction than to participate in the cost of reconstruction.

The 100-year floodplain surrounds Troy with portions in the town along the Ohio River and along the Anderson River on the west, north and the east sides of town (see Figure 2.4). Any construction within the floodplain must comply with state and federal permit requirements. Most cities will include restrictions in their zoning ordinance. Any construction within the floodplain fringe will necessitate the need for a permit from the Indiana Department of Natural Resources (IDNR) with review by the U.S. Army Corps of Engineers, and may require the need for U.S. Army Corps of Engineers' approval if the magnitude of the project reaches certain thresholds. Construction activity within a floodway would require approval and permit from the U.S. Army Corps of Engineers in addition to IDNR approval and permitting. Please note that construction includes site preparation as well as construction of actual structures, and that most state and federal permit requirements are because of earth filling within the floodplain or stream alteration.

2. Historic Structures

The Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana have jointly conducted historic structure inventories throughout the state. This effort identifies historic districts, buildings, structures, sites and objects for inclusion in the state-wide historic preservation and documents properties potentially eligible for the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures. There are 53 historic properties identified for Troy that are considered worthy for historic preservation.⁵ Of the 53 historic properties considered for historic preservation, one structure is listed on the National

⁵ *Indiana Historic Sites and Structures Inventory: Perry County – Interim Report*; Indiana Department of Natural Resources and Historic Landmarks Foundation of Indiana; September 1984.

Register of Historic Places list. The Nester House (River Place), located at 300 Water Street, was listed on the National Register in 1990.

Historic structures in Troy are found in two separate areas, the Troy Historic District, roughly located between Harrison Street and Market Street and Main Street and Franklin Street, and in the area that falls outside of that district. Twenty-seven of the 53 historic structures are located in the Historic District (see Figure 2.1 and Table 2.1).

In Troy's Historic District, there are two Outstanding structures, including St. Pius Catholic Church and a circa 1840 Greek Revival house (see Picture 2.2), five Notable structures and 20 Contributing structures. Notable structures include the St. Pius School (see Picture 2.3), St. Pius Rectory and other houses. The Historic District also includes 14 Non-Contributing structures and lots.

Forty-nine percent of the historic structures in Troy are located outside of the Historic District (see Figure 2.2 and Table 2.2). There are two Outstanding structures, two Notable structures and 22 Contributing structures located outside of the Historic District (see Picture 2.5 for an example). The Outstanding structures are the Gayer House (see Picture 2.4) and the Nester House (River Place) (see Picture 2.1).

3. Policies for Protection

Developing in the wetland areas that surround the Anderson River is not appropriate. Development is acceptable within the floodplains in certain cases. However, Troy has adequate room for expansion; therefore, there is no need to develop within the floodplains.

Areas along the east side of town near the Fulton Hill Community Center and Christ of the Ohio have steep slopes. These slopes may make development difficult. During certain times of the year, access to development on these slopes would be challenging.

Troy is the second oldest incorporated area in Indiana and has a rich history. Houses in Troy were built in the early 1800s. Some of Troy's citizens still reside in these historic homes today. It is important to continue to maintain these structures and preserve Troy's rich history. While funding for grant programs for historic preservation has generally been exhausted, federal and state tax incentives still exist for historic preservation. The creation of a local historic preservation district commission is a mechanism for preserving locally designated structures through the review and approval of modifications to building exteriors.

G. IMPLEMENTATION PROGRAM

1. Comprehensive Plan Implementation

Specific actions to implement the Comprehensive Plan include:

- Adoption of the Comprehensive Plan by the Troy Advisory Plan Commission and Troy Town Council, and
- Recording of the Comprehensive Plan at the Perry County Recorder's Office.

2. Land Use Development Plan

The Future Land Use Map (Figure 6.3) designates major land uses within Troy to accommodate the future land use needs of the town consistent with the future vision (goals and objectives) for development. The adopted Future Land Use Map is incorporated into the recommendations of the Comprehensive Plan. The Troy Advisory Plan Commission should consider the Future Land

Use Map and the goals and objectives when making any development reviews or when providing permits. If Troy chooses to complete a Zoning Ordinance and/or Subdivision Control Ordinance, the Plan Commission should also consider the Future Land Use Map and goals and objectives when making any decisions under the zoning and subdivision regulations.

3. Transportation/Thoroughfare Plan

The Thoroughfare Plan establishes the general location of new, extended, widened or narrowed public ways. Currently in Troy, SR 66 is functionally classified as a Minor Arterial, SR 545 is a Major Collector, Troy Ridge Road is a Minor Collector and all other roads within Troy are local roads. There are no future roadway projects in Troy included in the Indiana 10-Year Transportation Plan known as Major Moves or the Indiana State Transportation Improvement Program (INSTIP). The only possible location for new roadways over the next 30 years would be to extend local roads into the northeast portion of Troy to allow for new housing development.

In addition to roadway improvements, the Transportation/Thoroughfare Plan may also include the locations of new pedestrian/bicycle paths. The Indiana Trails Summit has a goal of a trail within 15 minutes (measured by 7.5 miles) of every Hoosier by 2016. Troy is currently located within 7.5 miles of trails located in the Hoosier National Forest. The Indiana Trails Summit identifies a priority trail that would run along the Ohio River in Spencer and Perry County. Tell City is currently in the Planning Phase of a new trail that would part of this Ohio River Trail. The Town of Troy could build a trail connecting with this Tell City trail. Figure 6.4 shows a proposed route for the trail, which enters Perry County from Lincoln Ferry Park, runs along SR 66, travels down Washington Street, along Water Street and the Ohio River to Spring Street, and connects back to SR 66, which it would follow towards Tell City. Tell City does not currently have a timeline for the proposed trail project and the Indiana Trails Summit does not mention a trail completion date. This trail could be completed within the next 10 to 15 years. While federal grants are available for trails through the Transportation Enhancement Program or Recreational Trails Program, these grants will require a local match of twenty percent (20%).

Adequate funding for local maintenance and resurfacing of streets is of concern. The Town of Troy should work through the Indiana Association of Cities and Towns to restore adequate state-aid and with Perry County to ensure supplemental funding through the Local Option Highway User Tax to address revenue shortfalls.

4. Utilities Plan

The water and sanitary sewer systems within Troy are adequate for potential growth and development through the year 2030. The only necessity in the future would be for connections to any new houses if the vacant land on the northeast side of the town is to be developed. Those connections can be made as new development occurs.

5. Community Facilities and Services Plan

Governmental services and buildings are currently adequate and population is expected to increase minimally over the next 30 years; therefore, there is no need to expand existing facilities or create new ones. The only possible change is to expand the part-time police protection to full-time. This can be completed whenever the town determines it is necessary and has the funds available to pay a full-time position.

6. Open Space and Recreation Plan

Existing park space is adequate for the existing population and any increase that may occur over the next 30 years. Developing park space along the Ohio River is recommended. The playground could be moved to an area on either side of Harrison Street along the riverfront (see

Figure 6.1). Using this space for recreational purposes as soon as possible would be ideal; however, the town would have to determine the land's current owner(s) and purchase the land from the owner(s). The town should investigate the federal Open Space and Recreation grants program and possible state grant programs to assist in this effort.

7. Environment Plan

Understanding the natural environment of an area including drainage, wetlands, floodplains and topography is critical. Recognizing the historic structures within a community, especially in a town such as Troy with a rich history, is also very important.

Areas to the north and east of Troy drain down the Anderson River or through Troy traveling to the Ohio River. Some of these drainage ways are ditches located in or along lots within Troy. The town needs to ensure that these ditches are draining properly and are suitably located.

Wetlands are a big concern within Troy. The areas adjacent to the Anderson and Ohio Rivers are all within the floodplain, which makes development difficult. Because there is enough land in other portions of Troy for future development, there is no need to develop within the floodplains.

Many of the homes in Troy are historic. Maintenance of these structures is important to preserve the history of Troy. The town should not favor any significant changes to historic homes but encourage appropriate maintenance, rehabilitation and reuse. The town could also assist in educating citizens on potential grants and tax incentives for historic home maintenance.

Because vacant and deteriorating residential land and commercial structures are of significant local concern, the town is encouraged to investigate federal housing rehabilitation grant programs.

8. Preliminary Zoning Districts

The Comprehensive Plan is a prerequisite for a Zoning Ordinance or a Subdivision Control Ordinance. A Preliminary Zoning District map (Figure 6.7) has been created to show the potential location of zoning districts if a Zoning Ordinance is created. The Preliminary Zoning District map includes seven different districts for Troy: Agricultural/Floodplain, Municipal, Limited Commercial, Single-Family Residential, Single-Family Residential Historic, Single-Family Residential Mobile Home, and Multiple-Family Residential Duplexes. These separate districts are described for Troy as follows.

A – Agricultural/Floodplain

This district includes all land in Troy located within the 100-year floodplain and some adjacent areas. There is very little development permitted in this district, but single-family residential units with enclosed structures above the 100-year floodplain may be allowed. Any existing uses may continue. Any structure modifications must comply with floodplain requirements.

M – Municipal

This district includes all publicly owned land in Troy such as the town hall, utilities office, volunteer fire department, playground, post office and Fulton Hill Community Center.

C1 – Limited Commercial

This district allows for small-scale commercial buildings that are no more than two stories tall. This includes grocery stores, convenience stores, gas stations, taverns, and small retail shops.

R1 – Single-Family Residential

This district allows for several types of single-family residential homes. Traditional site-built homes of one or two stories would be the most appropriate for this zone. Modular homes and manufactured homes would also be allowed in this zone if they are placed on a permanent foundation.

RH – Single-Family Residential Historic

This district encompasses the homes located within the Troy Historic District. Any new homes must be compatible with existing homes in the Historic District. No manufactured or mobile homes would be allowed in this district. Modular homes may be allowed if they are compatible with existing homes, such as having a two-story frame.

RM – Single-Family Residential Mobile Home

This district allows for mobile homes and any other type of single-family use. The majority of mobile homes in Troy are currently located between Washington and Harrison Streets and north of Sycamore Street. However, there are mobile homes currently located throughout the town.

R2 – Multiple-Family Residential Duplexes

This district allows for duplexes. Duplexes are currently located along Washington Street between Franklin and Market. There are a few other duplexes in different locations along Harrison Street.

R3 – Multiple-Family Residential

This district allows for multiple-family uses with more than two units. The district would allow up to eight dwelling units per acre and no more than two stories.

H. CONCLUSION

In conclusion, the effectiveness of the Comprehensive Plan depends on the extent to which it is integrated into the development review and infrastructure planning and programming processes. To ensure their continued relevance to the decision-making process, the Plan should be reviewed at least every five years and should be updated at least every ten years to reflect changing economic conditions in order to keep the Comprehensive Plan on course to achieve the desired future vision for Troy.

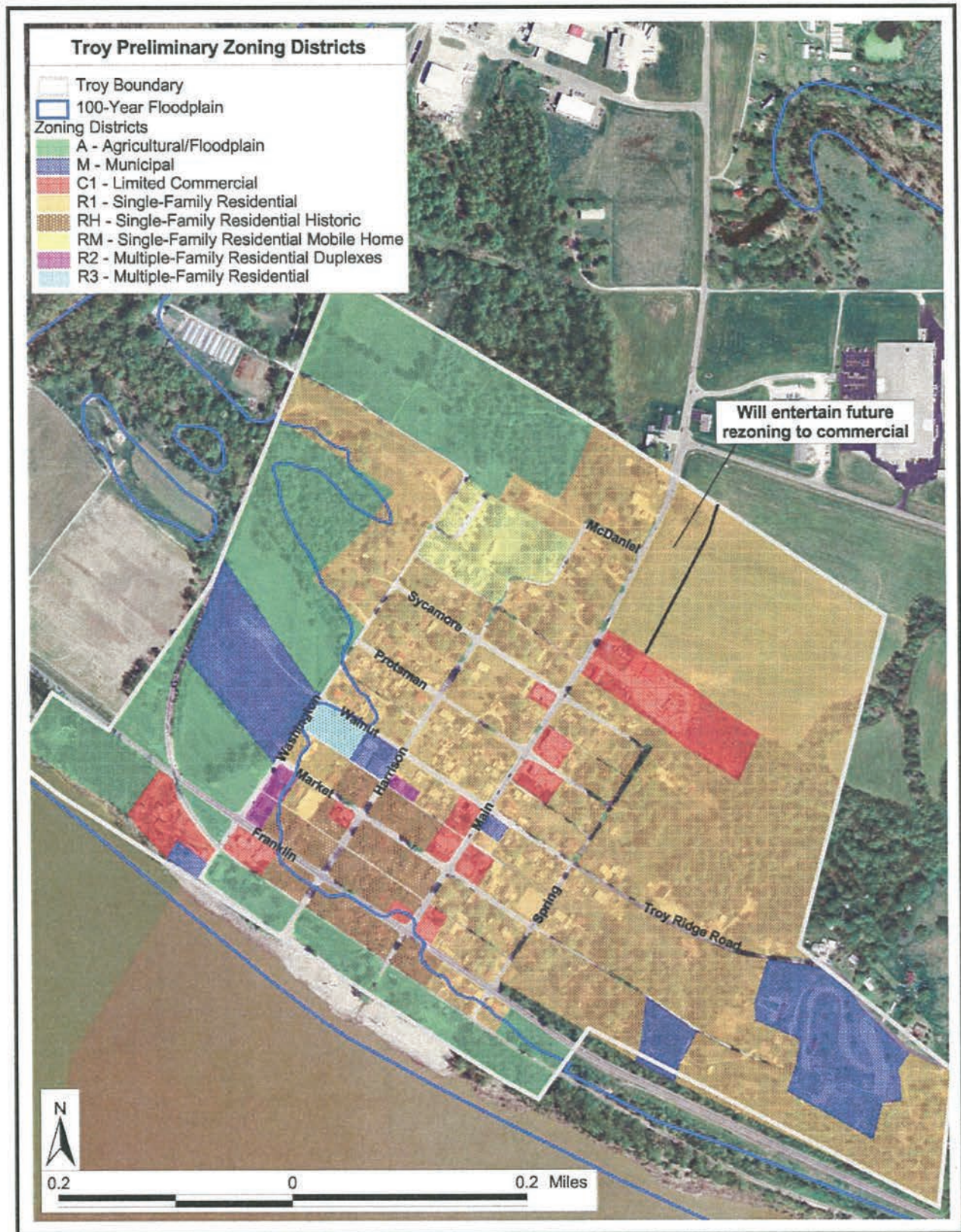


Figure 6.7: Troy Preliminary Zoning Districts

APPENDIX A

Troy Comprehensive Plan Survey

TROY COMPREHENSIVE PLAN: Final Report

Dear Resident:

The general area of Troy is growing as a result of the suburbanization of Owensboro and Tell City and the economic recovery occurring throughout Southwestern Indiana. The Town of Troy is at a crossroad where it can either take advantage of the opportunities for growth or be overwhelmed by it. The Town Council of Troy is using the firm of Bernardin, Lochmueller & Associates, Inc. to help develop a Comprehensive Plan for the town. This Plan will help to guide future growth and development in and around Troy.

As part of the process for developing this Plan, we would like to get your ideas on the future of Troy and how growth should occur.

Sincerely,

Mike Parker
Town Council President

Do you live in the corporate limits of Troy? (circle one)	YES	NO		
Please circle the response that best describes your feelings about the following statements:	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
1. Economic development needs to be promoted in Troy.	1	2	3	4
2. Troy should pursue growth through annexation.	1	2	3	4
3. Development standards (zoning and subdivision regulations) are needed.	1	2	3	4
4. Troy needs to better enforce existing ordinances.	1	2	3	4
5. Troy needs to better address the problem of vacant buildings.	1	2	3	4
6. Troy should encourage new home building.	1	2	3	4
7. Modular homes are appropriate on lots in traditional single-family home areas.	1	2	3	4
8. Modular homes should only be located in mobile home parks or subdivisions.	1	2	3	4
9. Troy needs more housing for the elderly.	1	2	3	4
10. The visual appearance of Troy needs to be improved.	1	2	3	4
11. New commercial growth should only be located along Franklin Street and Main Street.	1	2	3	4
12. There is a need for additional recreational facilities in Troy.	1	2	3	4
13. Facilities should be improved at existing parks before acquiring new park land.	1	2	3	4
14. Troy should improve or add bikeways and walkways throughout the community.	1	2	3	4
15. Local roads should be improved with sidewalks for the handicapped.	1	2	3	4
16. All local roads should have sidewalks.	1	2	3	4
17. Sidewalk improvements should be made where needed.	1	2	3	4
18. Alleys need to be improved.	1	2	3	4
19. Storm water drainage facilities should be improved in Troy.	1	2	3	4
20. Do you have any comments on the future of Troy? Write your comments here or enclose additional paper if needed.				

TROY COMPREHENSIVE PLAN: Final Report

Space for additional comments:

Bernardin, Lochmueller & Associates and the Town Council of Troy thank you for taking the time to share your ideas for the future growth and development of the Town of Troy. Please fold the survey so that the return address shows, using a piece of tape to secure the top, and mail the form back to: Bernardin, Lochmueller & Associates, Inc.

PUBLIC MEETING FOR THE COMPREHENSIVE PLAN

The first public meeting to discuss the Comprehensive Plan for Troy will be held at the Troy Community Center in August. We will present the results of this mailing and discuss the future of Troy. Look for an announcement of time and place.

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(fold, tape and mail)

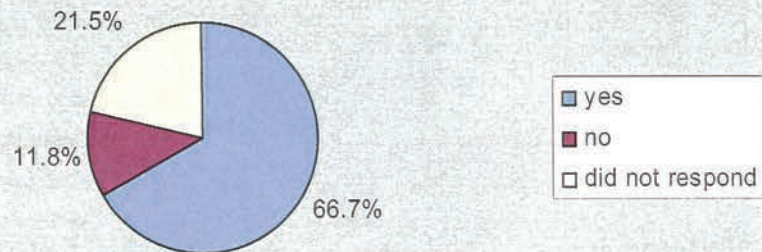
APPENDIX B

Troy Comprehensive Plan Survey Results

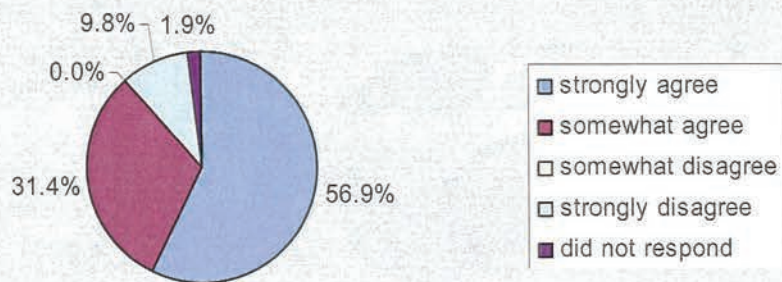
TROY COMPREHENSIVE PLAN: Final Report**Troy Comprehensive Plan Survey Results**

Agreement with statements where 1 = Strongly Agree 2 = Somewhat Agree 3 = Somewhat Disagree and 4 = Strongly Disagree	Composite Score
1. Economic development needs to be promoted in Troy.	1.6
2. Troy should pursue growth through annexation.	2.1
3. Development standards (zoning and subdivision regulations) are needed.	1.6
4. Troy needs to better enforce existing ordinances.	1.2
5. Troy needs to better address the problem of vacant buildings.	1.3
6. Troy should encourage new home building.	1.6
7. Modular homes are appropriate on lots in traditional single-family home areas.	2.3
8. Modular homes should only be located in mobile home parks or subdivisions.	2.5
9. Troy needs more housing for the elderly.	1.9
10. The visual appearance of Troy needs to be improved.	1.5
11. New commercial growth should only be located along Franklin Street and Main Street.	2.4
12. There is a need for additional recreational facilities in Troy.	2.2
13. Facilities should be improved at existing parks before acquiring new park land.	1.5
14. Troy should improve or add bikeways and walkways throughout the community.	2.0
15. Local roads should be improved with sidewalks for the handicapped.	1.8
16. All local roads should have sidewalks.	2.1
17. Sidewalk improvements should be made where needed.	1.4
18. Alleys need to be improved.	1.7
19. Storm water drainage facilities should be improved.	1.4

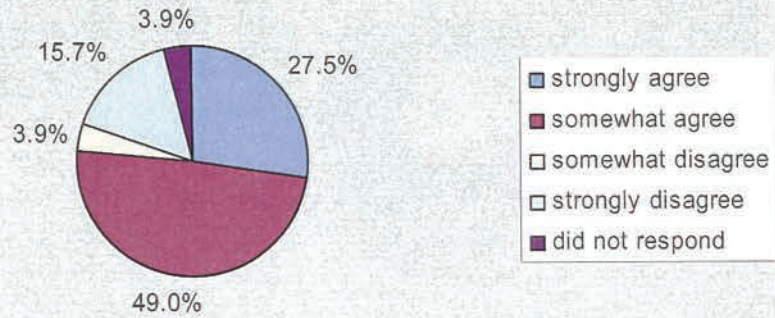
**Respondents Living Within the Corporate Limits
of Troy**



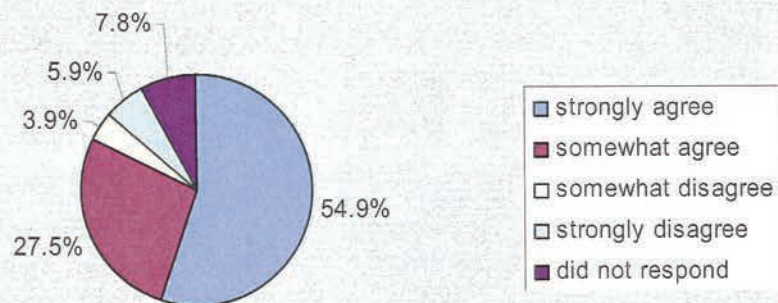
**1. Economic development needs to be promoted
in Troy.**



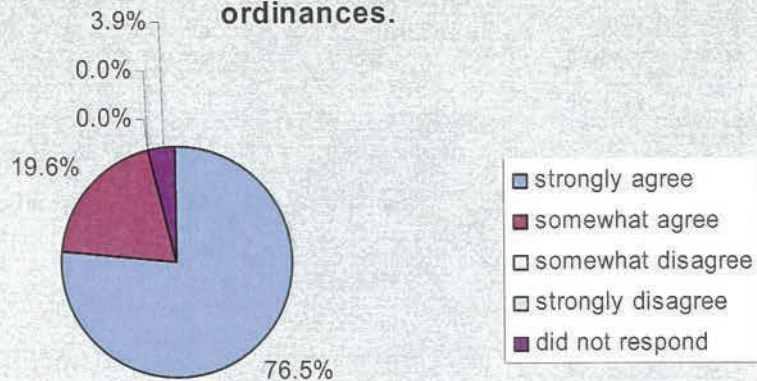
2. Troy should pursue growth through annexation.



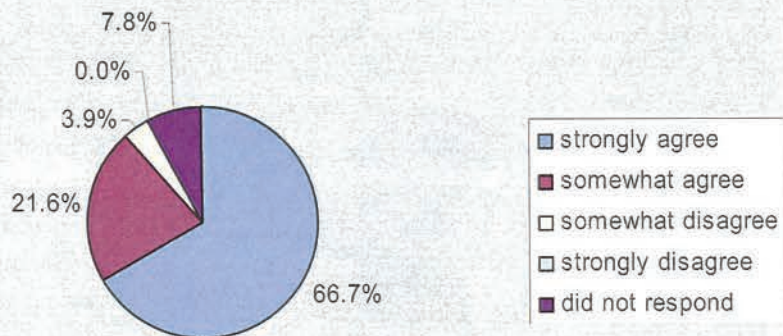
3. Development standards (zoning and subdivision regulations) are needed.



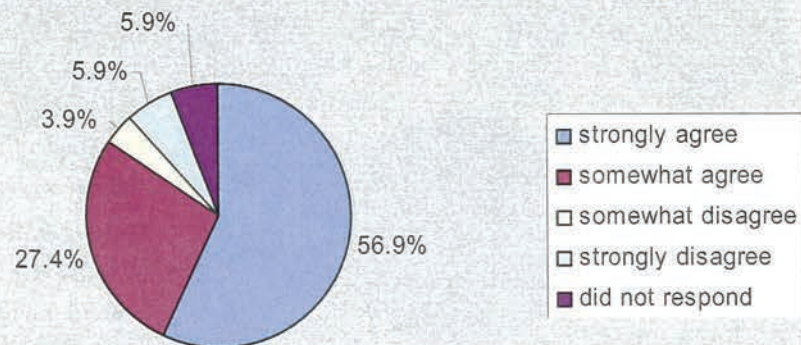
4. Troy needs to better enforce existing ordinances.



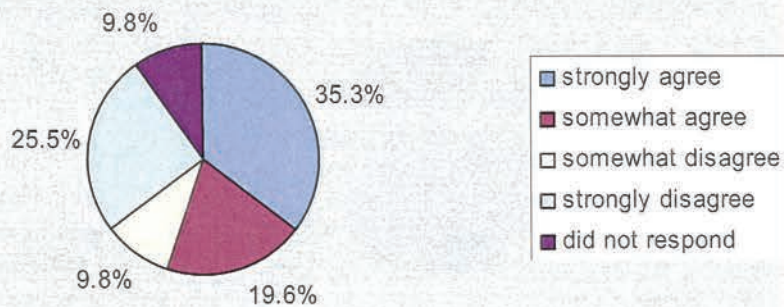
5. Troy needs to better address the problem of vacant buildings.



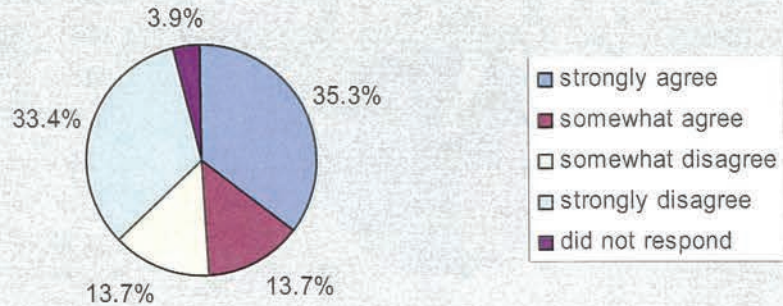
6. Troy should encourage new home building.



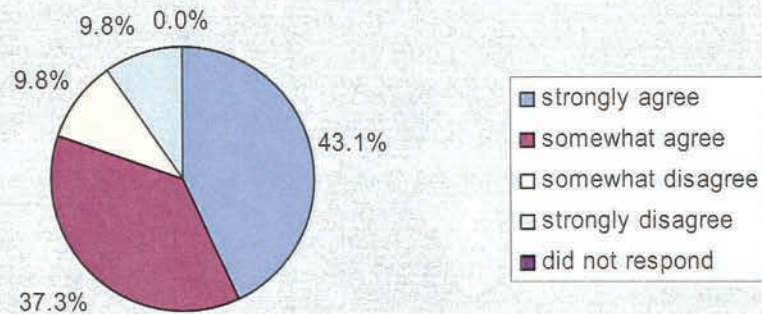
7. Modular homes are appropriate on lots in traditional single-family home areas.



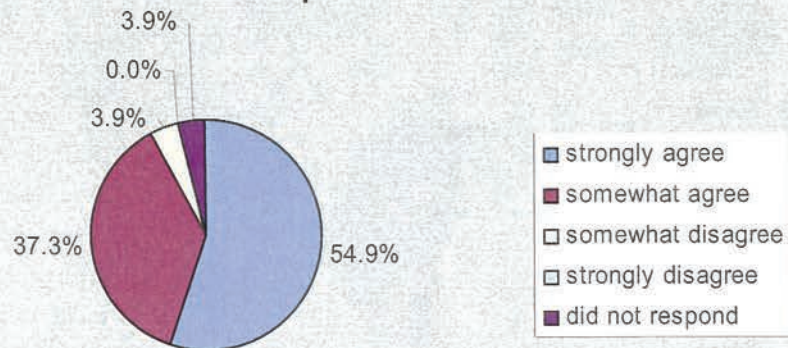
8. Modular homes should only be located in mobile home parks or subdivisions.



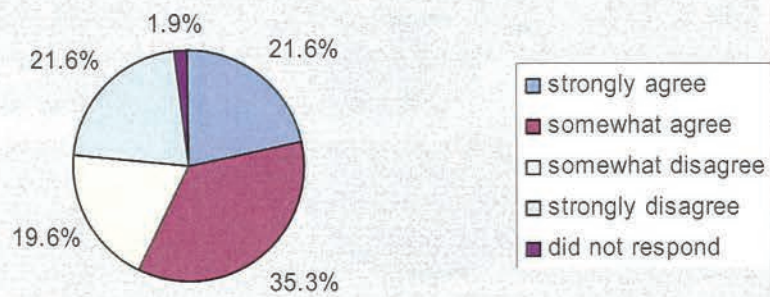
9. Troy needs more housing for the elderly.



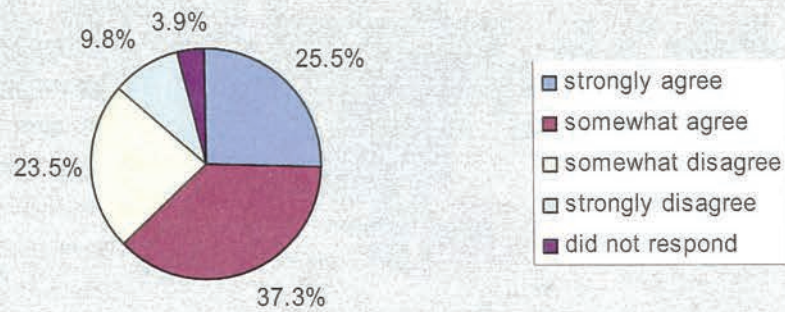
10. The visual appearance of Troy needs to be improved.



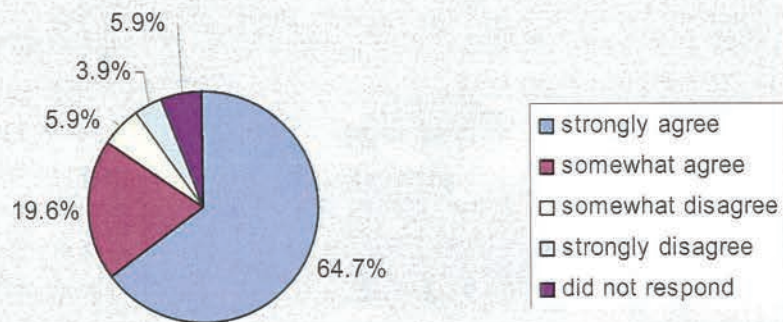
11. New commercial growth should only be located along Franklin Street and Main Street.



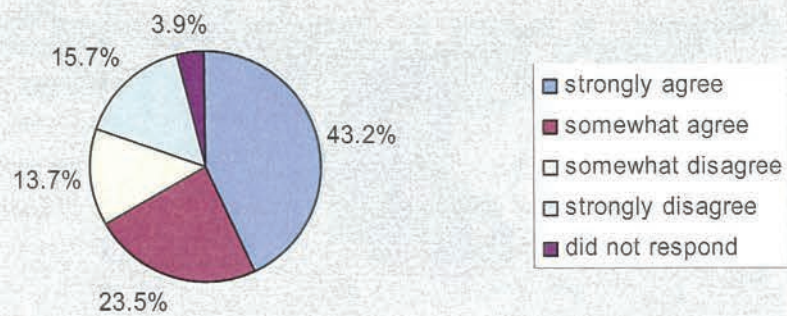
12. There is a need for additional recreational facilities in Troy.



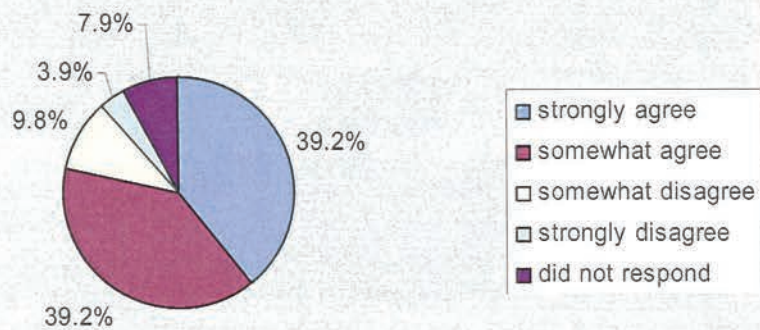
13. Facilities should be improved at existing parks before acquiring new park land.



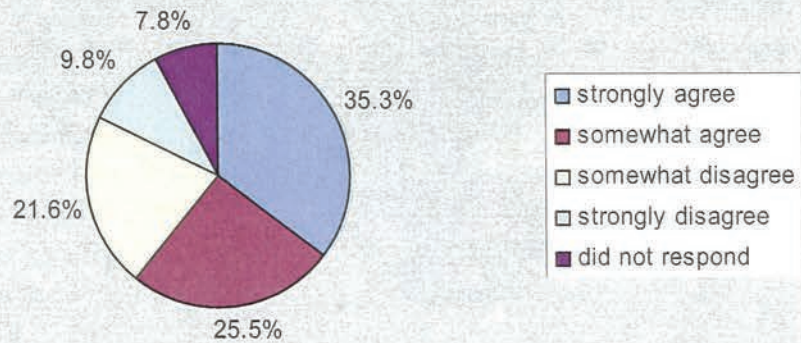
14. Troy should improve or add bikeways and walkways throughout the community.



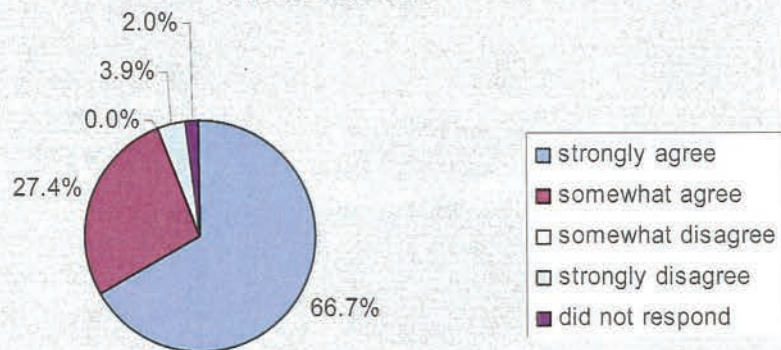
15. Local roads should be improved with sidewalks for the handicapped.



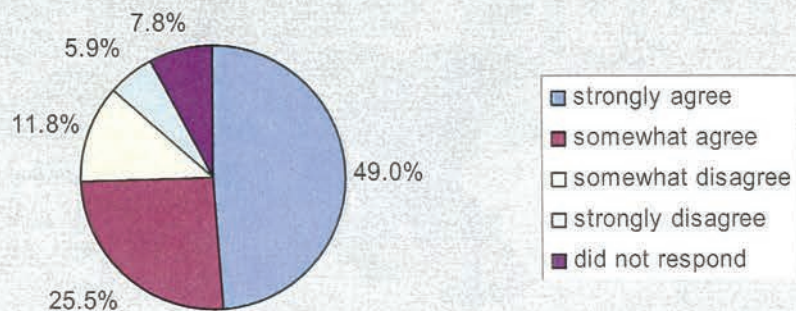
16. All local roads should have sidewalks.



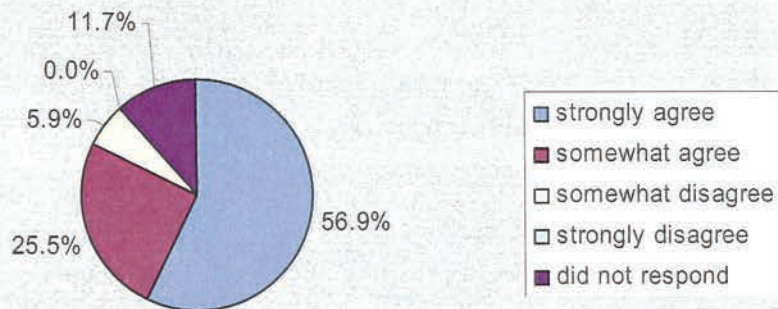
17. Sidewalk improvements should be made where needed.



18. Alleys need to be improved.



19. Stormwater drainage facilities should be improved in Troy.



APPENDIX C

Troy Comprehensive Plan Survey Comments

Troy Comprehensive Plan Survey Comments

- It's a retirement community – should keep that in mind always!
- Troy has many nice old buildings which are part of Troy's history. More should be done to preserve what we already have.
- I would like to see the public pool opened and the town board be a support to it.
- First of all, get rid of Mike Parker, Betty Linne, and Pudder Linne. They think they own Troy.
- At this time, I would like to see Troy cleaned up a bit before more development occurs. Public trash cans by the river and at the park would be nice. I would like to see the current park more developed and improved sidewalks. I would also like to see the town pool open since we already have one. I think the neighborhood children need safer places to be than riding bicycles in the street.
- Troy being an older town, it is my opinion it should be commercialized as Huntingburg is. Several antique shops, bistros, etc. to go with the old town image. Flower beds or flowering pots along the main streets. More attractive décor, etc. Also the stray cats and dogs should be dealt with as Tell City does.
- Need bank or ATM machine.
- Encourage business interests to strongly consider Troy. Improve water quality. Need maybe a bank and somewhere to shop.
- They need to enforce dogs be kept off the streets. Shouldn't need to carry a stick to protect myself. We don't need trash dancers in bars or anywhere else in Troy.
- Clean up water supply, dirty water, 3-4 times a week, grass growing on sidewalks. Cars park on wrong side of streets, tractors and trailers park on residential streets.
- Homes and yards like Junior Simpsons should be cleaned up and made to keep them clean and animals took better care of. The alley behind the clinic is completely closed off. Why isn't something being done to open this?
- Troy needs to work on storm drains (NOW). About once a month the drinking water from the city is BLACK.
- The people who own homes in Troy that look like dumps need to be repaired and cleaned up or torn down. Especially three on Franklin Street. The people who have homes on Franklin Street and work hard to keep their homes and yards looking nice have to be ashamed for family and friends to visit them because when they look out the windows all they can see are run down houses. On Washington Street there is a house that has so much junk in the yard it looks like a rat harbor. Also there is one vacant tavern that is a mess.
- Something must be done about people driving mopeds at all hours of the night, especially up in the cemetery. Also, we need more police coverage! Twenty hours per week is hardly any coverage at all – and when help is called for, no one comes until too late. Also, people getting or selling drugs should be made to stop! Much traffic in and out of some areas mean drug dealing...out in the cemetery!
- We do not live in Troy, but 3 miles N on 545. We do have Troy water and would like to see some consideration of extending their sewer system. We truly believe there would be a large response, and would soon pay for the expense of extension all the way through New Boston! Thank you very much.
- Keep the name of Troy in the forefront.

- I am opposed to any additional mobile homes in Troy. The owner of the park by the cemetery is completely irresponsible – the conditions are deplorable! It is a breeding ground for drug use and/or manufacturing. Also owners of vacant, deteriorating homes should be made to maintain these properties or pay hefty fines. No more low income housing – would also like to see more regular policing of the area.
- Tell City PCDC needs to be stopped. It is completely ridiculous to start building another building when there is a vacant one right next to it.
- We need to enforce what we have. Do we still have a Troy cop? If we do, where is he? We never see the police car in Troy, but we see it at Santa Claus all the time.
- I think Troy could benefit on improvement because we are a river town and when I see all the beautiful things done in other smaller towns, I see what Troy could become.
- Troy is a nice place to live, friendly and helpful people. But I think Troy has a problem with visual beauty such as homes that aren't kept very well. People want to move and build in a clean, well kept town.
- Basically, I feel that if they got rid of some people who think they know everything in the office, namely Betty and a few others, that Troy people would be more involved in everything, such as town donations and such. She is so rude to everybody. I also feel they should crack down on property owners to mow their yards; it is such an eyesore to the whole town. Not just wait until it gets so tall. Mike Parker is a good asset to Troy.

APPENDIX D

Troy Public Input

Marksman win first-round game / Page 6

PERRY COUNTY NEWS

Thursday
March 2, 2006

WEATHER
Lots of sun
56°

115TH YEAR, ISSUE 98 WWW.PERRYCOUNTYNEWS.COM 50 CEN

Wanted in Troy: volunteers with vision

BY VINCE LUECKE

TROY — A state planning grant en route to Troy will help Indiana's second oldest community chart the direction it takes in future years. But volunteers are needed to help create the map.

"We're looking for people interested in serving on the town's first plan commission," Clerk-Treasurer Vicki Tuggle said. "I expect it will be hard work, but I think it will be rewarding."

A \$40,500 grant awarded by the Indiana Office of Rural Affairs will fund preparation of a new comprehensive plan of the town. The advisory plan commission will include representatives of the town council and parks and utility boards. Most of its members, however, will come from the Troy citizenry.

The commission will help shape the compre-

Town receives state planning grant; residents sought for new commission

hensive plan and once it is drafted, the group will create a concrete set of planning and zoning regulations for Troy.

A contract with Bernardin, Lochmueller & Associates is expected to be signed in coming days to prepare the plan. The Evansville company will look at several issues in the community, said Lisa Gehlhausen, executive director of Indiana 15 Regional Planning Commission, including available resources and any limitations that could affect growth.

"The plan will also examine community infra-

group has created concerns that, at times, for to rely on county rules. In recent years the council has debated restrictions on mobile home in town and tackled problems with flooding during periods of heavy rain. Leaders have talked about the need to grow the town by adding areas north of its current border.

Gehlhausen said Bernardin, Lochmueller Associates will host public meetings and hear in coming months as it works with the plan commission and members of the city council.

Since an important part of developing the will be setting goals and objectives, Gehlhausen said public input will be crucial: through participation on the plan commission and meetings.

Anyone wanting to volunteer for Troy's commission should call the town utility office at 547-7501 or write to P.O. Box 57, Troy, IN 4

PERRY COUNTY NEWS

Monday

March 20, 2006

Ordinance creates plan commission in Troy

By VINCE LUECKE

TROY — Backed by encouraging words from their attorney, town council members breathed life into Troy's advisory plan commission Wednesday. The hard work, they know, is yet to come.

A few strokes of the pen adopted the seven-page ordinance at the board's regular meeting, a collective step toward enacting a set of planning- and-zoning guidelines Troy can call its own.

Attorney Jack Robinson, who helped the Spencer County community of Chrisney develop its zoning code several years ago, predicted members of the new commission will be as busy as they want to be.

"A lot of plan commissions are extremely active and play a big role in how their towns grow," Robinson said. The Chrisney group, he said, meets monthly.

Plan commissions not only have a "yes" or "no" say in land-use decisions, but also help

guide future growth. When appointed later this spring, Troy's inaugural planning group will help shape a new comprehensive plan, the first step in adopting formal zoning rules.

A \$40,500 grant awarded Troy by the Indiana Office of Rural Affairs will fund preparation of a comprehensive plan. Some residents have expressed an interest in serving as one of seven voting members, but Town Board President Mike Parker said he'd like to see more people

■ TROY page 8, col. 4

Troy

■ Continued from page 1

step forward.

Bernardin, Lochmueller & Associates, an Evansville-based firm, has been hired to prepare the plan and will be working with the new plan commission and hosting public forums to discuss issues important to Troy residents.

Troy is footing a 10-percent match to the grant and that money has already been set aside for the grant.

Anyone wanting to volunteer for Troy's first plan commission should call the town utility office at 547-7501 or write to P.O. Box 57, Troy, IN 47588.

Spring Clean-Up

Spring clean-up in Troy, usually held prior to the county's Dogwood Festival, is set for Thursday and Friday, April 13-14.

Residents should have all their large and bulky items on

curbs by 7 a.m. the first day as town employees plan to make only one pass. Some residents have placed more junk out after pick-up crews have passed their homes.

"Too often, people keep putting things out," Clerk-Treasurer Vicki Tuggle said.

"People need to know we're going to make one trip. We aren't going to back again and again."

SIGN-IN SHEET

Troy Advisory Plan Commission: Workshop No. 1 on Troy Comprehensive Plan
Troy Town Hall, 535 Walnut Street, Troy, Indiana 47588
June 1, 2006

	Name	Mailing Address	Telephone	E-Mail Address
1.	Roger Fella	PO BOX 174	812-547-3992	
2.	Betty Lowe	Po Box 74 Troy, IN 47588	812-547-8383	Troymunities@psc.in
3.	Sharman Jarboe	PO Box 113 Troy, IN 47588	812-547-3812	sharmanjarboe@yahoo.com
4.	Vicki Matheson	PO Box 82 Troy, IN 47588	812-547-8181	jmatheson@aol.com
5.	Bob Trupple	P.O. Box 97 Troy, IN 47588	812-547-8060	
6.	Siwice Trumbull	PO Box 83 Troy, IN 47588	812-547-3464	stntrumbull@psnet.net
7.	Gary Palmer	PO Box 86	812-547-2653	palmergs@roganet.com
8.				
9.				
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13.				
14.				

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SIGN-IN SHEET

Troy Advisory Plan Commission: Workshop No. 2 on Troy Comprehensive Plan
 Troy Town Hall, 535 Walnut Street, Troy, Indiana 47588
 6:30 PM on September 25, 2006

	Name	Mailing Address	Telephone	E-Mail Address
1.	Gary Palmer	Bx 86, Troy	812-719-0585	palmer@coopsone.com
2.	Vicki Mathena	Box 82, Troy	812-547-9187	josephmathena@aol.com
3.	Sharman Jarboe	P.O. Box 113, Troy	812-547-3812	SharmanJarboe@yahoo.com
4.	Roger Fella	G.O. Box 174, Troy	812-547-3942	
5.	Susie Fortwendel	P.O. Box 83, Troy	812-547-3664	fortwendel@psci.net
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SIGN-IN SHEET

Public Open House
Troy Senior Citizen Center, 333 Main Street, Troy, Indiana 47588
October 16, 2006

	<u>Name</u>	<u>Mailing Address</u>	<u>Telephone (optional)</u>
1.	Roger Fella	P.O. Box 174	812-547-3942
2.	Jennifer Hart	P.O. Box 213	812-548-0850
3.	GARY HACKMOW	" "	" "
4.	Bob Snyder	P.O. Box 254-409 FRANKLIN	547-6085
5.	Erleen Snyder	" "	" "
6.	Meredyn Jernsbach	P.O. Box 9	547-1099
7.	Susan Jernsbach	P.O. Box 83 510 Market	547-3164
8.	Roger Plompa	P.O. Box 103	—
9.	Chet Mathema	P.O. Box 23	547-4283
10.	Sharon Galtsoe	P.O. Box 113 Troy, IN 47588	547-3812
11.	James W. Galtsoe	P.O. Box 333 Troy IN 47588	547-5233
12.			
13.			
14.			
15.			

PUBLIC NOTICE

"Future Vision for Troy – Public Open House" Monday, October 16, 2006, from 6:30 PM to 9:00 PM at the Troy Senior Citizen's Center (333 Main Street, Troy, Indiana 47588), next to the Post Office. The community is invited to review and comment on goals and objectives for growth and development for the Town of Troy. As part of the Comprehensive Plan being prepared for the Town of Troy, the "Community Profile Report" and draft "Future Vision Report" are available for inspection at the Troy Town Hall (535 Walnut Street) during regular operating hours.

BACKGROUND

The Town of Troy has embarked on the preparation of a Comprehensive Plan for guiding growth and development in the community. A Comprehensive Plan is the prerequisite for the adoption of land use controls for the community, and provides the foundation for Federal and State grants for improvements to the community. The "Community Profile Report" is the first in a series of reports leading to the first Comprehensive Plan for Troy. This report documents the base studies and research that serve as the foundation for the new Comprehensive Plan and, in particular, the subsequent "Future Vision Report."

Of particular interest, a community survey was completed in July of 2006 to obtain public opinion on the growth and development issues facing Troy. The top twelve issues were:

- Troy needs to better enforce existing ordinances.
- Troy needs to better address the problem of vacant buildings.
- Sidewalk improvements should be made where needed.
- Stormwater drainage facilities should be improved.
- Facilities should be improved at existing parks before acquiring new park land.
- The visual appearance of Troy needs to be improved.
- Economic development needs to be promoted in Troy.
- Troy should encourage new home building.
- Development standards (zoning and subdivision regulations) are needed.
- Alleys need to be improved.
- Local roads should be improved with sidewalks for the handicapped.
- Troy needs more housing for the elderly.

The new Comprehensive Plan will be adopted by the Troy Advisory Plan Commission (recently created) and the Troy City Council after a series of public open houses and a formal public hearing. The first Public Open House is scheduled for Monday, October 16, 2006, from 6:30 PM to 9:00 PM at the Troy Senior Citizen's Center for the public to examine the findings of the "Community Profile Report" and to review and comment on the draft "Future Vision Report." The "Future Vision Report" establishes the goals and objectives for the physical development and protection of the community. The community may drop in any time between 6:30 PM and 9:00 PM to view exhibits, ask questions of the consultant preparing the document under the direction of the Troy Advisory Plan Commission, and provide comments.

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SIGN-IN SHEET

Troy Advisory Plan Commission: Workshop No. 3 on Troy Comprehensive Plan
Troy Town Hall, 535 Walnut Street, Troy, Indiana 47588
6:30 PM on November 9, 2006

Name

Sharman Garboe
Lucas Forthwendel
Betsy Kanne
Bob Tuggle
Roger Zella
Jack Mathews
David Ripple (BLA)
Matt Schiefer (BLA)

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TROY COMPREHENSIVE PLAN: Final Report

Form Prescribed by State Board of Accounts

General Form No. 99P (Revised 1995)

Town of Troy
(Governmental Unit)
Perry County, Indiana

To: The Perry County News
Tell City, Indiana

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I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

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Title: Publisher

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State of Indiana)

Perry County) ss

PUBLIC HEARING NOTICE

The draft Troy Comprehensive Plan will be subject of a public hearing by the Troy Advisory Plan Commission before approval. The public hearing will be held on Wednesday, November 22, 2006 at 6:30 p.m. central daylight savings time at the Troy Senior Citizens Center located at 655 Main Street, Troy, Indiana 47568. The hearing is a mandatory public hearing and all interested parties are invited to attend. The hearing will provide an opportunity for the public to express their views on the proposed Troy Comprehensive Plan. The Troy Comprehensive Plan was filed for filing Federal Comprehensive Plan at the hearing. Every effort will be made to allow persons to make their opinion at the public hearing. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact Ms. Lisa Gehlhausen, Executive

Director, Indiana Regional Planning Commission, 321 E. First Street, Ferdinand, IN 47522 or call 812-587-8455 no later than Tuesday, November 21, 2006. Every effort will be made to make reasonable accommodations.

Ten (10) days before the public hearing, the draft Troy Comprehensive Plan will be "on file" and may be examined in its entirety at the Troy Town Hall (505 Walnut Street, Troy, Indiana 47568) during normal office hours. For additional information concerning the public hearing or the Troy Comprehensive Plan, please contact Ms. Lisa Gehlhausen at the address or phone number listed above.

After the public hearing, the Troy Advisory Plan Commission may recommend adoption of the draft Troy Comprehensive Plan to the Troy Town Council who may adopt, reject or amend the Plan by resolution.

Michael Parker,
President Town of Troy, Indiana
Nov. 16

I, me, a notary public in and for said county and Teresa Rice who, says that she is Publisher of a semi-weekly newspaper of general published in the English language in the (city) (town) state and county afore said, and that the printed true copy, which was duly published in said paper, the dates of publication being as follows:

November 16, 2006

of November, 2006

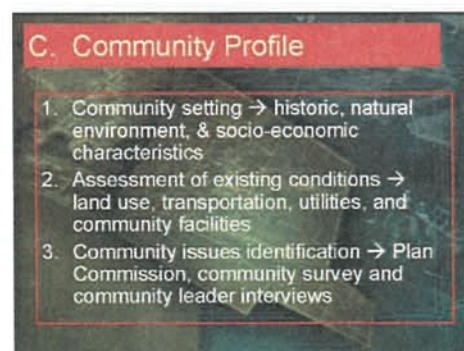
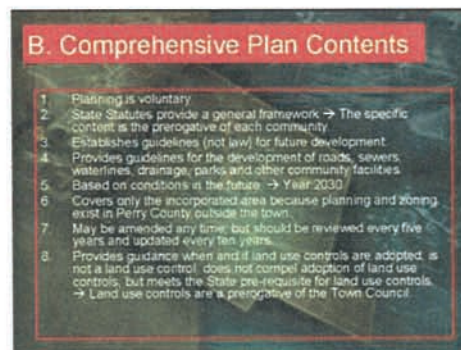
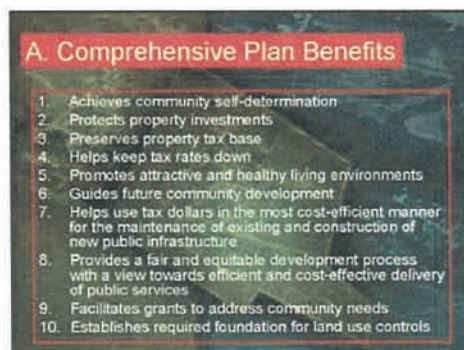
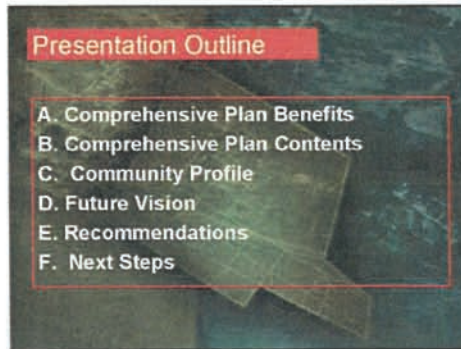
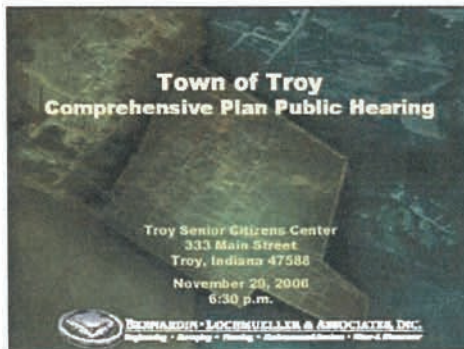
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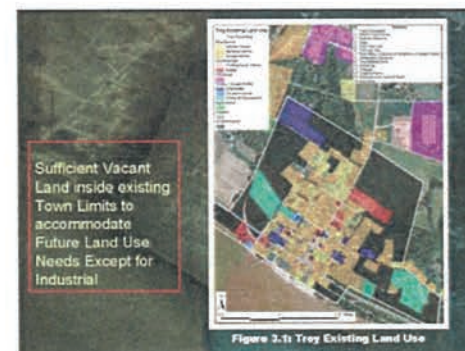
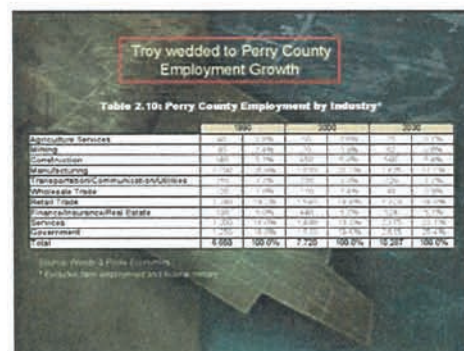
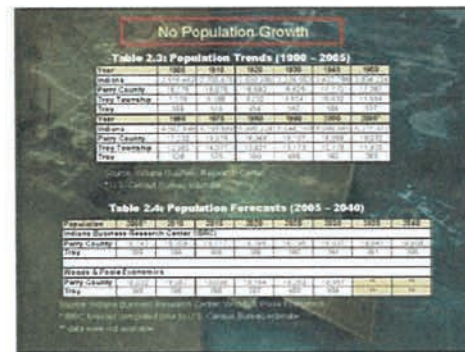
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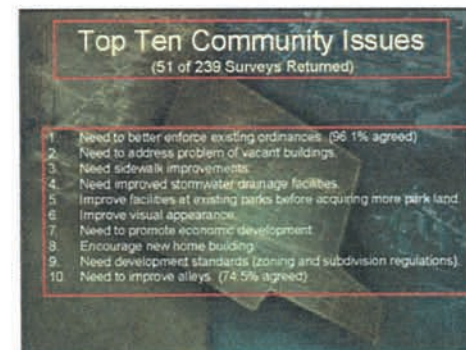
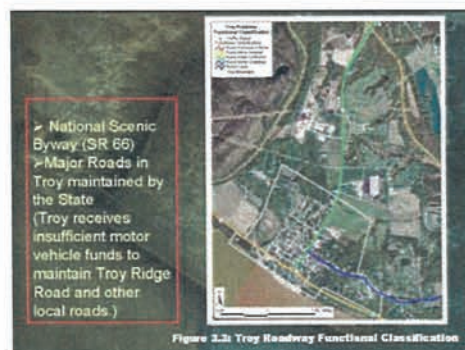
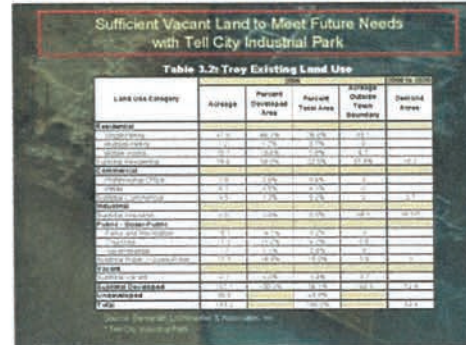
**COMPREHENSIVE PLAN
PUBLIC HEARING
November 29, 2006
TOWN OF TROY**

	<u>NAME</u>	<u>ADDRESS</u>
1.	Susie Jaskwends	
2.	LARRY K KLEEMAN	
3.	Shannon Garboe	P.O. Box 113 Troy, IN 47588
4.	Boyd Dugan	
5.	John J. Milburn	
6.	Perry Palmer	
7.	Lisa Gohlhausen	Indiana 15 R PC
8.	Chit Mathews	610 Walnut St, Troy
9.	Walt Schiffr	Bernardin-Lochmueller & Associates
10.	David Ripple	Bernardin-Lochmueller & Associates
11.		
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21.		
22.		

812-547-3812
or 547-2661







D. Future Vision

(based on Community Issues, Plan Commission input and public open house on 10/16/05)

1. Vision Statement → The Town of Troy strives to be a great place to live and visit by embracing change, promoting improvements to the housing stock, commercial facilities, community facilities and services and recreational facilities, protecting and promoting its unique historic environment, and ensuring a high quality of life for all persons.
2. Land Use Development Policy → orderly growth and reuse, maintain integrity of small community, protect natural and manmade environment, mix of housing opportunities, economic development opportunities for strong tax base, orderly and safe commercial expansion, encourage in-fill development

C. Future Vision (continued)

3. Community Infrastructure Policy → develop infrastructure to assure orderly and cost effective development, to ensure high quality of life and to protect historic heritage and scenic beauty, etc.
4. Goals and Objectives for Future Development topics → reuse, growth management, housing, economic development, transportation, utilities and recreation.
5. Guidelines for → residential, office, commercial, industrial, public/quasi-public uses, transportation, sewers, waterlines, stormwater drainage, environment and government programs.

D. Recommendations

1. Future Land Use Development Plan
2. Transportation/Thoroughfare Plan
3. Utilities Plan
4. Community Facilities and Services Plan
5. Open Space and Recreation Plan
6. Environment Plan
7. Implementation Program

1. Future Land Use Plan → accepts existing urban land uses



Figure 6.1: Troy Existing Land Use

1. Future Land Use Plan → Defines future use for vacant/agricultural properties

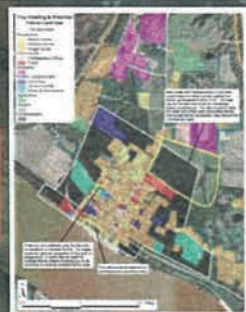
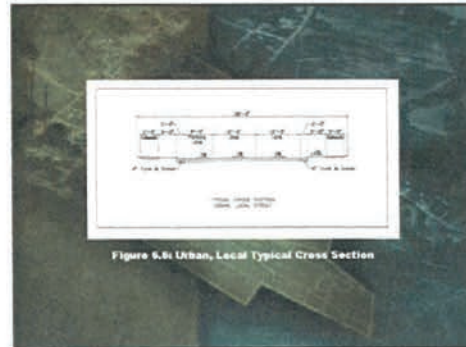
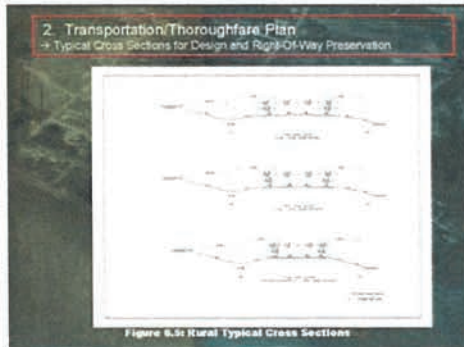


Figure 6.2: Troy Existing & Potential Future Land Use

1. Future Land Use Plan →
 - a) Retail and residential northeast corner
 - b) Apartments behind Town Hall
 - c) Relocation of playground to waterfront



Figure 6.3: Troy Future Land Use Map



D. Recommendations (continued)

3. Utilities Plan → investigate stormwater drainage program
4. Community Facilities and Services Plan → relocate playground to new waterfront park
5. Open Space and Recreation Plan → improvements to baseball field and addition of courts for basketball and volleyball
6. Environment Plan → protect historic structures
7. Implementation Program → adopt plan, fund trail improvements, relocate playground to waterfront, improve stormwater drainage, preserve historic properties, investigate housing rehabilitation program, and preliminary zoning districts



E. Next Step

- After reviewing oral and written testimony, the Advisory Plan Commission will recommend action on the Comprehensive Plan to the Town Council
- Action by the Town Council through a resolution (not law)



**Public Hearing
Town of Troy
Comprehensive Plan-Final Plan Approval
November 29, 2006 at 6:30 P.M.
Troy Senior Citizen's Center**

Ms. Sharman Jarboe, Troy Plan Commission President, opened the public hearing. "I appreciate everyone showing up. I would like for everyone to introduce themselves."

"I would like to reintroduce Lisa Gehlhausen from Indiana 15 Regional Planning Commission and David Ripple from Bernardin, Lochmueller and Associates who will present the Troy Comprehensive Plan project."

Ms. Jarboe then turned the meeting over to Ms. Gehlhausen, Executive Director at Indiana 15 Regional Planning Commission. Ms. Gehlhausen said "This is a public hearing to present the comprehensive plan to the public. In October 2005 the Town of Troy was awarded \$40,500 grant from the Indiana Office of Community and Rural Affairs, combined with a local match of \$4,500, to complete a Comprehensive Plan. The grant close out deadline is March 31, 2007. The steps to complete the project include:

1. Advisory Plan Commission conducts a public hearing, if no changes, accepts the plan, then forwards the plan to the Town Council for consideration.
2. Town Council accepts Comprehensive Plan.
3. Two copies are submitted to the Indiana Office of Community and Rural Affairs for review and approval.
4. After OCRA approval, submit final draw.
5. Complete closeout after draw is disbursed.

Lisa Gehlhausen then introduced David Ripple to explain the preparation of the Comprehensive Plan. Following Mr. Ripple's presentation we will take public comment.

Mr. Ripple described the community survey (51 of 239 returned for a 21% rate of return), public workshops and an open house were held to seek public input. Mr. Ripple then presented slides describing:

1. The benefits of a Comprehensive Plan
2. Contents of the Comprehensive Plan
3. Community Profile
4. Maps depicting the location, historic features, and floodplain constraints
5. Population Growth
6. Employment
7. Vacant land opportunities
8. Industrial land
9. Future needs
10. Transportation
11. Traffic volumes
12. Recreational improvements
13. Top ten community issues
14. Future vision
15. Recommendations
16. Future land use
17. Transportation cross sections
18. Thoroughfare Plan

19. Recommendations continued
20. Preliminary Zoning Districts
21. Next steps

See the attached slide presentation made a part of these minutes.

Comments were then welcomed from the public.

Mr. Larry Kleeman ask, "If I understand this correctly, the Town can adopt this as a Comprehensive Plan and land use zoning is a separate matter?"

Mr. Ripple replied "That is correct. The Comprehensive Plan must first be adopted. The Comprehensive Plan is adopted by resolution and is not a law. The Town Council must recommend to the Plan Commission to develop a zoning ordinance and provide the funds for the zoning ordinance preparation. The Plan Commission would be responsible for the preparation of the ordinances. Additional public meetings and a hearing on the Zoning Ordinance and Subdivision Ordinance must be held. Once the ordinances are adopted the Town is in the land use control business."

Mr. Kleeman stated "I am specifically concerned with the designations of the Fulton Hill and stated that this is private not public. It is classified as municipal."

Mr. Ripple replied "Because of its current quasi-public use."

Mr. Kleeman continued "As it is classified as municipal what can be done with that property?"

Mr. Ripple said Municipal Property can only be Municipal.
Certainly in the preparation of the zoning ordinance we would describe the allowable uses within the Municipal designation."

Mr. Kleeman continued I would propose a more flexible zoning for Fulton Hill that this be zoned mixed commercial uses, allowing restaurants, duplexes, triplexes and single family use. I have looked at other zoning ordinances. If a zoning ordinance is adopted, I would like to see more flexibility."

Mr. Ripple thanked Mr. Kleeman and noted that the Advisory Plan Commission and a Town Council member has heard his comments and they are included within the minutes.

Chet Methena, Town Councilman recommended that Larry Kleeman continue to attend Troy meetings as this progresses.

Mr. Kleeman said "I will. This is a very good plan. There is a lot of good information here. Administration of any zoning ordinance is also an issue."

Lisa Gehlhausen ask if the town decides to proceed with development of a zoning ordinance, have cost estimates been provided to the Town?

Mr. Ripple said he will check into. I realize the resources of Troy are limited.

Lisa Gehlhausen ask if future growth and annexation was considered in the development of the Comprehensive Plan.

TROY COMPREHENSIVE PLAN: Final Report

Mr. Ripple said "Concerns that a large portion of the land north of Troy is owned by Tell City and getting concurrence from Tell City would be the first step. An annexation attorney would need to be consulted to develop a fiscal plan and address the advantages and disadvantages to Troy. Also what public services can Troy offer. Water, sewer, fire protection, lighting, road responsibility, police protection are issues to address. Also the current road improvement budget for maintaining the current road system within the town limits is strapped now. Bottom line, an attorney that specializes in annexation to address advantages/disadvantages needs to be consulted. Usually it is desirable to annex industrial and commercial over residential because of the number of services that need to be provided to residential properties. Again I would consult with professionals familiar with annexation."

Chet Methena said "I have been looking into this. Tell City would not have any objections to the Town of Troy annexing it because they receive no economic tax benefits. Troy Township collects the tax funding from the county coffers. Tell City just has an expense on their hands for road repairs and improvements to the water tower are needed. Costs are estimated over \$100,000. Troy already supplies sewer, water and fire services. Troy is financially strapped and most of our contributions would be in-kind services. Annexation is being studied, however I am going off the town council. The process may be dropped. Jack Robinson and I have been working on this for some time.

Mr. Methena said in theory we could double the tax rate overnight. We need to gage opposition and continue pursuit, but not without knowing the costs associated with the potential annexation.

David Ripple said the Comprehensive Plan can be easily amended if the annexation proceeds.

Larry Kleeman ask about the R-3 Multi Family Classification, noticing that the only area is that behind the Town Hall. What size is that tract of land?

Mr. Ripple responded almost two acres. We propose apartments behind town hall, and moving the playground to the waterfront.

Ms. Jarboe then ask for further comments, questions, or testimony.

With no additional comments forthcoming, the public hearing was closed at 8:03 pm.

A motion to forward the Comprehensive Plan to the Town Council was made by Gary Palmer and seconded by Betty Linne. All in favor, no one opposed. Motion carried 5 in favor, 0 against and 0 abstaining, and 2 absent.

Respectfully submitted with authorization by Troy Plan Commission



Lisa Gehlhausen
Indiana 15 Regional Planning Commission

12-11-06

Date

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