

Town of Troy Comprehensive Plan



Prepared For:
Town of Troy
S10372 Co Rd C,
Sauk City, WI 53583

Prepared By:
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Prepared On: February 10,
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Secretary: Doug Larsen
Member: Ruben Ederer
Member: Peter Maestri
Board Member: Greg Sprecher

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Greg Sprecher
Mary Zins, Town Clerk
Lloyd E. Ballweg, Town
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Special thanks to the community members who participated in the survey process, whose insights inform this Plan's content.

Plan adopted by the Town of Troy on February 14, 2023.

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Chapter 1 Introduction



From Top to Bottom: Vista behind Town Hall. Agriculture meets Nature in the Town of Troy. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Town of Troy Overview

Founded in 1840, Sauk County, WI hosts the idyllic Town of Troy. Located in south-central Sauk County, the Town of Troy is bordered by the Town of Honey Creek to the north, the Town of Prairie du Sac to the east, the Towns of Spring Green and Franklin to the west, and the Wisconsin River to the south. The Town contains three hamlets: Black Hawk, Cassell, and Witwen.

Spanning nearly 53 square miles, the 2020 U.S. Census states the Town has a population of 781 people, with 346 household units containing an average household size of 2.43 people. The most extensive zoned land uses in Town are Exclusive Agriculture and Agriculture. With 33.6 percent of Town land cover growing cultivated crops, it is no surprise that family-owned farms and agriculture-related businesses are the predominant source of Town economic activity.

To facilitate resident access and agricultural goods movement, the Town's roadways host vehicles, farm machinery, and some bicycles. These roads range from a Minor Arterial, such as State Highway 60 (STH 60), and Collectors, such as County Highway B (CTH B) and County Highway C (CTH C), to Local Roads. The Town uses intergovernmental agreements to provision emergency services, education, plus public and private utilities for Town residents. Further information on topics such as age distribution, education, employment, and household income are further detailed in the Plan's chapters or corresponding appendices.

Town of Troy Comprehensive Planning Background

The Town of Troy has utilized several plans to guide its development. The Town of Troy Development Plan was adopted in September 1986 based upon the Sauk County Department of Planning and Zoning, the Troy Town Board, and Town residents' input. This effort rezoned Town lands into an exclusive agriculture district, which remains the Town standard today.

In the State of Wisconsin's 1999-2000 Biennial budget, Governor Thompson signed into law a piece of legislation called "Smart Growth". This legislation intended to help local municipalities with opportunities to create comprehensive plans and improve land-use-based decisions. Sauk County Department of Planning & Zoning applied, and the Town of Troy co-applied along with several other municipalities for grant money. The grant was awarded to the county and efforts began in the summer of 2004 with the product, the 2005 Town of Troy Comprehensive Plan, adopted in 2005.

Beginning on January 1, 2010, if a local governmental unit engages in any of the items listed below, those items shall be consistent with that local governmental unit's comprehensive plan.

- Official Mapping
- Local Subdivision Regulations
- County, Town, Village or City Zoning Ordinances
- Zoning of Shorelands or Wetlands in Shorelands

A comprehensive plan includes nine (9) statutorily required elements: Issues and Opportunities, Housing, Transportation, Utilities and Community Facilities, Agriculture/Natural/Cultural

Resources, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation.

Due to the importance of agriculture in the Town of Troy, agriculture exists as a separate element (chapter) from Natural/Cultural Resources. In this plan the goals, objectives, and policies created during the planning process appear in each element.

Purpose of This Plan

In accordance with Wisconsin Statute 66.1001(2)(i), comprehensive plans should be updated every 10 years, serving a twenty-year time horizon. Wisconsin Statutory language is in **Appendix 1**. A comprehensive plan is meant to be the road map for a community. The document serves as a tool for the Plan Commission, Town Board, and community to understand the local landscape and includes community information and data. The Plan then outlines goals, objectives, and policies that the community shall utilize in decision-making at the local level. As the Town continues to grow and change, the Plan should be reviewed and updated.

This Comprehensive Plan details issues and opportunities from Town residents, then leverages data to provide guidance on economic development, natural and cultural resources, agriculture, land use, transportation, intergovernmental cooperation, and implementation.

The 2022 Town of Troy Comprehensive Plan is broken down into the following chapters, and each chapter is followed by its own appendix:

1. Introduction
2. Issues and Opportunities
3. Housing
4. Economic Development
5. Natural and Cultural Resources
6. Agriculture
7. Land Use
8. Transportation
9. Utilities and Community Facilities
10. Intergovernmental Cooperation
11. Implementation

Chapters 3 through 10 possess objectives and policies supporting the chapter goal. A brief definition for the goal, objectives, and policies follows:

- Goal—A broad idea that the Town strives toward.
- Objectives—The specific actions to achieve the goal.
- Policies—The specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Public Participation

This Plan was undertaken with a full Public Participation Plan that was approved by the Town Board July 12, 2022 (**Appendix A**). The Town Plan Commission was designated as the steering committee to guide the update of the Comprehensive Plan. On July 25, 2022, resident input at a Plan Commission meeting updated the Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for the Town (**Appendix 2**).







This Comprehensive Plan effort had an online survey consisting of seven (7) questions to gather Town residents' opinions on priorities.

The intent of the survey was to understand residents' priorities. The Plan Commission prepared goals for each element in the Comprehensive Plan. With limited resources, goals must be prioritized by the Plan Commission and Town Board to determine how the Town invests in the community and to ensure the Town and residents' priorities align with the Plan's goals and objectives.

Fifty-two (52) responses representing 6.65 percent of the Town's population were received between September 22nd and October 7th, 2022. Vierbicher staff presented the survey results to the Plan Commission October 24, 2022. Town residents overwhelmingly want the Town to retain its rural, pastoral, and peaceful charm. The results are recorded in **Appendix A**.



Legend

-  Town Hall
-  Roads
-  Town Park
-  Town of Troy Parcels
-  Water
-  Honey Creek Swiss Rural Historic District



PLAIN

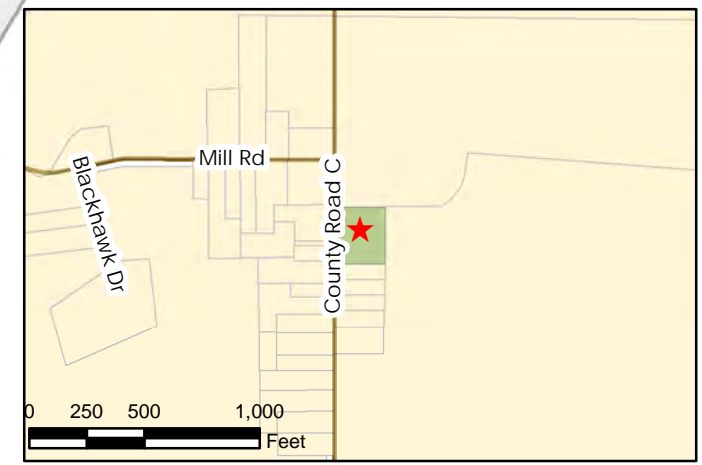
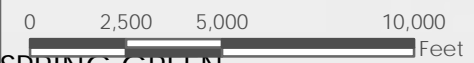
FRANKLIN

SPRING GREEN

HONEY CREEK

PRAIRIE DU SAC

TROY



Source: Sauk County



Map 1-1 Official Town Map
 Town of Troy, Sauk County, WI
 12/12/2022

This is the 2022 map of the Town of Troy. This map supersedes all previous Official Maps and Map Amendments of the Town of Troy. Officially mapped features include existing highways and roads. Only the Honey Creek Swiss Rural Historic District extents within the Town of Troy are portrayed. All other map features are shown for reference only.



Document Path: M:\Troy_Town_of_Troy_Comprehensive_Plan_Update\GIS\MXDs\OfficialMap.mxd

Appendix 1 Introduction

Figure 1-1 Race and Ethnicity

Race and Ethnicity	Total
Total Population	781
Population of one race:	750
White alone	722
Black or African American alone	2
American Indian and Alaska Native alone	5
Asian alone	2
Native Hawaiian and Other Pacific Islander alone	0
Some Other Race alone	19
Population of two or more races:	31
Population of two races:	29
White; Black or African American	4
White; American Indian and Alaska Native	5
White; Asian	1
White; Native Hawaiian and Other Pacific Islander	1
White; Some Other Race	18

Source: "P1 Race." 2020 U.S. Census, Accessed November 09, 2022 by Vierbicher Staff
<https://data.census.gov/table?q=troy+town+sauk+county+wi&tid=DECENNIALPL2020.P1>

Figure 1-2 Age Distribution

	Quantity	Percentage
Total population	866	100%
AGE		
Under 5 years	49	5.70%
5 to 9 years	25	2.90%
10 to 14 years	57	6.60%
15 to 19 years	46	5.30%
20 to 24 years	43	5.00%
25 to 29 years	11	1.30%
30 to 34 years	39	4.50%
35 to 39 years	81	9.40%
40 to 44 years	100	11.50%
45 to 49 years	67	7.70%
50 to 54 years	53	6.10%
55 to 59 years	35	4.00%
60 to 64 years	66	7.60%
65 to 69 years	69	8.00%
70 to 74 years	64	7.40%
75 to 79 years	39	4.50%
80 to 84 years	14	1.60%
85 years and over	8	0.90%

Source: "S101 Age and Sex." U.S. Census Bureau 2020 ACS 5-Year estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Populations+and+People&tid=ACST5Y2020.S0101>

Note 1-3 Comprehensive Plans in Wisconsin Statute

[66.1001 Comprehensive planning.](#)

(1) Definitions. In this section:

(a) "Comprehensive plan" means a guide to the physical, social, and economic development of a local governmental unit that is one of the following:

1. For a county, a development plan that is prepared or amended under s. 59.69 (2) or (3).
2. For a city, village, or town, a master plan that is adopted or amended under s. 62.23 (2) or (3).
3. For a regional planning commission, a master plan that is adopted or amended under s. 66.0309 (8), (9) or (10).

(am) "Consistent with" means furthers or does not contradict the objectives, goals, and policies contained in the comprehensive plan.

(b) "Local governmental unit" means a city, village, town, county or regional planning commission that may adopt, prepare or amend a comprehensive plan.

(c) "Political subdivision" means a city, village, town, or county that may adopt, prepare, or amend a comprehensive plan.

(2) Contents of a comprehensive plan. A comprehensive plan shall contain all of the following elements:

(a) *Issues and opportunities element.* Background information on the local governmental unit and a statement of overall objectives, policies, goals and programs of the local governmental unit to guide the future development and redevelopment of the local governmental unit over a 20-year planning period. Background information shall include population, household and employment forecasts that the local governmental unit uses in developing its comprehensive plan, and demographic trends, age distribution, educational levels, income levels and employment characteristics that exist within the local governmental unit.

(b) *Housing element.* A compilation of objectives, policies, goals, maps and programs of the local governmental unit to provide an adequate housing supply that meets existing and forecasted housing demand in the local governmental unit. The element shall assess the age, structural, value and occupancy characteristics of the local governmental unit's housing stock. The element shall also identify specific policies and programs that promote the development of housing for residents of the local governmental unit and provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies and programs to maintain or rehabilitate the local governmental unit's existing housing stock.

(c) *Transportation element.* A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric scooters, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

(d) *Utilities and community facilities element.* A compilation of objectives, policies, goals, maps and programs to guide the future development of utilities and community facilities in the local governmental unit such as sanitary sewer service, storm water management, water supply, solid waste disposal, on-site wastewater treatment technologies, recycling facilities, parks, telecommunications facilities, power-generating plants and transmission lines, cemeteries, health care facilities, child care facilities and

other public facilities, such as police, fire and rescue facilities, libraries, schools and other governmental facilities. The element shall describe the location, use and capacity of existing public utilities and community facilities that serve the local governmental unit, shall include an approximate timetable that forecasts the need in the local governmental unit to expand or rehabilitate existing utilities and facilities or to create new utilities and facilities and shall assess future needs for government services in the local governmental unit that are related to such utilities and facilities.

(e) *Agricultural, natural and cultural resources element.* A compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management, of natural resources such as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and nonmetallic mineral resources consistent with zoning limitations under s. 295.20 (2), parks, open spaces, historical and cultural resources, community design, recreational resources and other natural resources.

(f) *Economic development element.* A compilation of objectives, policies, goals, maps and programs to promote the stabilization, retention or expansion, of the economic base and quality employment opportunities in the local governmental unit, including an analysis of the labor force and economic base of the local governmental unit. The element shall assess categories or particular types of new businesses and industries that are desired by the local governmental unit. The element shall assess the local governmental unit's strengths and weaknesses with respect to attracting and retaining businesses and industries, and shall designate an adequate number of sites for such businesses and industries. The element shall also evaluate and promote the use of environmentally contaminated sites for commercial or industrial uses. The element shall also identify county, regional and state economic development programs that apply to the local governmental unit.

(g) *Intergovernmental cooperation element.* A compilation of objectives, policies, goals, maps, and programs for joint planning and decision making with other jurisdictions, including school districts, drainage districts, and adjacent local governmental units, for siting and building public facilities and sharing public services. The element shall analyze the relationship of the local governmental unit to school districts, drainage districts, and adjacent local governmental units, and to the region, the state and other governmental units. The element shall consider, to the greatest extent possible, the maps and plans of any military base or installation, with at least 200 assigned military personnel or that contains at least 2,000 acres, with which the local governmental unit shares common territory. The element shall incorporate any plans or agreements to which the local governmental unit is a party under s. 66.0301, 66.0307 or 66.0309. The element shall identify existing or potential conflicts between the local governmental unit and other governmental units that are specified in this paragraph and describe processes to resolve such conflicts.

(h) *Land-use element.* A compilation of objectives, policies, goals, maps and programs to guide the future development and redevelopment of public and private property. The element shall contain a listing of the amount, type, intensity and net density of existing uses of land in the local governmental unit, such as agricultural, residential, commercial, industrial and other public and private uses. The element shall analyze trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land-use conflicts. The element shall contain projections, based on the background information specified in par. (a), for 20 years, in 5-year increments, of future residential, agricultural, commercial and industrial land uses including the assumptions of net densities or other spatial assumptions upon which the projections are based. The element shall also include a series of maps that shows current land uses and future land uses that indicate productive agricultural soils, natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands, the boundaries of areas to which services of public utilities and community facilities, as those terms are used in par. (d), will be provided in the future, consistent with the timetable described in par. (d), and the general location of future land uses by net density or other classifications.

(i) *Implementation element.* A compilation of programs and specific actions to be completed in a stated sequence, including proposed changes to any applicable zoning ordinances, official maps, or subdivision ordinances, to implement the objectives, policies, plans and programs contained in pars. (a) to (h). The element shall describe how each of the elements of the comprehensive plan will be integrated and made consistent with the other elements of the comprehensive plan, and shall include a mechanism to measure the local governmental unit's progress toward achieving all aspects of the comprehensive plan. The element shall include a process for updating the comprehensive plan. A comprehensive plan under this subsection shall be updated no less than once every 10 years.

Chapter 2 Issues and Opportunities



From Top to Bottom: Vista behind Town Hall. Water and land protection are important to residents. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Issues and opportunities

This chapter lists issues and opportunities derived from the Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis (Appendix 2). These responses are from Town residents.

Issues:

1. The loss of family farm operations and the decreasing economic viability of small farming operations.
2. The increase of CAFOs (Concentrated Animal Feeding Operations) and how it could negatively impact the Town.
3. There is a need for development regulations, as well as recognizing what may be new and upcoming challenges.
4. There is a need for updated communication systems including phone lines, cellular access (towers) and internet could be better.
5. Fiber is not available everywhere in the Town.
6. The potential for uncontrolled growth (loss of farmland, woodlands, grasslands, etc. to development).
7. The loss of historic heritage.
8. Institutional/Public Land/Tax Exempt Land has negative impacts on Town (lowers tax base). Land could become tax exempt so will there be enough taxable property in the Town to cover costs, maintenance, and services.

Issues and opportunities

Opportunities:

1. There is passion to the maintain the rural character in the community.
2. Promote, protect, and enhance the township's scenic and unique natural beauty.
3. Maintain the strong agriculture-base.
4. Preserve and maintain the rural historic sites for generations.
5. Enhance the natural resources including Honey Creek, woodlands and forests, the Wisconsin River and surrounding bluffs, grasslands, and wetlands, diverse wildlife, plants, and native ecosystems. Provide access to natural amenities with minimal impact to preserve nature and the environment.
6. Continue the preservation and conservation of natural and cultural resources.
7. Enhance, protect, and maintain the cultural resources specifically rural churches, cemeteries, schools.
8. There is strong support and appreciation for the agricultural-based economy and rural lifestyle.
9. Build upon the strong sense of community.
10. The Town is Rural but has proximity to commercial centers.
11. The Town is also close to recreational and entertainment opportunities.
12. The current County Hwy and State Roads provide good transportation routes to get to the Town.
13. Promote that Troy is a great place to retire.
14. A Town that encourages and ensure there is Ag-Preservation Zoning when other communities are starting to see more development.
15. Continue to share information on the Strong Historic Heritage.
16. Maintain and modernize infrastructure and services for the benefit of residents.
17. There are economic opportunities with emerging technologies improving that allow someone to live in Troy and be connected. An example is with increasing connectivity you can work from home. People could have home businesses. It is imperative to continue to expand cellular, broadband, fiber and internet services.
18. Strengthen the Town's Rural Character.
19. Promote economic development that focuses on preserving natural resources, the rural character as well as the farming culture of the Town.
20. Promote additional opportunities for agribusiness, ag tourism, and cottage industries.
21. Encourage small home-based businesses that benefit the Town of Troy and community.
22. Partner with like-minded and neighboring communities and towns.

Word Cloud 2-1 Community Vision

Town of Troy: Rural & Peaceful



Appendix 2 Issues and Opportunities

List 2-1 Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis Fall 2022

STRENGTHS

1. Rural character including scenic beauty, strong agriculture-based community, and rural historic sites
2. Natural resources including Honey Creek, woodlands and forests, the Wisconsin River and surrounding bluffs, grasslands, and wetlands, diverse wildlife, plants, and native ecosystems
3. Cultural resources including rural churches, cemeteries, schools, and historic sites
4. Agricultural-based economy and rural lifestyle
5. Natural beauty
6. Strong sense of community
7. Proximity to commercial centers
8. Proximity to recreational and entertainment opportunities
9. Current transportation routes
10. Great place to retire
11. Ag-Pres Zoning
12. Strong Historic Heritage
13. Economic Opportunities –emerging technologies improved to allow for more opportunity to live here and be connected (like work from home)

Weaknesses

1. Loss of family farms
2. Need for development regulations – new and upcoming challenges
3. Need for updated communication systems (phone lines)- Cell and internet could be better and better fiber access
4. Unfunded state and/or county mandates
5. Lacking recreation opportunities
6. Dog care

Opportunities

1. Promote the preservation and conservation of natural and cultural resources
2. Protect and enhance farming, recreation, and areas of historic and community significance
3. Strengthen the Town's rural character
4. Promote economic development that preserves natural resources and rural character as well as the farming culture of the Town
5. Promote, protect, and enhance the township's unique natural beauty
6. Maintain and modernize infrastructure and services for the benefit of residents
7. Promote additional opportunities for agribusiness, ag tourism, and cottage industries
8. Encourage small home-based businesses that benefit the Town of Troy and community

9. Fiber could be better
10. Partner with like-minded and neighboring communities and towns

Constraints (or Threats)

1. Disappearance of family farm operations
2. Decreased economic viability of small farming operations
3. Potential for uncontrolled growth (loss of farmland, woodlands, grasslands, etc. to development)
4. Loss of historic heritage
5. Institutional/Public Land/Tax Exempt Land has negative impacts on Town (lowers tax base)

Chapter 3 Housing



From Top to Bottom: Houses in the Hamlet of Black Hawk, along CTH C. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Housing Overview

Housing is one of the most important aspects of comprehensive planning and helps make the Town of Troy a desirable community to live in and raise a family. This chapter recognizes the aspects of the Town's housing that are valued by residents, ongoing challenges, and potential solutions. The objectives and policies in this chapter are intended to guide the community in addressing housing and community character.

Key Demographics

Town demographics were updated to reflect community changes and to compare Troy to Sauk County. According to the 2020 U.S. Census, the Town of Troy has a population of 781 and 346 total housing units. Based on the U.S. Census Bureau's 2020 American Commuter Survey (ACS) 5-year estimates, the Town has 357 total households and occupied housing units, with an average household size of 2.43. The Town median age is 44 years old, and the median household income is \$78,264. Further demographic and housing information can be found in **Appendix 3**.

Physical Housing Characteristics

To identify Town of Troy residents' needs, examining housing units by quantity, occupancy rate, structure type, age, and value occurred to ensure that an adequate housing supply exists for all Town residents.

The Town contains 346 housing units; 312 are occupied housing units and 34 are vacant (**Appendix 3**). Housing supply and demand affects vacancy rates. Insufficient housing supply increases housing costs, affecting affordability. Conversely, vacant homes and apartments undermine housing market viability when too much housing is available. A healthy vacancy rate would be two percent, the vacancy rate for Town of Troy is 10.8 percent.

Table 3-1 Town of Troy Occupied Housing Units' Units in Structure & Year Built

UNITS IN STRUCTURE			YEAR STRUCTURE BUILT		
	Quantity	Percentage		Quantity	Percentage
1, detached	343	96.10%	2014 or later	6	1.70%
1, attached	7	2.00%	2010 to 2013	2	0.60%
2 apartments	7	2.00%	2000 to 2009	59	16.50%
3 or 4 apartments	0	0.00%	1980 to 1999	40	11.20%
5 to 9 apartments	0	0.00%	1960 to 1979	71	19.90%
10 or more apartments	0	0.00%	1940 to 1959	46	12.90%
Mobile home or other	0	0.00%	1939 or earlier	133	37.30%
Occupied Housing Units	357	100	Occupied Housing Units	357	100%

Source: "S2504 Physical Housing Characteristics for Occupied Housing Units." U.S. Census Bureau, 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACST5Y2020.S2504>

Over 96 percent of Town housing units are classified as 1 unit, detached, also known as single-family housing. This has served the Town well through the years, but the lack of housing

diversity affects affordability and ability for some residents to age-in-place, noted later in this chapter.

Housing Affordability and Value

The U.S. Department of Housing and Urban Development (HUD) defines housing affordability as households “paying no more than 30 percent of their income for housing”. Households that pay more than 30 percent of their monthly income for housing are considered housing burdened. For a Troy household making the yearly median income of \$78,264, housing expenses exceeding \$23,479.20 yearly (\$1956.60 monthly) would mean that household is housing burdened.

For a household making the Town median income of \$78,264 and unwilling to spend beyond 2.5 times their annual income, the mortgage the household could afford would be \$195,660. Based on the value brackets in **Table 3-2**, the household would not be able to afford, at minimum, 78 (40.5 percent) of the Town owner-occupied housing units with a mortgage having values exceed \$300,000. With the median home value in Troy being \$248,900 compared to \$185,000 for Sauk County, all else being equal, a home purchase in Troy will be more costly. The homeownership rate for the Town of Troy is 81.5 percent, higher than the Sauk County homeownership rate of 70.0 percent.

Table 3-2 Town of Troy Owner-Occupied Housing Units with a Mortgage

	Quantity	Percentage
Owner-occupied housing units with a mortgage	193	100%
VALUE		
Less than \$50,000	0	0.00%
\$50,000 to \$99,999	36	18.70%
\$100,000 to \$299,999	79	40.90%
\$300,000 to \$499,999	64	33.20%
\$500,000 to \$749,999	9	4.70%
\$750,000 to \$999,999	3	1.60%
\$1,000,000 or more	2	1.00%
Median (dollars)	248,900	-

Source: “S2506 Financial Characteristics for Housing Units with a Mortgage.” U.S. Census Bureau, 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACST5Y2020.S2506>

Housing Age

A majority of Town housing stock (50.20 percent) was built pre-1959. In fact, an estimated 133 housing units (37.30 percent) of the Town’s housing stock were built in 1939 or earlier, as seen in **Table 3-1**. The Town’s exclusive agriculture zoning plus economic effects such as the 2008 financial crisis and COVID-19 pandemic mean an estimated eight housing units were built post-2010, representing only 2.4 percent of Town housing stock.

When homeowners are not able to afford maintenance projects, homes can show signs of disrepair and property values may decrease. Given the extensive amount of pre-1959 housing units, a potential need for existing housing stocks' renovation and rehabilitation exists in the Town of Troy. This could also represent an opportunity to support energy-efficient and environmentally-conscious housing upgrades by guiding residents to assistance programs like the Weatherization Assistance Program (WAP) provided by Wisconsin's Division of Energy Services. WAP provides energy conservation services in eligible households to help reduce home energy costs and save energy. Work performed often includes insulation, sealing air leaks, installation of energy-saving products, and repair or replacement of inefficient furnaces or other appliances. Rehabilitating the existing housing stock can revitalize traditional population centers and decrease the need for development of open space and farmland areas.

Senior Housing

Age distribution and household sizes in the Town of Troy have important implications for planning and the formation of housing policies. **Table 3-3** shows 31.6 percent of all Town householders are 65 years or older. Most seniors want to stay in their homes, or "age in place," as long as they can. As people age, their income tends to decline. These two facts demonstrate that low- and moderate-income seniors will need affordable housing options ranging from adaptation within their current homes to different housing options, such as granny flats.

Table 3-3 Town of Troy Age of Householder

AGE OF HOUSEHOLDER	Quantity	Percentage
Under 35 years	29	8.10%
35 to 44 years	79	22.10%
45 to 54 years	76	21.30%
55 to 64 years	60	16.80%
65 to 74 years	68	19.00%
75 to 84 years	40	11.20%
85 years and over	5	1.40%
TOTAL	357	100.00%

Source: "S2502 Demographic Characteristics for Occupied Housing Units." U.S. Census Bureau, 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACST5Y2020.S2502>

Like many other Wisconsin communities, aging population creates a need for diversified senior housing to accommodate residents. Understanding the challenges that seniors face will be key to determine senior housing needs for the Town of Troy's future.

Housing Demand and the Future

As the Town moves into the future, there will be newer and more extensive environmental conservation practices and technology for housing. Addressing stormwater runoff with environmentally friendly practices such as pervious pavement, rain gardens, rain barrels, and other property and building enhancements will become more common. Similarly, renewable energy generation from sources such as ground-mounted and roof-mounted solar panels or

wind turbines will increase. As these environmental conservation and technology retrofits are installed, Town review must verify they are respectful of Town character and natural surroundings.

Changes in household size and household makeup will influence demand for housing options into the future. Population projections prepared by the Wisconsin Department of Administration (DOA) predict by 2030, the number of households in the Town of Troy will decrease—a result of an aging, stagnate population. While this lessens the demand for housing units, it increases availability and makes the preservation of existing housing stock even more important.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Housing Goal
Maintain rural housing that meets the needs of residents.

- Housing Objectives:**
- HO-1 Encourage development in areas more suitable for housing while preserving ag. land.
 - HO-2 Allow for varied housing lot size options that minimize the loss of farmland.
 - HO-3 Encourage residential housing designs and locations that aim to balance the protection of natural resources and rural character, while utilizing existing transportation routes.
 - HO-4 Maintain or rehabilitate the Town's existing house stock.
 - HO-5 Create a regulatory balance between individual property rights and community interests.
 - HO-6 Continue to utilize Sauk County for zoning and Planned Rural Development (PRD) which allows the Town to pursue development options such as rural home clustering as well as conservation subdivision design that will allow for the preservation of agriculture and ecologically sensitive areas.

- Housing Policies:**
- HP1 – The Town will not approve subdivisions defined as the creation of four (4) or more lots in a five-year period (consistent with Sauk County's definition of a subdivision).
 - HP2 – Encourage development consistent with current County Ordinance, such as the three-house cluster ordinance.

Appendix 3 Housing

Figure 3-1 Town of Troy Housing Units: Occupied Versus Vacant

Characteristic	Quantity
Occupied Housing Units	312
Vacant Housing Units	34
Total	346

Source: "H1 Occupancy Status." U.S. Census Bureau. Accessed by Vierbicher staff November 9, 2022.

<https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=DECENNIALPL2020.H1>

Figure 3-2 Town of Troy Household Income

	Quantity	Percentage
Occupied housing units	357	100%
Household income in the past 12 months (In 2020 Inflation-adjusted dollars)		
Less than \$5,000	4	1.10%
\$5,000 to \$9,999	2	0.60%
\$10,000 to \$14,999	9	2.50%
\$15,000 to \$19,999	16	4.50%
\$20,000 to \$24,999	3	0.80%
\$25,000 to \$34,999	18	5.00%
\$35,000 to \$49,999	41	11.50%
\$50,000 to \$74,999	69	19.30%
\$75,000 to \$99,999	68	19.00%
\$100,000 to \$149,999	95	26.60%
\$150,000 or more	32	9.00%
Median household income (dollars)	\$ 78,264.00	-

Source: "S2503 Financial Characteristics." U.S. Census Bureau 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022.

<https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACSST5Y2020.S2503>

List 3-3 Energy Assistance Programs

- [Wisconsin Weatherization Assistance Program \(WAP\)](#)
- <https://www.benefits.gov/categories/Housing%20and%20Public%20Utilities>
- [Focus on Energy](#)

Figure 3-4 Monthly Housing Costs for Owner-Occupied Housing Units with a Mortgage

MONTHLY HOUSING COSTS	Quantity	Percentage
Less than \$200	0	0.00%
\$200 to \$399	0	0.00%
\$400 to \$599	0	0.00%
\$600 to \$799	41	21.20%
\$800 to \$999	20	10.40%
\$1,000 to \$1,499	27	14.00%
\$1,500 to \$1,999	66	34.20%
\$2,000 to \$2,499	12	6.20%
\$2,500 to \$2,999	16	8.30%
\$3,000 or more	11	5.70%
TOTAL	193	100.00%
Median (dollars)	1,542	-

Source: "S2506 Financial Characteristics for Housing Unit with a Mortgage." U.S. Census Bureau 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACSS15Y2020.S2506>

Chapter 4 Economic Development



From Top to Bottom: Agricultural and natural resources are vital to the continued economic development of the Town. The road network allows goods to go to market and residents to get to work. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Economic Development Overview

Family-owned farms, food processors, and agriculture-related businesses generate thousands of jobs and millions of dollars of economic activity for Sauk County, while contributing to local income and tax revenues. Broad economic development objectives and policies form the basis for the new goal set by stakeholders in this Plan.

The Town of Troy has a strong labor force. Town residents can pursue employment opportunities in neighboring communities as well as locally. The Town of Troy economic base is agriculture. In Sauk County most farms have hired farm labor with more than 10 workers. Hired, commuting farm laborers relocating to the Town would bolster Town population and keep accessible labor local.

With a strong labor force in mind, there are many opportunities for residents to capitalize on the Town's location related to agriculture, outdoor recreation, eco-tourism, and agriculture-related tourism services or sales industries.

Since agriculture-related businesses are the economic engine for the Town of Troy, they are a point of differentiation from other communities. One opportunity to strengthen the agriculture industry is to further research and implement organic farming practices. The benefits of organic farming are far-reaching, from increasing farm profitability to creating healthier communities, free from pesticide exposure and runoff. Such ventures could also increase pick-your-own, farmers markets, and harvest festivals that bring people to the Town. Following sustainable agricultural practices gives the Town of Troy a way to set itself apart from other communities.

Education and Occupation

The Town has 94.7 percent of people aged 25 and older possessing a high school degree or higher, and 19 percent possessing a bachelor's degree or higher (**Appendix 4**). Health care and educational services is the largest sector for Town residents' employment, followed closely by construction and "agriculture, forestry, fishing and hunting, and mining" jobs. Economic and demographic changes will impact employment in the future. For example, an aging population influences the types of goods and services needed in the local economy. This shift may also create employment opportunities for younger residents. Regional strengths and opportunities also influence the Town's economy and potential for future growth, such as tourism in greater Sauk County.

Commuting

Commuting patterns provide insight on the economic vitality of the Town. The U.S. Census Bureau 2020 ACS Estimates suggest 356 of 509 Town workers 16 years or older drive alone. Additionally, the U.S. Census Bureau's OnTheMap tool calculated a net daily loss of 300 commuters driving elsewhere for work in 2019. Unfortunately, this opens the door to Town residents procuring goods and services elsewhere, instead of within Town boundaries where the taxes support Town services.

COVID-19 hastened changes in how the world operates and changing economies have created opportunities for home-based businesses to play an important role in rural economies by providing opportunities for people to earn income without a long commute or supplement income earned from another job. For the Town of Troy, agriculture and tourism accessory businesses present a potential advantage to residents while increasing revenue for the Town.

Tourism

The south-central portion of Sauk County has many opportunities for recreational, cultural, historical, and nature-based tourism. The Town's southern border is the Wisconsin River, which offers a variety of recreational opportunities. Recreation and tourism sites accessible in or near the Town of Troy include: Troy Historic District, Tower Hill State Park, House on the Rock Resort, Hemlock Draw, and a variety of other campgrounds, horseback riding stables, nearby hunting grounds, plus snowmobile, hiking, and biking trails. With the Town of Troy's proximity to so many tourism locations, there is potential for the Town to add to its current economic base of agriculture-related service and sales industries with natural, historical, and recreational tourism of its own.

Attract and Retain Businesses

The Town of Troy is home to businesses mainly associated with agriculture supplies and services. While one area of commercial use currently exists, most of the Town is zoned exclusive agriculture. Permitted uses in this district include general farming, greenhouses, nurseries, orchards, beekeeping, forest and game management, home occupations, and professional offices conducted as an accessory to a permitted residence, following the requirements of the County's Ordinances. Since the Town of Troy has a strong labor force and a relatively low unemployment rate, the Town can continue to pursue employment opportunities in neighboring communities as well as locally. With the Town near many tourism destinations, there are many opportunities for residents to capitalize on the Town's location relative to community character, including outdoor recreation, eco-tourism, and agriculture-related tourism industries. Providing residents with updated resources and opportunities allows them to capture the potential the Town has to offer. A list of resources for economic development support and partnerships can be found in **Appendix 4**.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Economic Development Goal
Strategic Economic Development tied to maintaining the rural integrity and heritage of the community.

- Economic Development Objectives:**
- EDO-1 Promote business that is environmentally sensitive to the goal of preserving the Town's natural resources, cultural heritage, and rural character.
 - EDO-2 Promote the retention of traditional farming and Ag related businesses.
 - EDO-3 Encourage the development of small "at-home" businesses and cottage industries.
 - EDO-4 Encourage businesses that have low potential for rural residential conflicts.
 - EDO-5 Support the existing farm economy by encouraging non-farm income economic opportunities.
 - EDO-6 Encourage economic development that utilizes our natural resources through recreational and tourism opportunities and does not decrease the total taxable property in the Town.
 - EDO-7 The Town of Troy will support economic development that has minimal potential for environmental damage to the Town's rural character and will minimize rural/residential conflict.

Economic Development Policies:

EDP-1 The Town of Troy will enhance economic development by creating local partnerships with government agencies, private associations, and non-profit groups. The partnership will encourage the pursuit of federal, state, and local grant monies whenever possible.

EDP-2 The Town of Troy will continue to encourage the development of agriculture in the Town, including businesses that support the agricultural industry.

EDP-3 The Town of Troy will consider recreation opportunities including hiking trails, wilderness camping, cross country skiing, snowmobiles trails, canoe rentals, and other non-farm opportunities reflecting the rural character of the Town.

EDP-4 The Town of Troy will consider limited tourism opportunities that do not conflict with the Town's character. These businesses will be limited to agricultural tourism, bed and breakfast establishments, and other similar business.

Appendix 4 Economic Development

Figure 4-1 Town of Troy Education Attainment 25 years and older

	Quantity	Percentage
Population 25 years and over	646	100%
Less than 9th grade	2	0.30%
9th to 12th grade, no diploma	32	5.00%
High school graduate (includes equivalency)	283	43.80%
Some college, no degree	116	18.00%
Associate's degree	90	13.90%
Bachelor's degree	91	14.10%
Graduate or professional degree	32	5.00%
High school graduate or higher	612	94.70%
Bachelor's degree or higher	123	19.00%

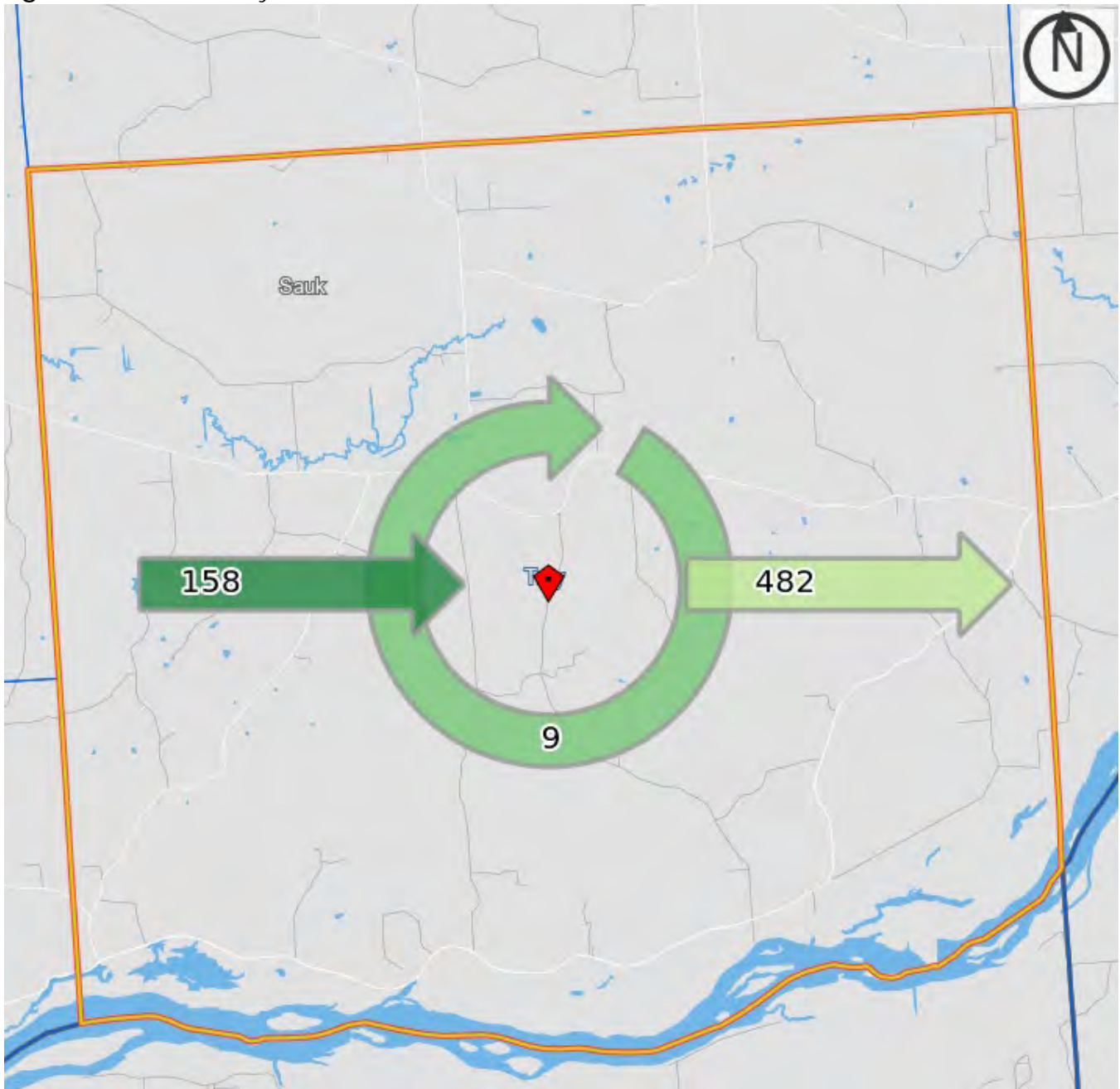
Source: "S1501 Educational Attainment." U.S. Census Bureau 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Education&tid=ACSST5Y2020.S1501>

Figure 4-2 Labor Force by Occupational Industry for Workers 16 years and older

	Percentage
Workers 16 years and over	509
OCCUPATION	100%
Management, business, science, and arts occupations	33.40%
Service occupations	10.40%
Sales and office occupations	13.40%
Natural resources, construction, and maintenance occupations	25.30%
Production, transportation, and material moving occupations	17.50%
Military specific occupations	0.00%
INDUSTRY	100%
Agriculture, forestry, fishing and hunting, and mining	15.50%
Construction	16.50%
Manufacturing	8.10%
Wholesale trade	2.00%
Retail trade	5.70%
Transportation and warehousing, and utilities	0.40%
Information and finance and insurance, and real estate and rental and leasing	2.90%
Professional, scientific, management, and administrative and waste management services	7.10%
Educational services, and health care and social assistance	23.00%
Arts, entertainment, and recreation, and accommodation and food services	4.70%
Other services (except public administration)	13.20%
Public administration	1.00%
Armed forces	0.00%

Source: "S0802 Means of Transportation to Work By Selected Characteristics." U.S. Census Bureau 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Employment&tid=ACSST5Y2020.S0802>

Figure 4-3 Town of Troy Estimated 2019 Commuter Flow



Source: US Census Bureau. "OnTheMap." Accessed November 04, 2022 by Vierbicher staff. <https://onthemap.ces.census.gov/>

This U.S. Census Bureau OnTheMap analysis calculates inflow, outflow, and commuting-within-Town for all jobs based on where workers live. Please note that this represents an estimate, and that this 2019 timeframe predates the 2020 COVID-19 pandemic which affected commuting patterns.

List 4-4 List of Economic Development Resources and Partners

Note: Hyperlinks are provided to facilitate information access. There is no guarantee these hyperlinks will last in perpetuity.

- [Sauk County Development Corporation \(SCDC\)](#)
- Forward Wisconsin is a nonprofit organization created as a public-private partnership to attract new businesses and jobs and increase economic activity in the state.
- [Wisconsin Fast Forward Grants](#)
- [Wisconsin Economic Development Corporation \(WEDC\)](#)
- [Community Development Block Grant \(CDBG\)](#)
 - [The Community Development Block Grant-Public Facilities for Economic Development \(CDBG-PFED\) Program](#)
- [Community Economic Development Program](#)
 - Provides grants to communities to promote local job creation
- [US Small Business Administration \(SBA\)](#) provides loan guarantees that are used in conjunction with bank financing to improve loan terms.
- Rural Economic Development (RED) Early Planning Grant Program is designed to assist rural business with twenty-five employees or less. Grants may only be used for professional services such as preparation of a feasibility study, market study, or business plan.
- [Wisconsin Rural Partners](#)
- [Marbleseed](#), formerly known as the Midwest Organic and Sustainable Education Service (MOSES). Provides resources and support to help farmers grow organic successfully.

Chapter 5 Natural and Cultural Resources



From Top to Bottom: Agriculture meets woodland along Fox Rd. The Blackhawk United Methodist Church gathers community for worship in the hamlet of Black Hawk. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Natural and Cultural Resources Overview

The Town of Troy has a deep connection to its land and its natural and cultural resources. Deciduous forest covers 36.12 percent of the Town, and cultivated crops covers another 33.6 percent of the Town (see **Chapter 7 Land Use** for more information). This extensive natural and agricultural presence has shaped the community and will continue to shape the community into the future.

Geology

While portions of Sauk County experienced glaciation around 12,000 years ago, the Town of Troy exists in the Driftless Area, which has not seen glaciation for several hundred thousand years. As a result, erosion by wind and water shapes the Town's land. The varied topography, with steep slopes—most forested—meets the Wisconsin River Basin at the Town's southern extents. This portion of the Wisconsin River Valley is also known as the Lower Wisconsin Waterway and contains comparably undisturbed lands.

Soils

Soil characteristics affect suitability for agriculture, or development. Poor drainage, erosion, steep slopes, and high-water tables limit development by restricting the successful use of private on-site wastewater treatment systems (POWTS). Three major soil groups exist in the Town of Troy: LaFarge -Norden –Gale in areas with varied topography; Ettrick-Fluvaquents, wet-Curran in and along Honey Creek; then Fluvaquents, wet Fluvaquents in and along the Wisconsin River. What follows is a brief description of each of the soil types.

- **LaFarge -Norden –Gale** soils have varied slopes with good drainage properties. Sandstone bedrock exists at shallow depths less than four feet below the ground surface, a potential challenge for POWTS systems. Ridge tops, side slopes, and valley floors are the most common locations to find this soil type. This soil type offers fair development potential, though the areas with varying slopes may not be desirable or suitable for construction from a preservation point-of-view.
- **Ettrick-Fluvaquents, wet-Curran** soils are composed of stratified sand and loam deposits. Drainage and overflow systems assist this soils' productivity for cultivated crops and pasture. Development potential is limited by the wetness of the soil impacting POWTS absorption fields' effectiveness.
- **Fluvaquents, wet Fluvaquents** soils are located along the Wisconsin River. Despite occurring on relatively-level land, the soil makeup of coarse materials underlain by stratified alluvium sees wildlife habitat, woodland, and unimproved pasture as the most frequent uses. Though some cultivated crop potential exists, flooding control measures would be needed. Development challenges persist with this soil type due to the flooding and wetness of the soil impacting POWTS absorption fields' effectiveness.

Sensitive and Significant Natural Resources

Several natural resources are vital for preservation and protection in the Town of Troy: contiguous forests, prairies, wetlands, sloping areas such as hilltops and ridges, surface waters, floodplains, groundwater, and endangered species' habitat all qualify. A brief description of these natural resources follows. A list of natural preservation programs and resources is in **Appendix 5**.

Surface Water

Two bodies of surface water run through Town extents: the Wisconsin River and Honey Creek. The Wisconsin River crosses the state (and Town) from east to west. Wisconsin Act 31, signed by Governor Tommy Thompson in 1989, created the Lower Wisconsin State Riverway from below the dam in Prairie du Sac, Sauk County, WI to Prairie du Chien along the Mississippi River. The nine-member Lower Wisconsin State Riverway Board administers performance standards that protect the Riverway in coordination with county shoreland and floodplain zoning along the Wisconsin River to lessen property damage and habitat degradation.

Honey Creek begins in the Town of Honey Creek, north of the Town of Troy. The North (Leland Branch) joins the main branch of Honey Creek in the northern portion of the Town of Troy, while the East Branch joins Honey Creek in the marshlands adjacent to the hamlet of Witwen in the Town of Troy. Honey Creek passes through the Town of Troy and east into the Town of Prairie du Sac, entering the Wisconsin River near Ferry Bluff. Honey Creek has naturally occurring trout, though stream degradation from adjacent land uses, such as agricultural runoff and erosion, affect native fish and insect populations. Physical changes in Honey Creek's flow should be avoided to maintain or bolster native aquatic populations.

Drainage Basins and Watersheds

The Town of Troy lies almost entirely in the 197 square-mile Honey Creek watershed that drains much of the southern portion of Sauk County. The southwestern portion of the Town is part of the Bear Creek watershed. Extensive agriculturally zoned lands mean sediment loading, farm runoff, and cattle grazing near water bodies are concerns. Similarly, the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) labels portions of the Honey Creek and Bear Creek watersheds as designated atrazine management areas. These atrazine management areas include the portions of both the Honey Creek and Bear Creek watersheds located on the Wisconsin River floodplain. This is problematic, as atrazine moves into groundwater and private water wells. The two watersheds should be protected from pollution and other adverse impacts. Proper disposal of refuse and appropriate fertilizer application are two ways to protect these water resources.

Floodplains

Floodplain areas in the Town of Troy are located along Honey Creek and the Wisconsin River. The Federal Emergency Management Agency (FEMA) designates floodplain areas with the assistance of the Wisconsin Department of Natural Resources (DNR). Floodplain delineations represent the areas adjacent to navigable waters potentially impacted by 100-year flood events (1% chance of occurring in any year). Not all areas subject to flooding are mapped in floodplains, however. Floodplains along the Wisconsin River are not conducive to development, so responsible development siting away from the Wisconsin River should occur to limit potential damage to property and protect soils as well as the river.

Groundwater Resources

Several groundwater aquifers exist within the Town of Troy. An unlithified aquifer consisting of glacial and alluvial deposits that vary in composition from sand and gravel to clay tills and lake sediments exists in portions of the Honey Creek Valley. A sandstone aquifer underlies the unlithified aquifer in the Wisconsin River and Honey Creek valleys. The Eau Claire aquitard or

confining unit lies between the unlithified aquifer and the sandstone aquifer in some portions of the Town, protecting the sandstone aquifer from contamination due to vertical flow restriction. In areas of the Town where the aquitard is not present, the sandstone aquifer is vulnerable to contamination. Most pumped groundwater in Sauk County originates as recharge in the county. For that reason, protecting water systems from pollution is important to water quality and safety.

Wetlands

Wetlands are places where water is near the land surface long enough that wet soils host hydrophytic or aquatic vegetation. Wetlands assist aquifer recharge, erosion control, flood control, shore stabilization, and groundwater and surface water quality improvement by acting as sponges for water—and pollutants—that flow through their extents. Extensive wildlife habitat may be found in wetlands. **Chapter 7 Land Use** shows “woody wetlands” and “emergent herbaceous wetlands” are a combined 11.74 percent (6.21 square miles) of the Town’s area and mostly occur near the Wisconsin River and Honey Creek. Protecting wetlands means protecting water quality and the species that call wetlands home.

Prairie

Prairie land used to be extensive throughout Sauk County and the Town of Troy. However, settlers turned the rich soils to agricultural production. While little original prairie remains, the Town of Troy is home to Cassell Prairie, which lies between sandstone bluffs and the Wisconsin River in the Town’s southern extents.

Forest and Woodland

In terms of land cover, “deciduous forests,” “Mixed forests,” and “evergreen forests” total 38.94 percent (20.62 square miles) of the Town’s area. Much of this forest cover exists in a band stretching from the center of the township to its southern extents. Human activity has affected these forested lands, fragmenting forested corridors and varying the species within the forests, with red oak, black cherry, and hickory now prevalent versus the historical white oak and sugar maple. Protecting forested areas for their scenic beauty, erosion control, and water plus air quality benefits continues to be in the Town’s best interests.

Hilltops & Ridges

These natural features define the Town horizon and provide varied habitat. Several prominent sandstone ridges exist north of Cassell Prairie and overlook the Wisconsin River. Because development on these resources is particularly impactful for the viewshed as well as erosion control, developing these natural features should be avoided, where possible.

Lower Wisconsin State Riverway Statewide Natural Area

This statewide natural area hosts a wide variety of historical and archeological sites, wildlife, fisheries, and scenic beauty. Approximately 1,400 acres are located within the Town of Troy, and activities along stretches of the river include: canoeing, boating, fishing, swimming, plus wildlife watching, hiking, cross-country skiing, hunting, picnicking, nature lore, interpretation, and education.

Threatened and Endangered Species

The Town's varied land cover and natural resources host numerous species. The Wisconsin DNR Natural Heritage Inventory (NHI) County Data lists species in Sauk County. One species, the Bald Eagle, represents a success story for population recovery. The hydroelectric dam at Prairie du Sac, WI keeps the downstream Wisconsin River ice-free in winter. This makes an inviting place for wintering bald eagles from the Town of Troy and broader Sauk County to feed. By preserving unique natural resources, the species that call these areas home will also be protected.

Mineral Resources

Mining within the Town of Troy must comply with applicable Sauk County mining regulations. As of 2021, The Town of Troy has one nonmetallic mining operation: Milestone Schuknecht (**Appendix 5**). Future operations would need to comply with applicable regulations while balancing natural beauty and resource preservation.

Historic Resources

The following Town places reflect the past while showing the desired quiet, rural, pastoral future residents envision:

- Bethlehem United Methodist Church
- Cassell Bluffs
- Cassell Lilac Windbreak Row
- Cassell Cemetery
- Harrisburg Reformed Church
- Harrisburg School House
- Schuknecht (Kraemer) Quarry

A list of Historical and Cultural Programs and Resources is in **Appendix 5**.

The Goal, Objectives, and Policies

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Natural and Cultural Resources Goal

Promote, protect, and enhance farming enterprises, unique natural resources, recreation, and areas of historic and community significance for the enjoyment and use of future generations.

- Natural and Cultural Resources Objectives:**
- NCRO-1 Identify and preserve areas of prime agricultural soils and production as well as areas of natural scenic beauty to maintain the Town's unique landscape.
 - NCRO-2 Create a positive environment for social interaction to support the township's sense of community.
 - NCRO-3 Promote forest management to ensure renewable resources and wildlife habitat.
 - NCRO-4 Encourage agricultural practices that improve and protect surface and ground water quality and quantity.
 - NCRO-5 Encourage management of public open spaces with consideration and respect for the property rights of adjacent rural landowners while balancing the opportunities and rights of recreational visitors.
 - NCRO-6 Preserve historical sites and encourage public and private participation in upkeep and rehabilitation for continued use of community events and enjoyment.
 - NCRO-7 Support preservation and maintenance of existing cemeteries to preserve historical cultural resources.
 - NCRO-8 Identify importance of prairie lands that have high potential for restoration.

Natural and Cultural Resources Policies:

NCRP-1 Continue to utilize the Town's driveway ordinance to limit new driveways through forested areas and other contiguous forested bluffs to a maximum specified width and length.

NCRP-2 Encourage yard lighting to be directed downward to reduce light pollution in the Town.

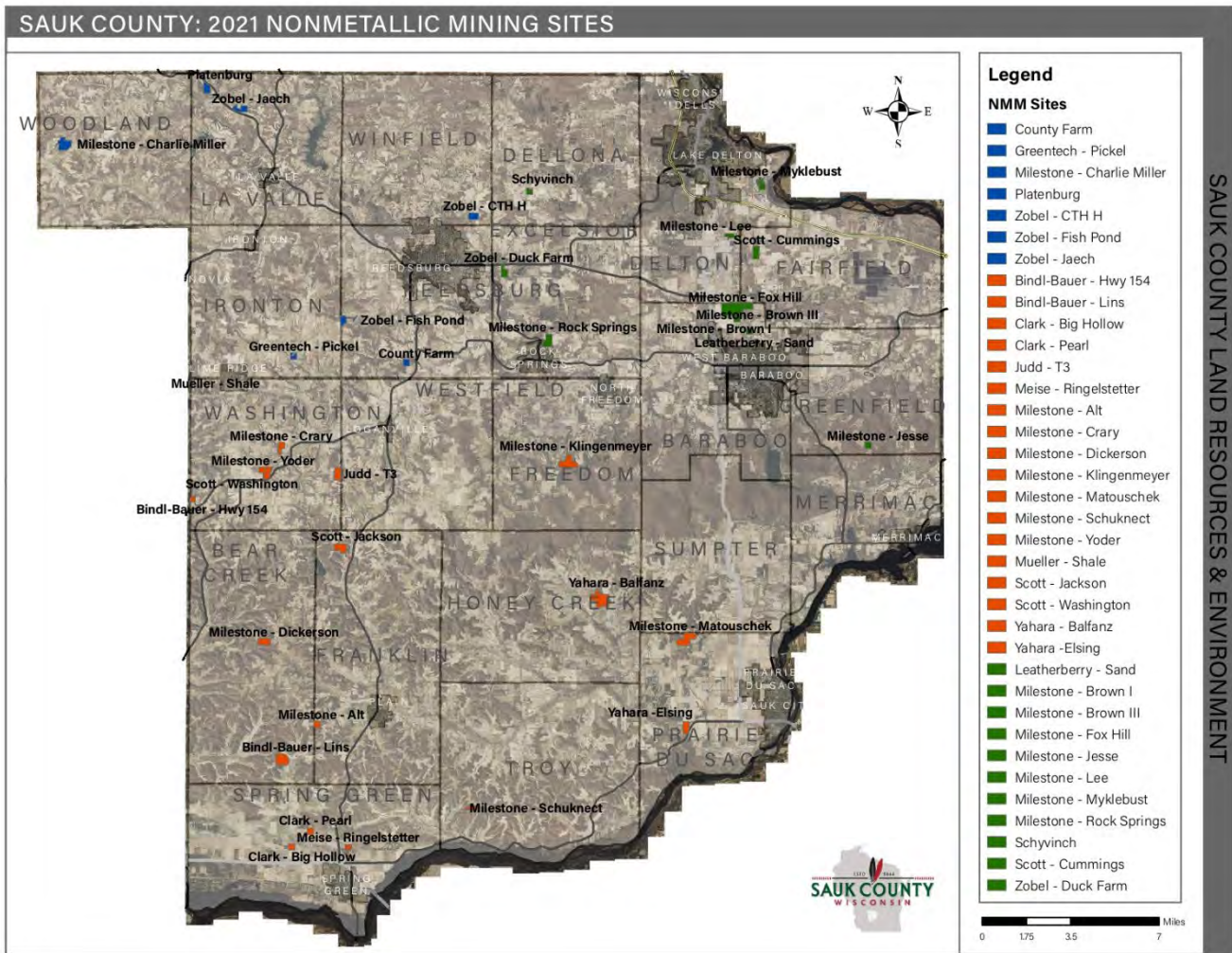
NCRP-3 Encourage each farm to comply with their respective conservation plans.

NCRP-4 Encourage use of the Conservation Reserve Enhancement Programs (CREP).

NCRP-5 The Town Plan Commission shall develop guidelines on commercial quarrying – pertaining to groundwater, sensitive areas, etc.

Appendix 5 Natural and Cultural Resources

Figure 5-1 2021 Nonmetallic Mining in the Town of Troy



Source: "Mineral Extraction." Sauk County, Wisconsin, Accessed November 09, 2022.
https://www.co.sauk.wi.us/sites/default/files/fileattachments/planning_and_zoning/page/1475/2021_nmm_sites.pdf

List 5-2 List of Natural Preservation Programs and Resources:

Note: Hyperlinks are provided to facilitate information access. There is no guarantee these hyperlinks will last in perpetuity.

- [U.S. Federal Highway Administration \(FHA\)- Recreational Trails Program](#)
- [U.S. Department of the Interior- Land and Water Conservation Fund \(LWCF\)](#)
- [US Fish and Wildlife Service- Partnership for Fish and Wildlife Management](#)
- [The Agricultural Conservation Easement Program \(ACEP\), from the Agricultural Act of 2014](#)
- [USDA Natural Resources Conservation Service \(NRCS\)- Environmental Quality Incentives Program \(EQIP\)](#)
- [Wisconsin DNR- Wisconsin Forest Landowner Grant Program \(WFLGP\)](#)

- [Wisconsin DNR- Community Financial Assistance \(CFA\)](#)
- [Wisconsin DNR- Managed Forest Law \(MFL\) program](#)
- [Wisconsin DNR- Knowles-Nelson Stewardship Local Assistance Grant Programs](#)
- [Wisconsin Arts Board- Creative Communities Program](#)
- [Sauk County- Land Resource and Environment Department](#)
- [Sauk County- Parks and Recreation Department](#)
- [Sauk County- Land and Water Resource Management \(LWRM\) Plan](#)
- [The River Alliance of Wisconsin](#)
- [The National Wildlife Turkey Federation \(NWTf\)](#)
- [Pheasants Forever](#)
- [Ferry Bluff Eagle Council](#)
- [The Prairie Enthusiasts](#)
- [Aldo Leopold Foundation](#)
- [Baraboo Range Preservation Association](#)
- [Driftless Area Land Conservancy](#)
- [Trout Unlimited- Driftless Area Restoration Effort](#)
- [Friends of the Great Sauk State Trail](#)
- [International Crane Foundation](#)
- [Madison Audubon Society](#)
- [The Nature Conservancy](#)
- [Riverland Conservancy](#)

List 5-3 List of Historical and Cultural Programs and Resources:

Note: Hyperlinks are provided to facilitate information access. There is no guarantee these hyperlinks will last in perpetuity.

- [Sauk County Historical Society](#)
- [Sauk County Arts & Culture Committee](#)
- [Sauk Prairie Area Historical Society](#)
- [WEDC- Historic Preservation Tax Credit](#)
- [Wisconsin- Archaeological Sites Property Tax Exemption Program](#)
- [Jeffris Family Foundation](#)
- [National Park Service \(NPS\)- Save America's Treasures Grants](#)

Chapter 6 Agriculture



From Top to Bottom: Agriculture in the Town of Troy. Agriculture along Troy Rd. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Agriculture Overview

The Town of Troy has historic roots in farming, with present-day influences on culture, livelihood, and land use. Land zoned for Exclusive Agriculture or Agriculture totals 97.72 percent (23.63 square miles) of the Town's area. Similarly, the second and third most prevalent land covers in the Town—Cultivated Crops and Hay/Pasture—represent 44.62 percent of the Town's area. This agriculture chapter touches on agriculture's economic effects, transportation needs, development pressures, industry health, and future before concluding with the agricultural goal, objectives, and policies.

Economic Effects

In 2017, UW-Extension and the Dairy Farmers of Wisconsin's *The Contribution of Agriculture to the Wisconsin Economy: An Update for 2017* calculates that agriculture contributes \$104.8 billion in industrial revenues (sales) annually to Wisconsin's economy. For 2019, Sauk County's five most valuable farm products included Milk (\$75 million), Grain (\$59.5 million), Cattle & Calves (\$25.2 million), Hogs & Pigs (\$15.7 million), and Hay & Other Crops (\$6.4 million). The value of these and other agricultural products leads to \$743 million in economic activity, with an estimated 4,312 jobs. For milk, an estimated 20,000 cows producing 21,900 pounds of milk per cow yielded 438,000,000 pounds of milk in 2021. For winter wheat in Sauk County during 2021, 5,300 acres were planted with 4,550 acres harvested, with a yield of 68.1 bushels per acre and total production of 310,000 bushels.

Agricultural Infrastructure

Infrastructure is critical to moving agricultural inputs or products to desired markets. For that reason, a brief discussion on transportation occurs here (see **Chapter 8 Transportation** for more information). While the Town of Troy does not have railroads or airports within Town extents, rail exists to the south with the Wisconsin & Southern Railroad line through Mazomanie and several airports exist in Sauk and nearby Dane County, WI. The Town's road infrastructure is in a good condition for agricultural operations to occur. That said, certain farm equipment, such as Implements of Husbandry (IoH) or Agricultural Commercial Motor Vehicles exceeding single axle weights of 23,000 pounds or maximum gross vehicle weights (GVW) of 92,000 pounds require a permit, free-of-charge, from Town Supervisor Jeff Lohr.

Development Pressures

The extensive agriculture zoning in the Town of Troy (discussed in **Chapter 7 Land Use**) results in fewer development pressures than other Wisconsin communities experience. Land does not need to be rezoned and transitioned to a new use for agricultural or natural degradation to occur, however. Fractured development patterns splinter productive agricultural lands while simultaneously creating new neighbors that may label some farm activities as nuisances. Equally worrisome: *Wisconsin Agricultural Land Sales in 2021* reports 82 transactions for 2,947 acres of land diverted to other, non-agricultural uses statewide. Lands becoming other uses averaged \$32,158 per acre, while agricultural land sales without buildings or improvements continuing in agricultural use averaged \$6,202 per acre, a \$25,956 dollar difference. This represents a serious challenge to maintaining contiguous, high-quality agricultural lands.

Thankfully, programs such as the Wisconsin Farmland Preservation Program help by offering tax incentives for lands that remain in agricultural use (**Appendix 6**). Other programs, such as the Purchase of Development Rights (PDR) or Transfer of Development Rights (TDR) have development occur elsewhere while keeping agricultural land in its productive state and putting money in the farmer's pocket.

Farm Size

The USDA National Agricultural Statistics Service's *2017 Census of Agriculture* states Sauk County had 1,412 farms totaling 298,906 acres in 2017, an average of 212 acres per farm. This result appears similar to the USDA National Agricultural Statistics Service's *Farms and Land in Farms 2021 Summary report*, which notes Wisconsin has an average farm size of 222 acres and 14.2 million acres in farmland.

Health of the Industry

Statewide, the number of farms decreased from 64,400 in 2020 to 64,100 in 2021. Since 1969, Wisconsin agriculture has had an annual employment rate of decline of about 0.3 percent. To a certain extent, this reflects a decline in the number of farms and enhanced productivity through new technologies. The move towards larger agriculture operations may explain some employment decline too, due to increased mechanization.

Amid development pressures, decreasing family farms, and long-term employment decline, three crucial factors suggest the Town of Troy—and the broader Sauk County—are in a stable position agriculturally. First, Sauk County has 95 percent of farms (around 1,341) owned by families. In fact, 1,412 farms manage 298,906 acres, 56 percent of Sauk County's land. Agriculture being deeply ingrained in the community, along with zoning controls, protects and maintains agricultural land into the future. Second, the USDA National Agricultural Statistics Service's *2017 Census of Agriculture* states Sauk County has nearly 202 farms representing 45,956 acres with 260 young producers, those 35 years or younger. To have this acreage in a younger generation's hands ensures the continuation of farming practices. Finally, agricultural jobs have positively benefitted from an increase in food processing employment. From 2011 total employment in Wisconsin increased by 13.6 percent, while food processing employment increased by almost 16.5 percent. Food processing jobs have further diversified Wisconsin's agricultural sector, and it is anticipated that food processing growth continues.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Agriculture Goal
Preserve our farmland and enhance the strong farming community, encourage sustainable agriculture and agri-business, and explore new technologies.

- Agricultural Resource Objectives:**
- ARO-1 Maintain, modernize, and enhance a strong agricultural infrastructure in the Town and surrounding region.
 - ARO-2 Identify the Ag trends within the Town and region. Use that information to create policy to retain the Ag character of the township.
 - ARO-3 Utilize local, state, and federal programs, grants and resources that provide aid to Ag sustainability.
 - ARO-4 Research, provide information, and encourage alternative economic opportunities that would enhance or supplement agriculture as an occupation/income.
 - ARO-5 Retain the agricultural character of Township by properly siting residential development.

Agricultural Resource Policies:

ARP-1 Promote continuation of Farmland Preservation, use-value assessment, right-to-farm laws, and any other program that would keep the strong agricultural infrastructure of the Township intact.

ARP-2 Encourage cottage industries and home businesses/occupations in the Township that would enhance agriculture-related business.

ARP-3 Provide access to information (i.e. leaflets, pamphlets) provided from state, federal and county resources the Town Hall.

ARP-4 Promote agriculture that is locally owned and operated.

ARP-5 Retain the agricultural character of Township by properly siting residential development.

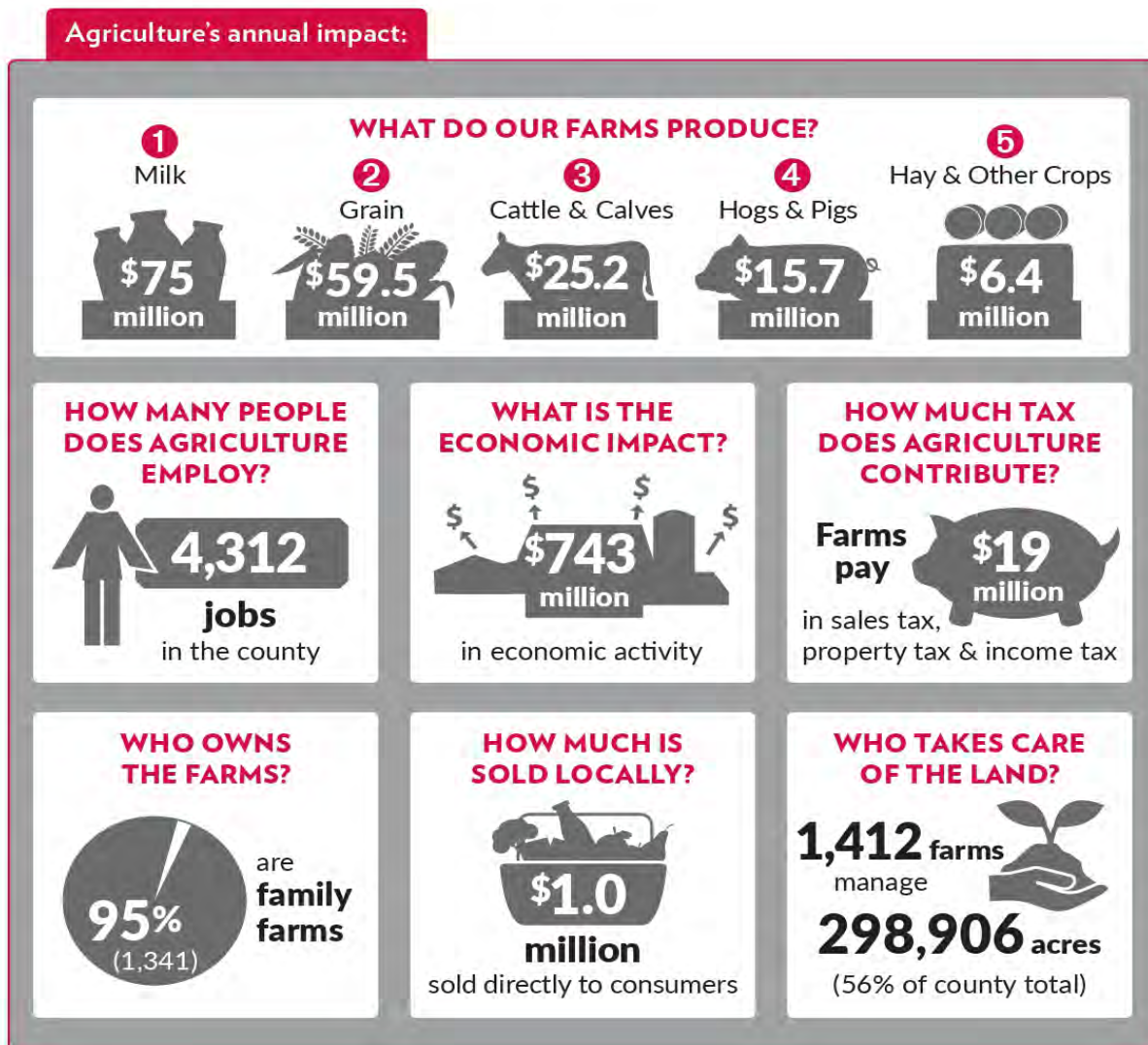
Appendix 6 Agriculture

Figure 6-1 Sauk County Agriculture



AGRICULTURE WORKS HARD FOR ▶ SAUK COUNTY

Family-owned farms, food processors and agriculture-related businesses generate thousands of jobs and millions of dollars of economic activity for Sauk County, while contributing to local income and tax revenues.



WISCONSIN AGRICULTURE IMPACT REPORT

► SAUK COUNTY

THE AGRICULTURE SECTOR BENEFITS THE ENTIRE COUNTY

Scattered across Sauk County’s driftless region, you will find many family farms and local agri-businesses. The dairy industry continues to be a prominent industry for the county. In addition to dairy, Sauk County is a leader in the state for the production of hogs and cattle. There is also a strong connection to the farm through farmers markets, CSAs and agritourism including: harvest festivals, various pick-your-own operations, bed and breakfasts, meat markets, cheese factories, and lavender farms around the county. Overall, agriculture has a tremendous impact on the county landscape, and the variety of family farms continue to keep agriculture thriving in Sauk County.

Did you know?

SAUK COUNTY IS

No. 2 in Wisconsin’s hogs & pigs industry



Extension UNIVERSITY OF WISCONSIN-MADISON

The University of Wisconsin-Madison Division of Extension is part of the local and statewide network of organizations and agencies that support Wisconsin’s \$104.8 billion agriculture industry. Extension helps enhance the economic impact of agriculture by providing research-based information that increases farm profitability, improves food safety, reduces environmental impacts and expands agribusiness networks.

For more information, please contact:

UW-Madison Extension Sauk County
505 Broadway Street
Baraboo, WI 53913

608-355-3250

sauk.extension.wisc.edu

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Support for this work was provided by UW-Madison Division of Extension, Dairy Farmers of Wisconsin and Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP). Economic data (2017) provided by: Steven C. Deller, Professor, Department of Agriculture and Applied Economics, UW-Madison and Community Development Specialist, UW-Madison Extension. Contribution of Agriculture to the Wisconsin Economy; Updated for 2017 is available at https://go.wisc.edu/16947n. Additional data was from the USDA 2017 Census of Agriculture. Publication production was completed through a collaboration of the Extension Natural Resources Institute and the Extension Office of Communications and Stakeholder Engagement.

Produced in cooperation with Dairy Farmers of Wisconsin, Wisconsin Department of Agriculture, Trade and Consumer Protection and Wisconsin Farm Bureau.



Source: “County Agriculture Impacts.” UW-Extension, Accessed November 09, 2022. https://economicdevelopment.extension.wisc.edu/articles/the-contributions-of-agriculture-to-the-wisconsin-economy-an-update-for-2017/#county

Note 6-2 The Farmland Preservation Program

Wisconsin Act 28 (2009) created the Wisconsin Working Lands Initiative. This law takes actions to physically protect farmland, economically support agricultural producers, and connect producers to markets. One facet, the [Sauk County Farmland Preservation Plan \(2013\)](#), allows homeowners to claim tax credits when participating in the [Farmland Preservation Program](#). Farmers in townships or villages zoned exclusive agriculture—such as the Town of Troy—or areas designated as an Agriculture Enterprise Area (AEA) may participate. Farmers may claim \$7.50 per acre tax credit on all acres located within the district.

Chapter 7 Land Use



From Top to Bottom: Agriculture along Fox Rd. Exposed rock formation overlooking Cassell Rd-STH 60 intersection. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Land Use Overview

Zoning determines how a certain parcel of land corresponds to a certain purpose, such as agricultural, residential, commercial, and industrial. For the Town of Troy, the zoning is enacted at the county level by Sauk County.

Zoning

The Sauk County Open Data Repository's Municipal Boundaries information states the Town covers 52.97 square miles. Land and bodies of water total 51.84 square miles, while 1.13 square miles are the road right-of-way (ROW) within the Town. Sauk County's Zoning Districts information is also hosted on the Open Data Repository website. From greatest to lowest land area percentage, the Town of Troy zoning districts (categories) are Exclusive Agriculture, Agriculture, Rural Community, Single-Family Residential (SFR), Commercial, and Multi-Family Residential (MFR), as seen in **Table 7.1**. Exclusive Agriculture is the most prevalent land use, covering 96.34 percent of the Town's area, equal to 51.03 square miles, or 32,660.44 acres. For an example of permitted or conditional uses within a certain zoning district, view **Appendix 7**.

Table 7.1 Town of Troy Zoning District Areas

Zoning District Name	Area (in Acres)	Area (in square miles)	Percentage of Town Area
Exclusive Agriculture	32,660.44	51.03	96.34
Agriculture	468.27	0.73	1.38
Rural Community	36.79	0.057	0.11
Single-Family Residential (SFR)	6.35	0.0099	0.19
Commercial	2.79	0.0043	0.008
Multi-Family Residential (MFR)	0.92	0.0014	0.003

Source: Sauk County Open Data Repository. "Zoning Districts," Accessed by Vierbicher staff November 08, 2022. <https://data-saukgis.opendata.arcgis.com/datasets/saukgis::zoning-districts/explore?location=43.393566%2C-89.955962%2C11.50>

Recent development trends reflect the Town's zoning. The Town's most extensive development exists in the hamlets of Black Hawk, Cassell, and Witwen. With less than 0.31 percent of Town lands classified Multi-Family Residential, Single-Family Residential, or Rural Community, most of the Town's area is undeveloped land. The 2010 U.S. Census stated the Town of Troy had 336 housing units, while the 2020 U.S. Census calculates 346 housing units. The ten (10) added housing units represent a 2.9 percent increase in housing stock. Since 2010, more housing units have not significantly affected population. The new housing's effects on land use depends on the land's former use compared to its current use. The 2020 U.S. Census states the Town has 781 residents, a decrease from the 2010 U.S. Census Town population of 794 residents. Since the Town covers 52.97 square miles, the population density is 14.74 people per square mile. The **Town of Troy Development Ordinance No. 1-09** is in **Appendix B**.

Land Cover

In addition to classifying land based on County zoning, land may also be classified by land cover—the type of vegetative growth covering the land’s surface. The National Land Cover Database (NLCD) from the United States Department of Agriculture (USDA) estimates fifteen (15) different land cover types in the Town of Troy. They are arranged from most to least extensive land cover in **Table 7.2**. For the Town of Troy Land Cover Map or land cover descriptions, please view **Appendix 7**.

Table 7.2 Town of Troy Land Cover

Land Cover Name	Area (in acres)	Area (in square miles)	Percentage of Town Area
Deciduous Forest	12,245.35	19.13	36.12%
Cultivated Crops	11,394.06	17.80	33.61%
Hay/Pasture	3,731.75	5.83	11.01%
Woody Wetlands	2,504.68	3.91	7.39%
Emergent Herbaceous Wetlands	1,473.64	2.30	4.35%
Mixed Forest	901.48	1.41	2.66%
Developed, Open Space	764.31	1.19	2.25%
Developed, Low Intensity	453.56	0.71	1.34%
Herbaceous	138.23	0.22	0.41%
Open Water	103.48	0.16	0.30%
Developed, Medium Intensity	83.96	0.13	0.25%
Evergreen Forest	53.21	0.08	0.16%
Shrub/Scrub	24.75	0.04	0.07%
Barren Land	22.02	0.03	0.06%
Developed, High Intensity	12.04	0.02	0.04%

Source: National Land Cover Database, USDA. Accessed November 09, 2022.

<https://datagateway.nrcs.usda.gov/GDGOrder.aspx>

Challenges

Certain land use changes can affect the quality of lands within the Town of Troy moving into the future. Mining presence has increased in the State of Wisconsin. Some operations mine frac sand, and others mine nonmetallic materials, such as gravel. The Sauk County Code of Ordinances outlines the nonmetallic mining permitting process in Chapter 7 Zoning, Subchapter V Secondary Standards. Additionally, Chapter 24 Nonmetallic Mining Reclamation details what happens to mine sites after they have exhausted their accessible materials.

Concentrated Agricultural Feeding Operations (CAFOs) represent another potential land use change with challenging effects, since a concentration of animals and waste products in one location can affect neighbors and the environment. For that reason, CAFOs are regulated by the Wisconsin Department of Natural Resources (DNR) under the U.S. EPA Clean Water Act’s pollutant discharge permit program (known as WPDES in Wisconsin). Additionally, Sauk County

Code of Ordinances Chapter 26 Agricultural Performance Standards and Manure Management lists standards for managing animal wastes.

Future Land Use

Having spent some time on developing land use challenges, it is important to look towards the Town's land use future. Economic and transportation changes since the Town of Troy 2005 Comprehensive Plan have changed nearby communities and their interactions with the Town. One example would be the City of Madison's growing economy and population. Frequently, population and economic growth in larger municipalities has spillover effects to communities within driving distance. Since the 2005 Plan, the Town has not undergone the growth pressures other communities have faced. Given the residents' survey responses wishing for the Town to keep its rural, agricultural, and peaceful nature, this is a good thing. Of course, some growth will occur, and it is important that it is reasonably planned for and outlined. Land suitability (Chapter 22.18 of the Sauk County Code) should be noted so natural impedances to development like floodplain, steep slopes, and agriculturally productive lands remain in untouched states. Then, to the extent practical, new non-farming residents should be invited towards the existing hamlets of Black Hawk, Witwen, Cassell in renovated or new housing. This limits potential nuisance complaints from newer residents about the existing agricultural operations and preserves connected, productive agricultural lands.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Land Use
Goal
Protect the
Town's Rural
Character.

- Land Use Objectives:**
- LUO-1 Preserve the rural character and integrity of land use for the Town of Troy for present and future generations.
 - LUO-2 Maintain policies to determine the number of residential homes which can be built in the Town.
 - LUO-3 Promote cooperation and open communication between ag and non-ag based residents in order to foster working relationships and a positive community identity.
 - LUO-4 Discourage unsightly land uses to preserve the town's scenic rural landscape and overall quality of life.
 - LUO-5 Encourage landowners in the Town to participate in programs that protect and restore stream banks and help maintain or enhance forested bluffs, prairie communities, wetlands, and other sensitive areas.
 - LUO-6 Maintain the rural and cultural character of the Town by implementing programs that maintain and preserve historical buildings and sites within the Town
 - LUO-7 Strive to preserve and improve the infrastructure within the Town to meet the needs of the residents now and in the future.

Land Use Policies:

LUP-1 Follow Sauk County land use practices, including zoning.

LUP-2 When the Town deems desirable or necessary, create policy/policies reflecting more stringent land use practices than Sauk County.

LUP-3 Guide the location of future development away from prime agricultural lands and established agricultural operations as well as environmentally sensitive areas.

LUP-4 Continue to utilize Exclusive Agricultural zoning as the base zoning district to reflect the Town's support for agricultural operations and preserve the Town's eligibility for the Farmland Preservation Tax Credit program.

LUP-5 Develop guidelines for visible land uses such as quarries, stripping of top soil, mining, etc., in order to preserve the Town's scenic beauty.

LUP-6 When reviewing land division proposals and changes in land use, ensure that both the Town's Plan Commission and Town Board review and incorporate this Plan's Vision, Goals, Objectives, and Policies into each decision.

Appendix 7 Land Use

Figure 7-1 Example of Permitted & Conditional Uses: Exclusive Agriculture (EA)



Exclusive Agriculture Zoning District

Chapter 7 Sauk County Zoning Ordinance, Subchapter IV

This information herein is only a brief summary of the zoning district and may not be a complete and accurate representation of the applicable law. This information is not meant to replace or change the existing Sauk County Ordinances. Sauk County makes no representations or warranties with respect to the accuracy of the information presented and its employees shall not be liable for any loss, damage or inconvenience arising from the use of the information contained herein.

The exclusive agriculture (EA) zoning district provides for the conservation of natural resources while maintaining and enhancing a diverse, economically viable, commercial agricultural base. This district is certified under Wis. Stat. Ch. 91.

Permitted Uses (Land use permit required)

- **Agricultural uses**
 - Agriculture incubator
 - Aquaculture facility (s. 7.045)
 - Food processing facility (s. 7.084)
 - Agriculture (s. 7.046)
 - Roadside stand and farmer’s market (s. 7.076)
- **Community uses**
 - Child care center, 8 or fewer people (s. 7.051)
- **Food business uses**
 - Grocery store, confectionary, bakery, deli, and meat market (s. 7.084)
- **General Uses**
 - Accessory structure, detached (s. 7.075)
 - Accessible elements (s. 7.081)
 - Ponds (depending on size – see s. 7.063)
- **Home business uses**
 - Home-based business (depending on size, s. 7.052)
- **Recreational living uses**
 - Camping (s. 7.055)
- **Residential uses**
 - Dwelling temporarily used during construction (s. 7.057)
- **Resource uses**
 - Solar energy system (s. 7.078)
 - Wind energy system (s. 7.078)
 - Gasification energy system (s. 7.078)
- **Storage and fabrication uses**
 - Seasonal storage of recreational equipment and motor vehicles (s. 7.082)

Conditional Uses (Conservation, Planning, & Zoning Committee approval + land use permit required)

- **Agricultural uses**
 - Agriculture-related business
 - Agricultural tourism (s. 7.044)
 - Sawmill (s. 7.048)
 - Livestock harvest facility (s. 7.049)
 - Stable and equestrian facility (s. 7.049)
- **Art uses**
 - Art gallery (s. 7.050; s. 7.052)
 - Art studio (s. 7.050; s. 7.052)
- **Community uses**
 - Cemetery, mausoleum (s. 7.074 (1))
 - Government facilities, buildings, and uses (s. 7.074 (1); s. 7.080)
 - Places of worship (s. 7.074 (1))
- **Education uses**
 - Library, museum (s. 7.074 (1))
 - Public/private elementary and secondary schools, colleges, universities, technical institutes, and related facilities (s. 7.074 (1))
- **Recreational uses**
 - Sport shooting range (s. 7.054)
- **Recreational living uses**
 - Bed and breakfast establishment (s. 7.083)
- **Residential uses**
 - Single family dwelling (s. 7.7074 (3); Subch. IX; s. 7.075)
 - Multiple family dwelling, 2 units
 - Temporary secondary dwelling for dependency living arrangements or agricultural use (s. 7.059)
- **Resource uses**
 - Transportation, communications, pipeline, electric transmission, utility, or drainage uses
- **Retail sales and service uses**
 - Animal grooming, veterinary clinic (s. 7.085)



Special Exceptions (Board of Adjustment approval + land use permit required)

- **Recreational living uses**
 - Lodging house (s. 7.083)
- **Resource uses**
 - Nonmetallic mining site, < 1 acre, not exceeding 24 months (S. 7.061, s 7.074 (2))
 - Nonmetallic mining site, 1-15 acres, not exceeding 24 months (s. 7.062 s 7.074 (2))

Lot Area, Setbacks, & Height Requirements (Subchapter VII)

- **Minimum lot area:** 35 acres (see Subch. IX for exceptions)
- **Minimum lot width at building setback line:** 100 feet
- **Maximum building height**
 - **Principal:** 45 feet
 - **Accessory:** 75 feet
- **All accessory structures** now require a land use permit
- **Principal and accessory structure minimum setbacks**
 - **Side:** 10 feet
 - **Rear:** 25 feet
 - **Front:** 25 feet
 - **Fences and walls** > 6 ft tall and > 50% opacity are considered structures, so they require a permit and must meet setback requirements
- **Minimum floor area** of principal structure: 500 feet (s. 7.093 (10))
- **Road setbacks** (distance from right-of-way line)
 - **State and Federal highways:** 50 feet
 - **County roads:** 42 feet
 - **Town roads:** 30 feet
 - **Exceptions:** see s. 7.098 (4)
- **Structures permitted within setbacks**
 - Bay windows, balconies, chimneys, etc. extending < 3 feet into setback
 - Platforms, walks, and drives < 6 inches above average ground level
 - Fences and walls > 6 ft tall and > 50% opacity are considered a structure (see s. 7.144 (3))

Setback Requirements for Livestock-Related and Manure Storage Structures

- **Livestock structures, < 1,000 animal units:** 100 feet from road and property line
- **Livestock structures, > 1,000 animal units:** 150 feet from road, 200 feet from property line
- **Manure storage structures:** 350 feet from road and property line

Exclusive Agriculture Zoning District Secondary Standards

- A conditional use permit pursuant to Wis. Stat. 91.46 (2)(c) must be obtained for construction of a dwelling in an EA zone

October 2014



Source: Sauk County Zoning Districts GIS Map. Accessed November 09, 2022. <https://gis.co.sauk.wi.us/scan/Zoning/SFR.pdf>

Descriptions for any zoning district, such as the example above, may be procured by opening this hyperlinked [Sauk County Zoning Districts GIS Map](#), clicking on any land area, then clicking the hyperlinked 'Zoning regulations' for that selected land.

Figure 7-2 Land Cover descriptions

National Land Cover Database Class Legend and Description

Class\ Value	Classification Description
Water	
11	Open Water - areas of open water, generally with less than 25% cover of vegetation or soil.
12	Perennial Ice/Snow - areas characterized by a perennial cover of ice and/or snow, generally greater than 25% of total cover.
Developed	
21	Developed, Open Space - areas with a mixture of some constructed materials, but mostly vegetation in the form of lawn grasses. Impervious surfaces account for less than 20% of total cover. These areas most commonly include large-lot single-family housing units, parks, golf courses, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes.
22	Developed, Low Intensity - areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 20% to 49% percent of total cover. These areas most commonly include single-family housing units.
23	Developed, Medium Intensity -areas with a mixture of constructed materials and vegetation. Impervious surfaces account for 50% to 79% of the total cover. These areas most commonly include single-family housing units.
24	Developed High Intensity -highly developed areas where people reside or work in high numbers. Examples include apartment complexes, row houses and commercial/industrial. Impervious surfaces account for 80% to 100% of the total cover.
Barren	
31	Barren Land (Rock/Sand/Clay) - areas of bedrock, desert pavement, scarps, talus, slides, volcanic material, glacial debris, sand dunes, strip mines, gravel pits and other accumulations of earthen material. Generally, vegetation accounts for less than 15% of total cover.
Forest	
41	Deciduous Forest - areas dominated by trees generally greater than 5 meters tall, and greater than 20% of total vegetation cover. More than 75% of the tree species shed foliage simultaneously in response to seasonal change.
42	Evergreen Forest - areas dominated by trees generally greater than 5 meters tall, and greater than 20% of total vegetation cover. More than 75% of the tree species maintain their leaves all year. Canopy is never without green foliage.
95	Emergent Herbaceous Wetlands - Areas where perennial herbaceous vegetation accounts for greater than 80% of vegetative cover and the soil or substrate is periodically saturated with or covered with water.

Source: "GeoSpatialDataGateway." USDA, Accessed November 09, 2022. <https://datagateway.nrcs.usda.gov/GDGOrder.aspx>

Map 7-3 Town of Troy Zoning Districts Map

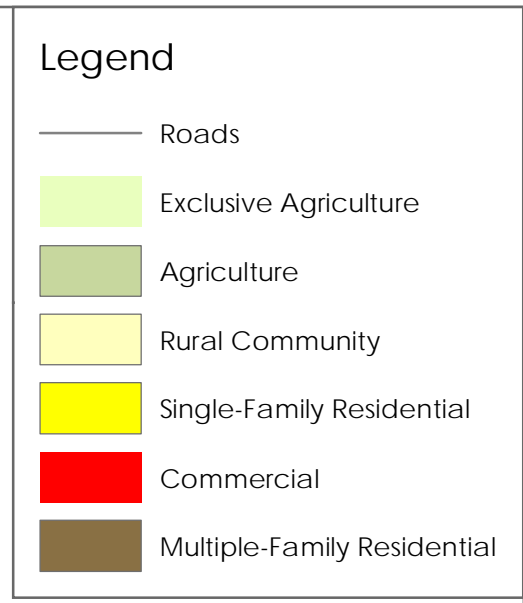
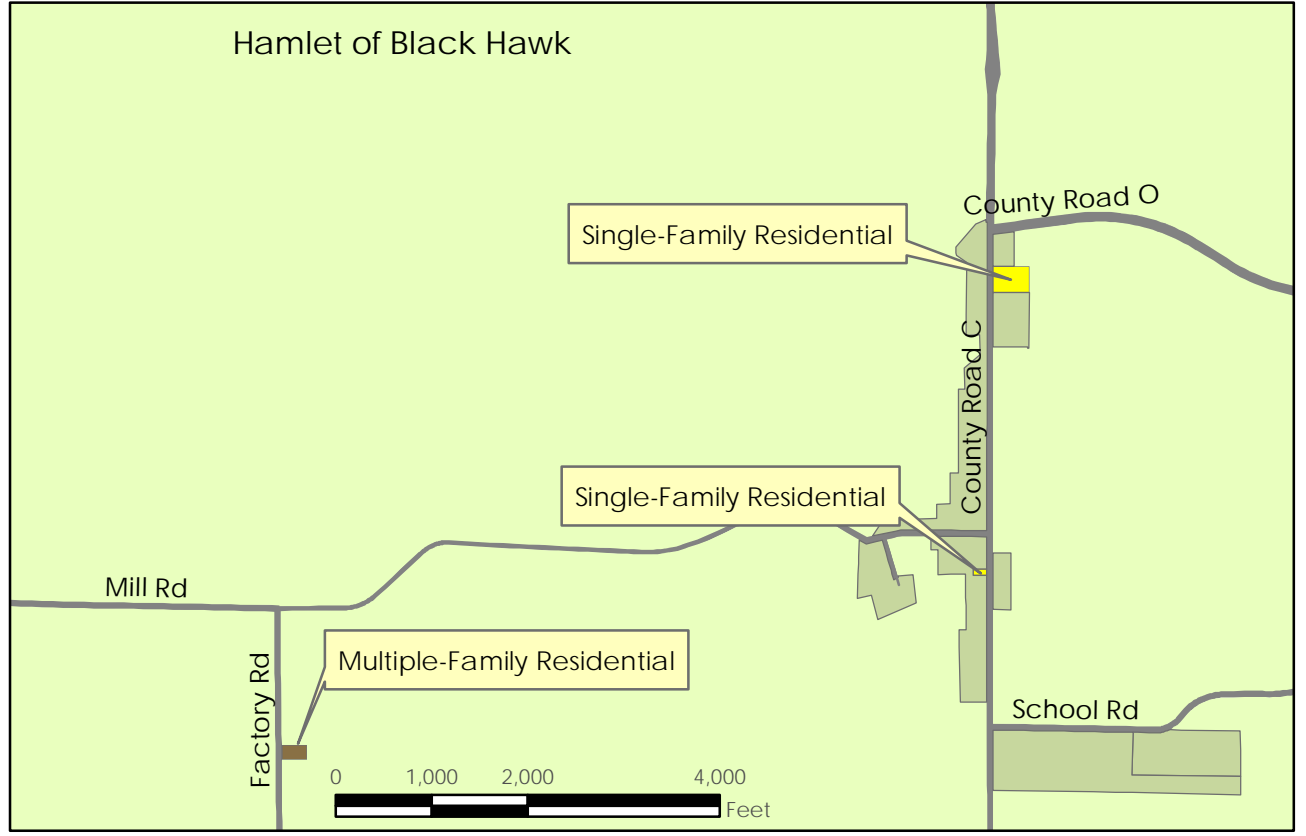
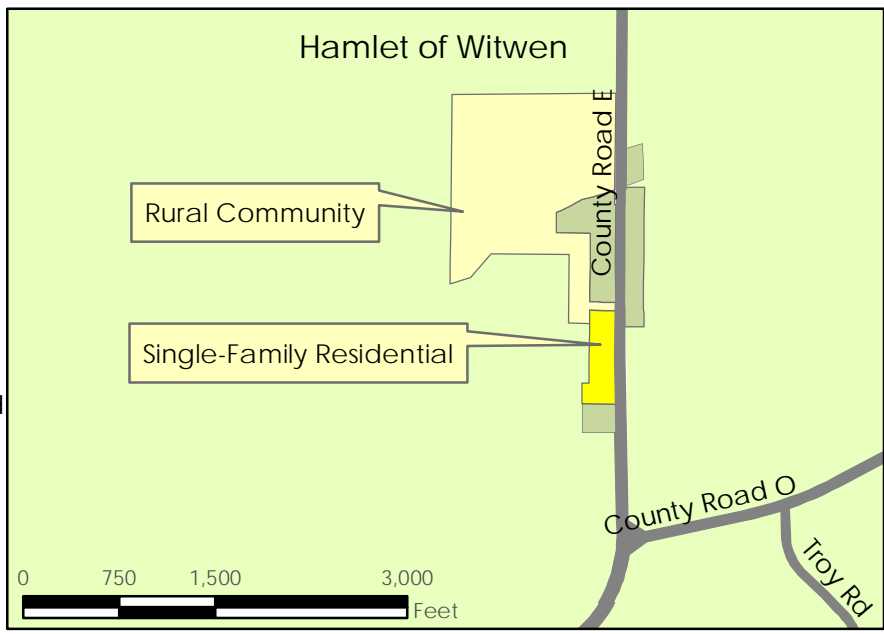
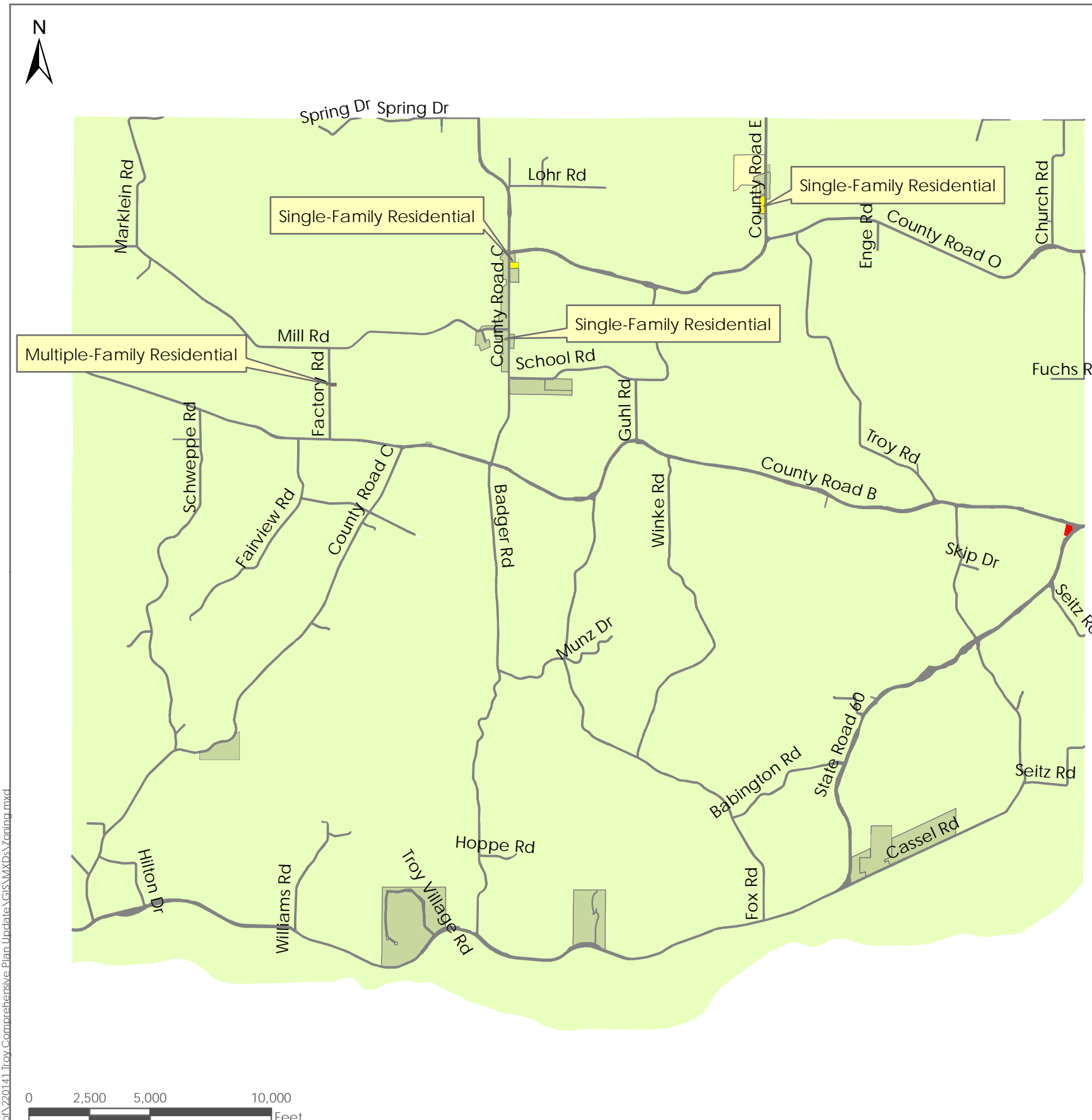
The [Sauk County Open Data Repository](#) was the source for the map data and was accessed by Vierbicher staff November 07, 2022. The zoning districts, provided for the entirety of Sauk County, were clipped to the Town's boundaries. The Zoning Districts are arranged from greatest to least land area as one reads down the map legend. It is page 60 of this document.

Map 7-4 Town of Troy Land Cover Map

The [USDA GeoSpatialDataGateway](#) was the source for the map data and was accessed by Vierbicher staff November 10, 2022. The National Land Cover Dataset (NLCD) for the State of Wisconsin was clipped to the Town's boundaries. The Land Cover categories are arranged from greatest to least land area as one reads down the map legend. It is page 61 of this document.

Map 7-5 Town of Troy Future Land Use Map

This map reflects agricultural (and natural) lands that are desired to remain in that state, as well as land that currently has residential or is suitable for residential in the future. It is page 62 of this document.



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Source: Sauk County



Map 7-3 Zoning Districts
Town of Troy, Sauk County, WI
2/9/2023





Legend

-  Deciduous Forest
-  Cultivated Crops
-  Hay/Pasture
-  Woody Wetlands
-  Emergent Herbaceous Wetlands
-  Mixed Forest
-  Developed, Open Space
-  Developed, Low Intensity
-  Herbaceous
-  Open Water
-  Developed, Medium Intensity
-  Evergreen Forest
-  Shrub/Scrub
-  Barren Land
-  Developed, High Intensity

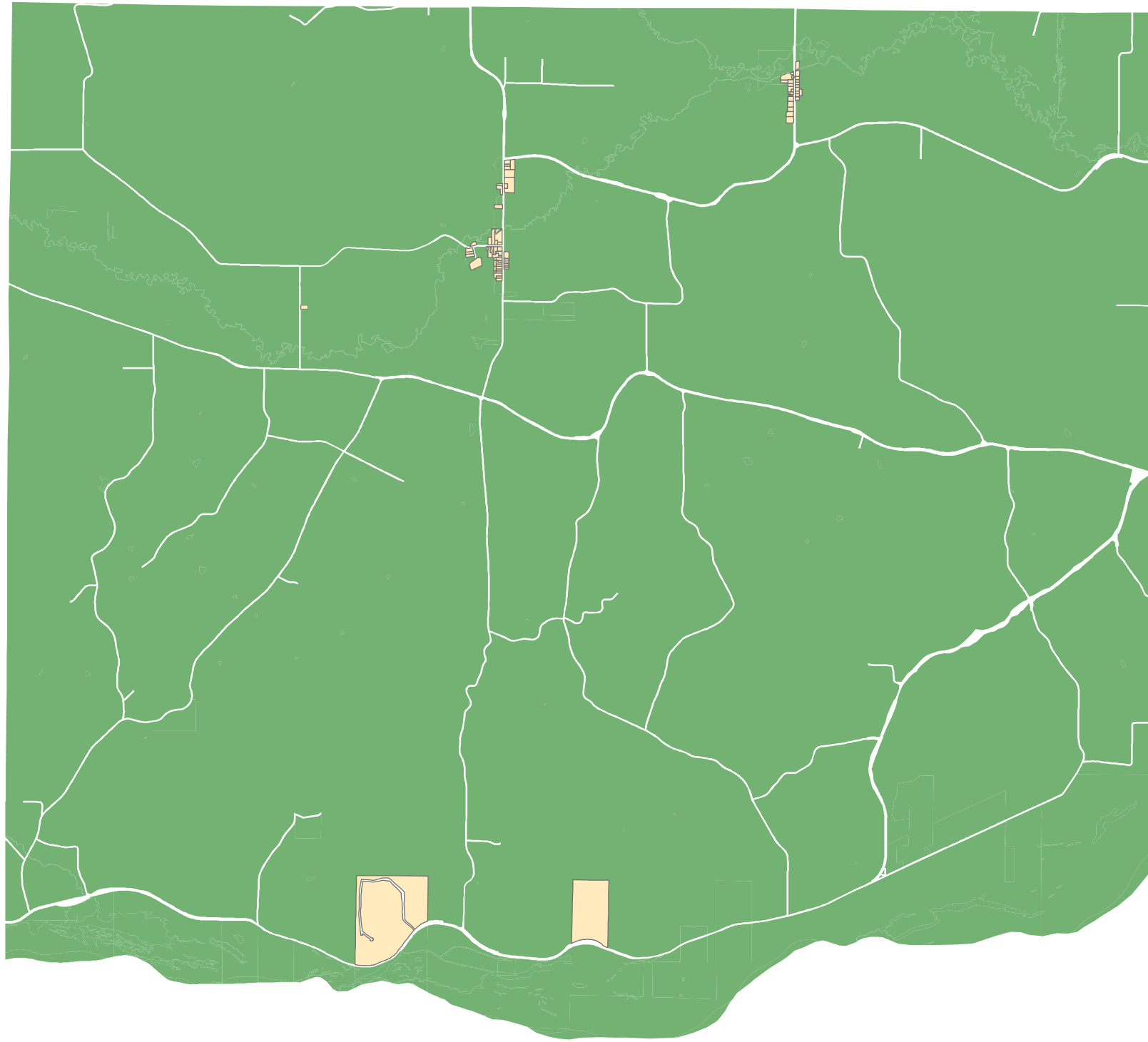


Source: NLCD 2006, Sauk County



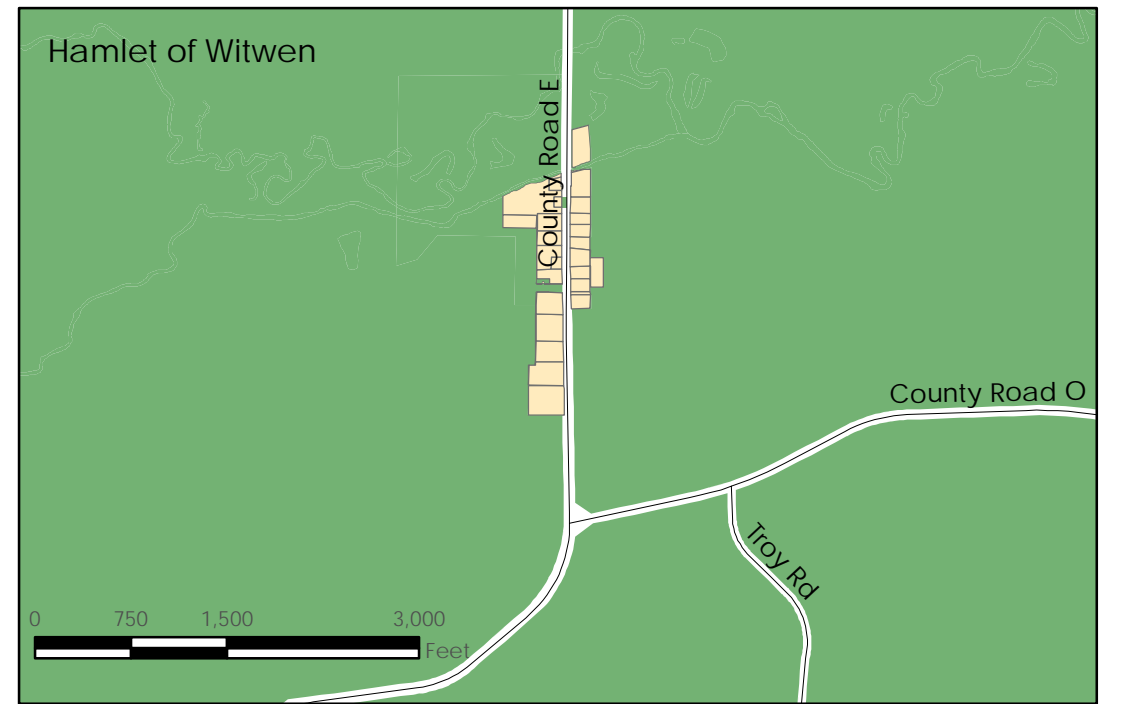
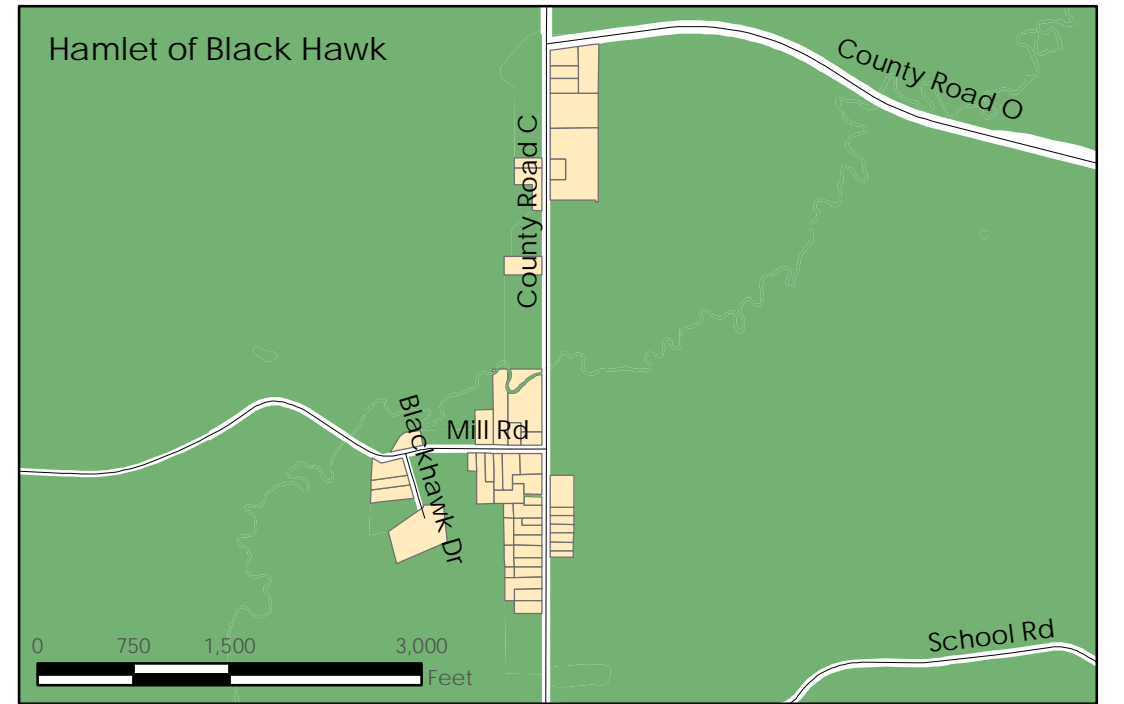
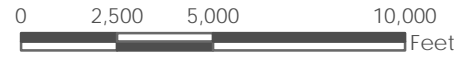
Map 7-4 Land Cover
Town of Troy, Sauk County, WI
11/22/2022





Legend

-  Agriculture
-  Residential



Source: Sauk County



Map 7-5 Future Land Use Map
 Town of Troy, Sauk County, WI
 2/9/2023



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Chapter 8 Transportation



From Top Left to Bottom Right: CTH C through the hamlet of Black Hawk. School Rd-CTH C intersection. STH 60 is the Lower Wisconsin River Road, a Scenic Byway. The wayfinding sign upon entering the hamlet of Witwen. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Transportation Overview

Transportation networks allow the safe and efficient movement of people and goods. In addition, transportation affects community development patterns by influencing land use. Within the Town of Troy, Town and County roads are traveled by automobiles, farm machinery, and bicycles. As development occurs with new homes or businesses, the use of roadway infrastructure increases. This section summarizes the transportation options available to Town residents. **Map 8-4** in **Appendix 8** shows the Town's road network, and **Appendix C** contains the Town's **Driveway Ordinance, Ordinance No. 8-11**.

Roads

Roads are the most-used transportation infrastructure within the Town. For that reason, it makes sense to learn about road Functional Classifications, which organizes roads based on how they provide mobility and accessibility. These classifications affect the surrounding land uses, as well as funding sources for projects.

Principal Arterials emphasize high mobility by carrying large traffic volumes at higher speeds across greater distances to connect different places together. No principal arterials are in the Town, though the nearby U.S. Highway 12, U.S. Highway 14, and State Road 33 impact the Town with travelers from elsewhere.

Minor Arterials possess speeds and volumes lower than principal arterials, serving moderate-length trips connecting different communities or places within a community. State Road 60 (STH 60) adjacent to the Wisconsin River is the sole minor arterial within Town extents. State Road 60 has an Annualized Average Daily Traffic Count (AADT) of 3,300 collected September 2021, east of the junction with County Road B at the Town's eastern border.

Collectors balance mobility with access, channeling local street traffic towards arterials. Collectors have lower speeds and volumes than arterials, but higher traffic volumes than the local streets. The Town has four (4) collectors, all County Roads that are abbreviated as County Trunk Highways (CTH): Country Road B (CTH B), County Road C (CTH C), County Road E (CTH E), and County Road O (CTH O). Pavement condition and maintenance notes from the Wisconsin Information System for Local Roads (WISLR) and Wisconsin Department of Transportation (WisDOT) traffic counts follows.

1. CTH B's highest AADT count of 1800 occurred September 2021 between the two legs of CTH C. CTH B possesses a 2021 asphalt Pavement Surface Evaluation and Rating (PASER) of 8 for its extents within the Town. This corresponds to a 'very good' rating, with the maximum being 10. In 2013, crack sealing and sealcoating occurred.
2. CTH C's highest AADT of 310 occurred September 2021 between CTH B and School Rd. CTH B possesses a 2021 asphalt PASER rating of 9 (excellent) between CTH O & Hasheider Rd, and a 2021 PASER rating of 5 (fair) from CTH O and State Road 60. In 2013, crack sealing and sealcoating occurred.
3. CTH E's 260 AADT count occurred September 2021 near Honey Creek. CTH E has a 2021 asphalt PASER rating of 6 (good). No maintenance record for this 1998-built road exists in WISLR.

4. CTH O's highest AADT count of 700 occurred September 2021 between CTH E & State Road 60. CTH O has a 2021 asphalt PASER rating of 5 (fair). No maintenance record for this 1998-built road exists in WISLR.

Local roads emphasize access to adjacent land uses versus mobility. Speeds as well as traffic volumes are low, a result of these roads not traversing long distances, which would invite more vehicle volume.

Two additional road types exist. The Rustic Road System in Wisconsin was created by the 1973 State Legislature to help citizens and government preserve scenic features. Many of these roads are loops, or connect to major roads, such as highways, at both ends of the route. The roads are lightly traveled facilities, labeled with an "R" prefix, and noted with unique brown and yellow signage. Rustic Roads remain under local control, and while none exist within the Town of Troy, Sauk County—part of the Southwest Region—has three (3) Rustic Roads: R21, R49, and R112. The Scenic Byways program in Wisconsin partners local communities and WisDOT to highlight state and local highways corridors with aesthetic or historic attributes. Unlike Rustic Roads, Scenic byways are at least 30 miles long. The Town of Troy has one of the five state Scenic Byways—State Road 60 (STH 60) as the Lower Wisconsin River Road—traversing the Town east-to-west.

Rail

The Town of Troy does not have passenger nor freight rail within Town boundaries. From the Town Hall, the nearest passenger train service is 40 minutes (about 37 miles) away in the Wisconsin Dells with Amtrak's Empire Builder, which travels from Chicago, Illinois to Seattle, Washington. The Wisconsin & Southern Railroad carries freight on its line adjacent to U.S. Highway 14 through Mazomanie, south of the Wisconsin River. It is an estimated 30-minute drive from Town.

Airports

The Town of Troy does not have an airport within its boundaries, though several airports exist nearby and offer passenger and freight services: Sauk Prairie Airport, Tri-County Regional Airport, Reedsburg Municipal Airport, Baraboo-Wisconsin Dells Airport, and the Dane County Regional Airport.

1. **The Sauk Prairie Airport** is operated by Sauk Prairie Airport Inc., a non-profit corporation that manages the property on behalf of the Town of Prairie du Sac, which leases 16.52 acres from CFM Investments LLC for the airport. The land contains the runway, taxiways, and access road.
2. **The Tri-County Airport** provides passenger and cargo service. It is located off County Road JJ and is jointly owned and operated by the Counties of Richland, Iowa, and Sauk.
3. **The Reedsburg Municipal Airport** serves corporate jets, regional service passenger and cargo jets, and small airplanes used in commuter air service. It has two asphalt surface runways of 4,480 and 2,510 feet in length.

4. **The Baraboo Dells Municipal Airport** offers small passenger and freight service. Located near the intersection of Highway 33 and US Highway 12, the airport is jointly owned and managed by the Cities of Baraboo and Wisconsin Dells, the Village of Lake Delton, and the Town of Delton.
5. **The Dane County Regional Airport** located on the eastside of the City of Madison provides larger air carrier and passenger service and is approximately 1 hour from the Town.

Elderly, Disabled, and Veteran Transportation

The Sauk County Aging and Disability Resource Center (ADRC) offers several transportation services.

1. The **Volunteer driver Escort Program** assists Sauk County disabled and/or 60-year-old-plus residents travel to out-of-town employment, medical appointments, and other needed trips. To arrange a ride, call the ADRC Transportation line at 608-355-3278 at least 48 hours prior to the scheduled appointment time.
2. On Thursdays, the **Shopping Bus** transports shoppers for \$3 to one of the following: the Baraboo Walmart, the Lake Delton Walmart, or Madison's East and West Towne Malls. Call (608) 355-3289 to make a reservation 48 hours in advance to reserve a spot.
3. Taxi punch card rates for Reedsburg, Sauk Prairie, and Baraboo are available by calling the ADRC at 608-355-3278.
4. The **Fun-Day Travels Excursions** bolsters socialization in those aged 60 and over plus those with disabilities. Call 608-355-4888 to leave a reservation message. Five dollars (\$5) is payable to the bus driver.

In addition, private Transportation Network Companies (TNCs) such as Uber or Lyft may be available for required travel trips. For veterans, contact the Sauk County Veteran's Service Office at 608-355-3260 or vetservice@saukcountywi.gov to arrange transportation assistance.

The State of Wisconsin operates a vanpool program where expenses are shared, and rides are guaranteed should an emergency occur. Wisconsin Statute 16.82(5) mentions the vanpool must have a state employee for nonemployees to be aboard. For more information, reach out to the State of Wisconsin Vanpool Office at 1-800-844-VANS (8267).

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

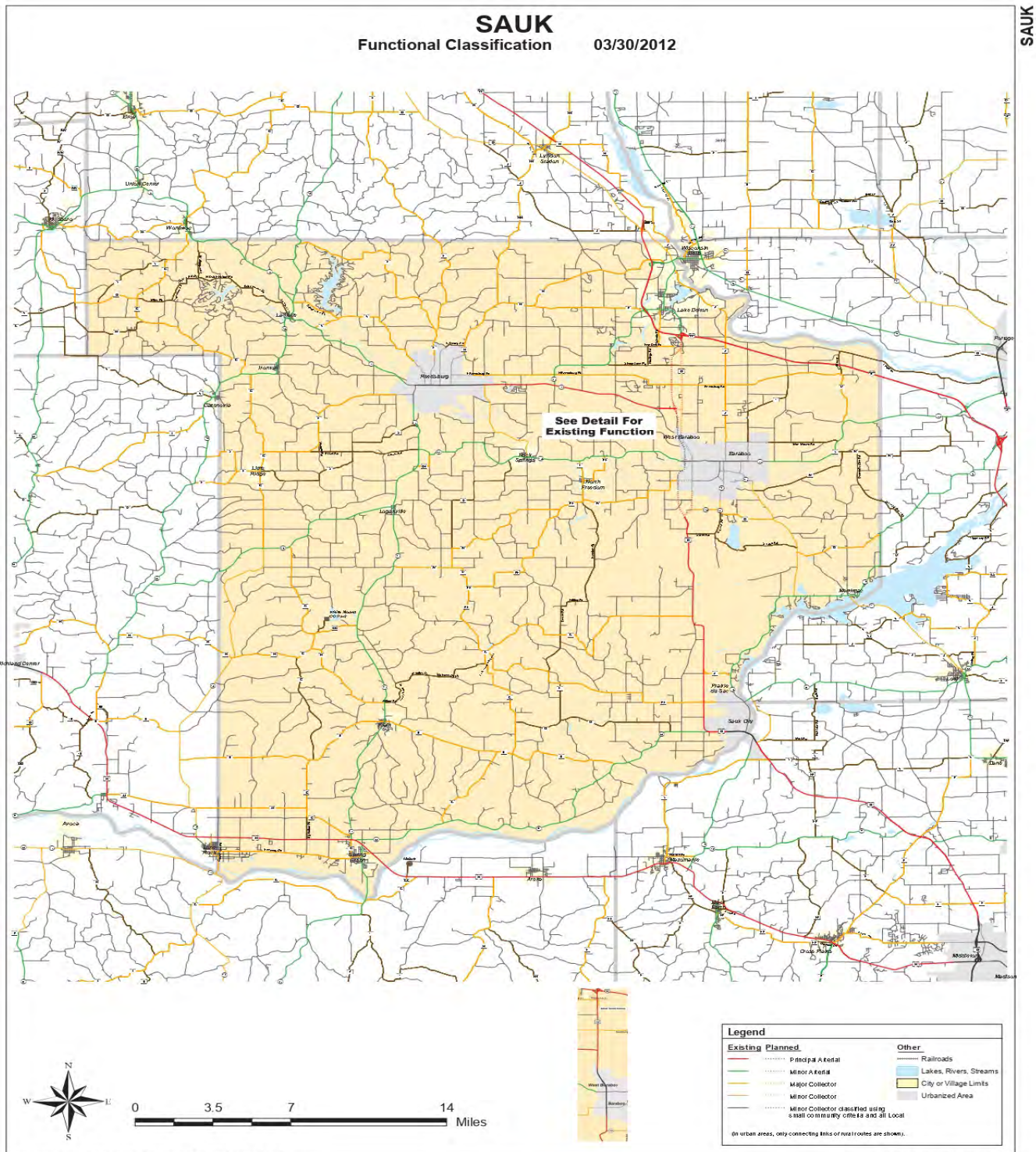
**Transportation
Goal 1**
Maintain and develop the Town of Troy's transportation infrastructure consistent with its rural character.

- Transportation Objectives:**
- TO-1 Maintain good quality roads and bridges.
 - TO-2 Identify and eliminate transportation problem areas (e.g. visual obstructions, full ditches, etc.)
 - TO-3 Promote cooperation with county agencies that provide services to people with special needs or disadvantages (e.g. Sauk County Commission on Aging).

- Transportation Policies:**
- TP1- Continue to maintain road quality by utilizing the Town Road Improvement Program (TRIP).
 - TP2- Continue to maintain bridge quality by utilizing the Road Improvement Program.
 - TP3- Promote the installation of caution signs where problem areas exist.
 - TP4- Enforce town road weight limits, as conditions require.
 - TP5- Enhance safety and sight lines by keeping right of ways clear in areas where poor visibility exists.

Appendix 8 Transportation

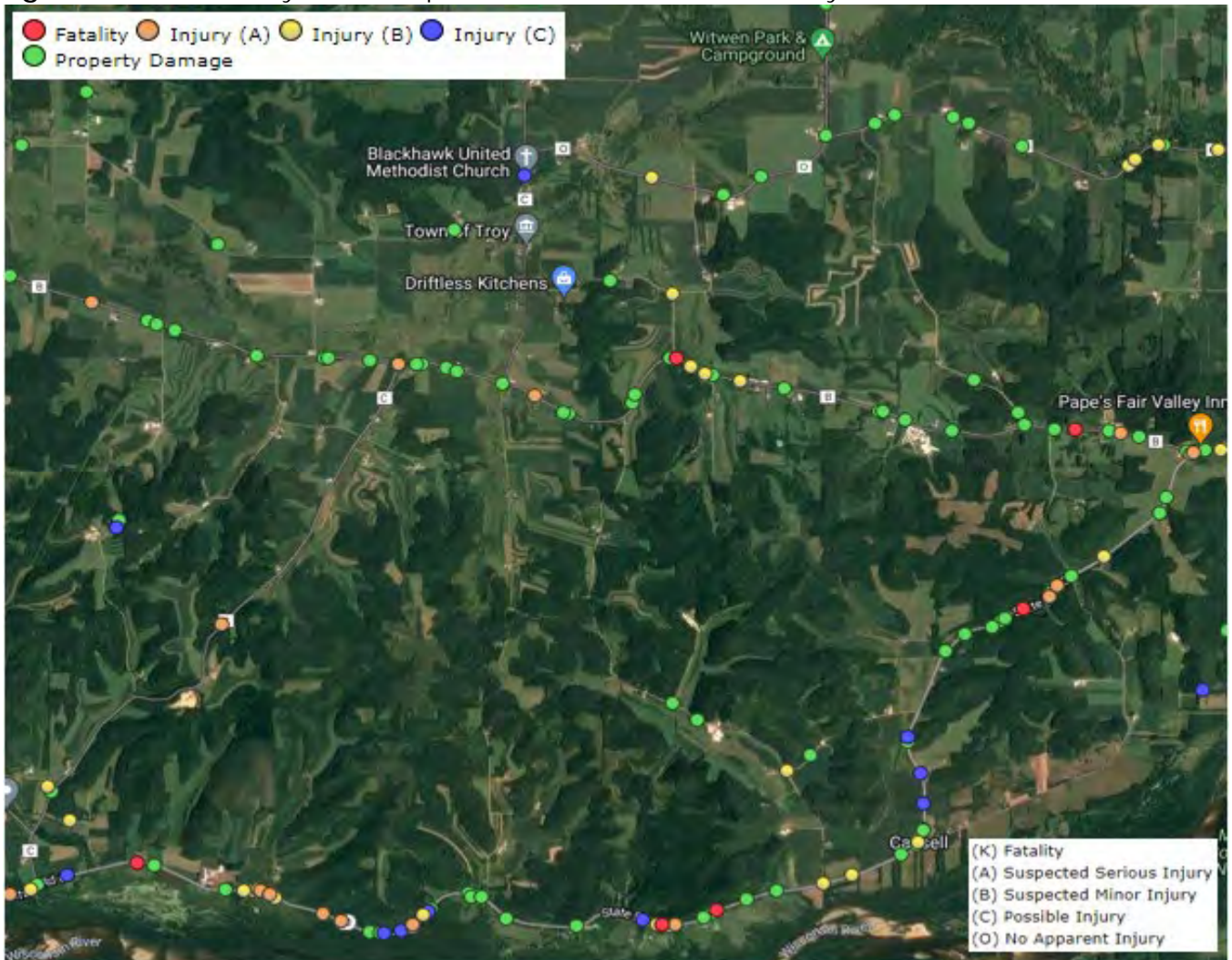
Figure 8-1 Sauk County Functional Classification Map



This information is for informational purposes only and should not be used for legal or financial purposes. The Wisconsin Department of Transportation (WisDOT) is not responsible for the accuracy or completeness of the information. The user assumes all liability for any use of this information. © 2012 Wisconsin Department of Transportation. All rights reserved. WISCONSIN DEPARTMENT OF TRANSPORTATION 12000 Wisconsin Avenue, Suite 1000, Madison, WI 53706-1000

Source: "Functional Classification," Wisconsin Department of Transportation. Accessed November 4, 2022 by Vierbicher staff. <https://wisconsin.gov/Documents/projects/data-plan/plan-res/functional/rural/sauk.pdf>

Figure 8-2 Town of Troy Police-Reported Vehicle Crashes January 2010-November 2022



Source: "Community Maps," Wisconsin TOPS Laboratory and WisDOT. Accessed November 04, 2022 by Vierbicher staff. <https://transportal.cee.wisc.edu/partners/community-maps/crash/search/BasicSearch.do>

This analysis did **not** include deer-related crashes. The extents were manually adjusted to be as close to Township boundaries as possible.

Community Maps was developed by the Wisconsin Department of Transportation (WisDOT) in partnership with the Wisconsin Traffic Operations and Safety (TOPS) Laboratory at the University of Wisconsin-Madison.

Community Maps is updated on a nightly basis from the WisDOT crash database management system and includes a record of all police reported crashes* in Wisconsin for which geo-coded locations are available.

* A reportable crash is defined as a crash resulting in injury or death of any person, any damage to government-owned non-vehicle property to an apparent extent of \$200 or more, or total damage to property owned by any one person to an apparent extent of \$1000 or more. (This definition went into effect 1/1/96). It is important to note, however, that not all

reportable crashes are reported. For a crash to be in the database, an MV4000 or DT4000 crash report must have been completed by a police officer.

List 8-3 Transportation Plans

The following state transportation plans affect or implement transportation options within Wisconsin. They are listed here due to the potential their programs may be useful to the Town of Troy and its residents.





1. [Active Transportation Plan 2050](#)
2. [State Airport System Plan 2030](#)
3. [Bicycle Transportation Plan 2020](#)
4. [State Freight Plan](#)
5. [Connect 2050](#)
6. [Wisconsin Pedestrian Plan 2020](#)
7. [Wisconsin Rail Plan 2050](#)
8. [Transportation Asset Management Plan \(TAMP\)](#)
9. [Wisconsin Highway Safety Improvement Program \(HSIP\)](#)
10. [Wisconsin Local Road Improvement Program \(LRIP\)](#)

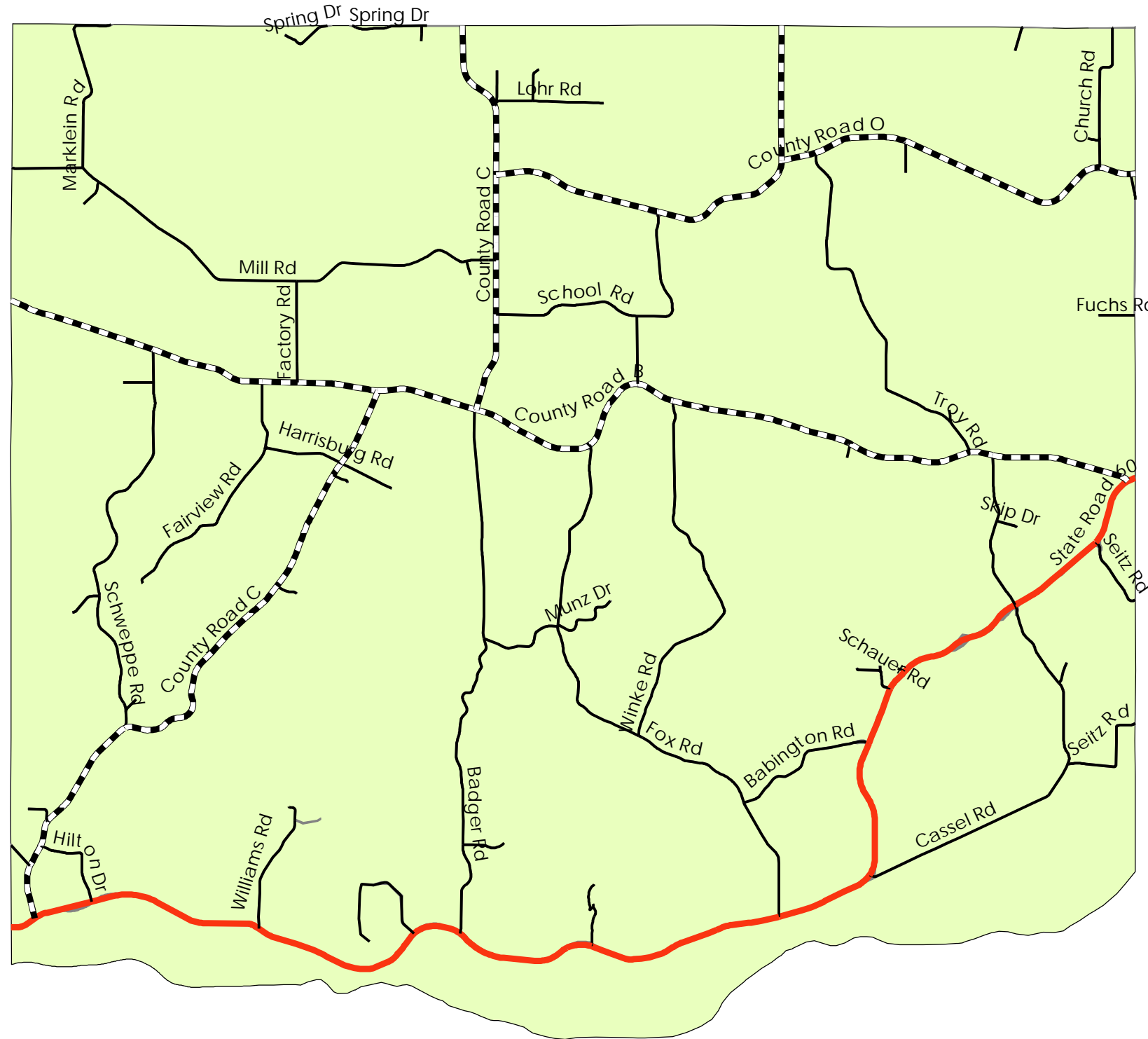
MAP 8-4: Transportation

The [Sauk County Open Data Repository](#) was the source for the map data and was accessed by Vierbicher staff November 07, 2022. Road right-of-way (ROW) and centerlines were investigated. It is page 71 of this document.



Legend

-  Local Roads
-  County Roads
-  State Road 60
-  Troy Town Limits



Source: Sauk County



Map 8-4 Transportation
 Town of Troy, Sauk County, WI
 12/8/2022



Document Path: M:\Troy_Town_of_Troy_Comprehensive_Plan_Update\GIS\MXDs\Transportation.mxd

Chapter 9 Utilities and Community Facilities



From Top to Bottom: The Town of Troy Town Hall along CTH C in the hamlet of Black Hawk. The Cassell Cemetery in the hamlet of Cassell. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Utilities and Community Facilities Overview

The Town of Troy supports and utilizes an array of community facilities as well as public and private utilities. Community facilities include municipal buildings, public works, schools and other educational institutions, libraries, cemeteries, parks, health care facilities (including those for the elderly), solid waste disposal sites, and emergency service facilities and/or services like police, fire, and rescue. These facilities are essential components in promoting a town's economic vitality and provide insights into present and future Town needs. Public and private utilities include telecommunication facilities, water supply, wastewater treatment, power-generating plants and transmission lines, and storm water maintenance systems.

Public Water Supply

All residents in the Town of Troy are served by private wells. Sauk County recommends private well owners test their drinking water every 1-2 years for nitrates and other bacteria. A homeowners' test package can be purchased at the Sauk County UW-Extension Office.

Stormwater Management

Overall, the disposal of domestic waste and wastewater in the Town is handled with individual private on-site wastewater treatment systems (POWTS), also known as septic systems, which generally collect solids in a septic tank and discharge gray water to a drain field. Based on the requirements set forth by the State of Wisconsin COMM 83 and in Sauk County, all residential units with running water and plumbing fixtures must have an approved means of waste and wastewater disposal. Because the Town of Troy is not served by a sanitary sewer system, the only current means of service is via POWTS systems.

Sauk County requires that homeowners pump their septic tanks on a 3-year basis, which can prolong the life of a POWTS and ensure optimal efficiency and groundwater protection. Disposal methods of septage vary from deposition into a licensed municipal sewage treatment plant to land spreading. Land spreading applications require special permits issued by the Wisconsin Department of Natural Resources (DNR). Part of this permitting process examines a land area and soil types as well as crops grown to ensure that natural resources in the area will be protected from such activity. Additionally, the permitting process ensures the protection of human health from viruses and pathogens contained in the septage.

Solid Waste Disposal/Recycling

Solid waste disposal sites, or landfills, are potential sources of groundwater pollution in Sauk County. Currently, there are no active landfill sites in the Town of Troy. For solid waste collection, Town & Country Sanitation provide residential pick up. Private landowners generally haul larger waste items to various collection points outside the Town while household waste is disposed of via "burning barrels."

Town Administration

The current Town Hall is located on the east side of County Road C in the hamlet of Black Hawk. This facility hosts all Town meetings and related functions. Additionally, the Town Hall can be rented for community or private functions.

Historical Society

The Harrisburg-Troy Historical Society Inc. is located at E7646 Co Rd B, Spring Green, WI 53588. Organized in 2010 with a mission “to educate the public on the history of the Harrisburg area and Troy Township—and to preserve and protect such history for the education of future generations,” the Harrisburg-Troy Historical Society links the past with the present to inform the future.

Libraries

Spring Green Community Library at 230 E Monroe St, Spring Green, WI and Kramer Library and Community Center 910 Main St, Plain WI are libraries accessible to Town of Troy residents. Each library hosts a collection of general-purpose books, periodicals, historical memorabilia of the area, Internet access, periodic book discussion groups, and rooms that are available for meetings and community events.

Emergency Services

The Sauk County Sheriff’s Department serves as the primary law enforcement agency to Town residents. Patrol officers are assigned general service areas within the county.

The Sauk City Fire Department and the Village of Plain Fire Department covers the Town of Troy. Sauk Prairie Ambulance and Plain Ambulance serve as the Town’s EMS services.

Healthcare Facilities

The Town of Troy is served by four facilities in neighboring communities:

- Plain, WI 53577
 - Plain Clinic (Sauk Prairie Healthcare) 825 Main St.
- Spring Green, WI 53588
 - Spring Green Medical Center (Richland Hospital) 150 E. Jefferson St.
 - River Valley Clinic (Sauk Prairie Healthcare) 436 Sunrise Dr.
- Prairie du Sac, WI 53578
 - Sauk Prairie Healthcare: the hospital offers emergency care, urgent care, acute care, and rehabilitation services. It is located at 260 26th St.

Telecommunications Facilities

Town telephone service is available from a variety of vendors, such as AT&T, Sprint, T Mobile, Verizon, and Spectrum Mobile. Several cable internet providers service the 53583 Zip Code, including Spectrum, Dish Satellite TV, DIRECTV, and HughesNet satellite internet. For cord cutters, streaming services such as Netflix, Hulu, Discovery+, Disney+, and Amazon Prime are

available, though internet connection matters for quality service. Town residents in the community survey noted a desire for improved internet services, citing performance drawbacks. This lived experience is qualified, too, by the Wisconsin Public Service Commission, which notes 43 percent of rural Wisconsinites lack access to high-speed Internet, compared to 30.7 percent nationally (Public Service Commission of Wisconsin, "Frequently Asked Questions Regarding the Broadband Expansion Grant, FY 2019). For the future, the Town could consider a partnership with neighboring communities or a provider to ensure better internet connectivity for Town residents. This is especially important as more diversified businesses and work-from-home (WFH) operations occur to reach and interact with potential clients.

Electricity and Natural Gas

The Town is serviced entirely by Alliant Energy (formerly Wisconsin Power and Light) for electrical service. Alliant Energy also provides some residents with natural gas from the Plain station. However, for most residents, heating fuel is primarily provided through contracts with independent fuel dealers or from wood and other biomass sources.

Renewable energy sources may supply a greater portion of Town energy needs in the future. Communities can realize several benefits with renewable energy development, including environmental protection, energy production, and economic development. Environmental benefits include helping meet local air quality or climate protection goals. Communities with renewable energy or energy independence goals can better achieve these through explicit support of renewable energy development. Economically, solar development creates construction jobs for a variety of trades, financially benefits those who install systems on their properties with lower energy bills, and increases the property value of the home, boosting local housing market values.

Educational Facilities

Most school age children in the Town of Troy attend the Sauk Prairie School District, though western and southern parts of the Town see students attend the River Valley School District. Sauk Prairie School District's Black Hawk Elementary school is no longer open in the Town of Troy. Additionally, home-schooling options are available, and several parochial schools are listed below:

- St. John the Evangelist Catholic School in Spring Green, WI
- St. Luke's School in Village of Plain, WI
- St. Aloysius Catholic School in Sauk City, WI
- St. John's Lutheran School in Baraboo, WI

The Town of Troy is within commuting distance of several two- and four-year college campuses including: UW Baraboo/ Sauk County, UW Richland Center/ Richland County, Madison Area Technical College/ Reedsburg, and the University of Wisconsin-Madison.

Recreational Facilities

Snowmobile trails in Sauk County loop through just about every village and city in Sauk County, with many rest stops along the way. In the Town of Troy snowmobile trails are maintained by Honey creek Riders Club and Hillcrest Riders Club.

Parks

The Town of Troy Town Hall functions as a park space with picnic tables for the community, as well as the Witwen Park and Campground located on CTH E north of the intersection of CTH O. While there are no parks publicly owned by the Town of Troy, the Town does have open space areas along the Wisconsin River which are owned and managed by Wisconsin Department of Natural Resources (DNR). There is space available for future parks within the Town of Troy.

Cemeteries

Cassell Cemetery– Located north of Cassell Road This cemetery is also known as Cassell Prairie Cemetery, Troy Cemetery, and Twin Bluffs Cemetery. Union Grove Cemetery– Located north of County Road B at the County C junction. This cemetery is also known as Harrisburg Cemetery, Unity Grove Cemetery, First Evangelical and Reformed Cemetery, and Bethlehem Cemetery. Black Hawk Cemetery– Located east of County Road C and south of its intersection with County Road O.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal is meant to be a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Utilities and Community Facilities Goal

The Town shall encourage local utilities and other providers to upgrade services while pursuing partnerships with surrounding Towns to maintain and improve community services.

Utilities and Community Facilities Objectives:

UCFO-1 Preserve local public facilities and encourage use by local organizations and residents.

Utilities and Community Facilities Policies:

UCFP-1 Allow renewable energy sources (i.e. wind and solar power) for personal use.

UCFP-2 maximize the use of the Town Hall and Black Hawk School for education and community events.

UCFP-3 Encourage the upgrade of existing communication lines to provide high-speed internet connections.

Appendix 9 Utilities and Community Facilities

List 9-1 Utility and Community Facilities Resources

Note: Hyperlinks are provided to facilitate information access. There is no guarantee these hyperlinks will last in perpetuity.

- [Sauk County Septic System Fact Sheet](#)
- [Wisconsin Broadband Expansion Grant Program](#) encourages the deployment of advanced telecommunications capability in underserved areas of the state.
- [Rural Broadband Access Loans](#)
- [Community Connect Program](#)
- [Telecommunications Infrastructure Loan](#)

Table 9-2 General Internet type and Speed

Type	Transmission	Speed ¹⁰	Other
Cable modem	Coaxial cables connected to a cable wall outlet, like cable television.	10–500 Mbps; speeds vary based on network and other variables.	Relies on modems connected to existing infrastructure.
Digital subscriber line (DSL)	Copper telephone lines.	1–35 Mbps; speeds may depend on proximity between customer and ISP.	Relies on modems connected to existing infrastructure.
Fiber	Fiber optic cables, which also transmit voice and video services.	250–1,000 Mbps; speeds may depend on proximity between customer and nearest cables. ¹¹	Requires new infrastructure, i.e., laying fiber optic cables.

Source: “Types of Broadband Connections.” Federal Communications Commission (FCC), Accessed by Vierbicher staff November 09, 2022. <https://www.fcc.gov/general/types-broadband-connections>

Figure 9-3 Types of Computers and Internet Subscriptions

	Quantity	Percentage
Total households	357	-
TYPES OF COMPUTER		
Has one or more types of computing devices:	336	94.10%
Desktop or laptop	265	74.20%
Desktop or laptop with no other type of computing device	38	10.60%
Smartphone	274	76.80%
Smartphone with no other type of computing device	57	16.00%
Tablet or other portable wireless computer	187	52.40%
Tablet or other portable wireless computer with no other type of computing device	5	1.40%
Other computer	4	1.10%
Other computer with no other type of computing device	0	0.00%
No computer	21	5.90%
TYPE OF INTERNET SUBSCRIPTIONS		
With an Internet subscription:	319	89.40%
Dial-up with no other type of Internet subscription	4	1.10%
Broadband of any type	315	88.20%
Cellular data plan	255	71.40%
Cellular data plan with no other type of Internet subscription	25	7.00%
Broadband such as cable, fiber optic or DSL	127	35.60%
Satellite Internet service	172	48.20%
Without an Internet subscription	38	10.60%

Source: "S2801 Types of Computers and Internet Subscriptions." U.S. Census Bureau 2020 ACS 5-Year Estimates, Accessed by Vierbicher staff November 09, 2022. <https://data.census.gov/table?q=Troy+town,+Sauk+County,+Wisconsin+Housing&tid=ACSS15Y2020.S2801>

Chapter 10 Intergovernmental Cooperation



Top and Bottom: Working with Wisconsin DNR helps protect water bodies, like Honey Creek adjacent to CTH C. Cooperation with Sauk County protects productive agricultural or natural lands, such as the viewpoint captured here along Troy Rd. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Intergovernmental Cooperation Overview

Certain goals, objectives, and policies within this Comprehensive Plan cannot be achieved solely through Town of Troy government or Town residents. Many issues cross jurisdictional boundaries, and therefore require collaboration across different bodies and levels of government. This intergovernmental cooperation chapter outlines existing planning efforts from neighboring government units, overlying jurisdictions such as school districts and emergency service providers, regional bodies, and state government. Then, potential intergovernmental cooperation possibilities are discussed. The chapter concludes with the goal, objectives, and policies.

Neighboring Jurisdictions' Plans

The Town of Troy is bordered by the Towns of Franklin and Spring Green to the west, the Town of Honey Creek to the north, and the Town of Prairie du Sac to the East. South of Town is the Wisconsin River, which is governed by the Lower Wisconsin State Riverway Board. It is anticipated that future amendments or rewrites of neighboring towns' comprehensive plans will include the Town of Troy for their intergovernmental cooperation approaches. As a result, a list of neighboring jurisdictions' plans appears below:

- Town of Franklin Comprehensive Plan (2003)
- Town of Spring Green Comprehensive Plan (2005)
- Town of Honey Creek Comprehensive Plan (2004)
- Sauk Prairie Comprehensive Plan, includes Town of Prairie du Sac (2017)
- Lower Wisconsin State Riverway (LWSR) Master Plan (2016)

Sauk County Plans and Opportunities

The Town of Troy utilizes county zoning to determine land uses, which means the Town works closely with the Sauk County Land Resource and Environment Department, Planning Division. The Sauk County Comprehensive Plan adopted in 2009 emphasizes the importance of agriculture, natural resource preservation, and intelligent development approaches, while the Sauk County Comprehensive Outdoor Recreation Plan 2020-2024 details outdoor spaces, recreation activities, and resources within Sauk County.

The Sauk County Farmland Preservation Plan (2013) investigated conditions, trends, and issues to prepare goals and objectives for the County. Two important programs are referenced in this plan: Planned Rural Development (PRD) Easements and the Sauk County Density Credit Exchange/Transfer of Development Rights (TDR). Planned Rural Development Easements (PRD) allow density at 1 home per 35 acres. An agricultural landowner develops land parcels between 1 and 5 acres in size. The remaining land—35 acres minus the developed land—has an easement placed on the agriculture or natural lands. The Sauk County Density Credit Exchange/Transfer of Development Rights (TDR) is another land preservation tool. Towns work with incorporated municipalities following designation of sending and receiving areas and application of a conservation easement. A landowner in the sending area has an appraiser calculate fair market value for the current use, as well as the developed fair market value. The

difference between current and developed state is paid to the landowner, whose land becomes deed restricted. The development rights transfer to the receiving area, densifying incorporated municipalities. For information on tax benefits by keeping land in an agricultural state, visit **Chapter 6 Agriculture** and **Appendix 6 Agriculture** for a brief description of the Farmland Preservation Program.

Given the similar mindset on issues important to Town residents, the Town and Sauk County should continue collaboration on important topics such as agriculture and natural resource preservation to ensure the Town avoids harmful impacts on neighboring communities—or vice-versa—while following Sauk County standards. Additionally, there may be an opportunity for future intergovernmental agreements with non-profit organizations, such as the Ferry Bluff Eagle Council or Friends of the Great Sauk State Trail, on important conservation topics.

State Government

State agency plans and procedures may affect the Town of Troy agricultural lands and their operations. For that reason, coordination with the Wisconsin Department of Natural Resources (DNR) and Wisconsin Department of Transportation (WisDOT) on projects that affect the Town and neighboring communities is crucial. Several Wisconsin DNR programs and resources are listed in **Appendix 5**. Similarly, **Appendix 8 Transportation** detailed several state plans that may affect the Town, its residents, and agricultural operations. Here, a brief description of three (3) upcoming WisDOT projects shows the necessity of cooperation and dialogue to increase positive project benefits while decreasing detriments to the Town and adjacent communities (**Appendix 10**).

- WIS 60 (Fox Road to US 12), Sauk City – Sauk County – Estimated 2025 construction with a four-inch pavement resurfacing plus guardrail upgrades and bridge repair on WIS 60 from Fox Road to US 12
- WIS 23 (Wisconsin River Bridge to US 14) – Sauk County – Estimated 2024 construction over 2.8 miles to resurface highway, install safety rumble strips, and update curb ramps to ADA standards, among other repairs.
- WIS 23 (County GG to US 14), Spring Green – Sauk County – Estimated 2024 construction resurfacing twelve (12) miles of asphalt pavement with guardrail upgrades, deteriorated culvert replacements, and curb ramp upgrades among other repairs.

Town of Troy Intergovernmental Agreements and Future Opportunities

The Town of Troy has intergovernmental agreements with fire protection, emergency medical services, and school districts (**Appendix 10**). The Sauk County Sheriff's Department serves as the primary law enforcement agency to Town residents. The Sauk City Fire Department and the Village of Plain Fire Department covers the Town of Troy. Sauk Prairie Ambulance and Plain Ambulance serves as the Town's EMS services.

Most school age children in the Town of Troy attend the Sauk Prairie School District, though western and southern parts of the Town attend the River Valley School District. Economically, the Sauk County Development Corporation (SCDC) is a gateway to funding resources and expertise that the Town may use for projects beyond Town capacity to implement or

complete. The Town of Troy continuing to work with emergency services providers, school districts, and the SCDC is efficient, as contracting certain services is cheaper than the Town provisioning them.

Looking towards the future, existing intergovernmental relationships should be strengthened, especially with neighboring communities, Sauk County, and the State. Common ground and interests could include economic development, transportation, or natural or agricultural resource preservation. Tourism has a role to play as well; greater dialogue with the Lower Wisconsin State Riverway Board could further the river's aesthetic beauty while diversifying business within the Town. Ultimately, any intergovernmental agreement undertaken should be viewed through the lenses of increasing open dialogue, improving efficiency, and creating community benefits.

The Goal, Objectives, and Policies

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The goal's objectives and policies were prepared to address those issues and opportunities.

The goal serves as a broad idea that the Town strives toward. The associated objectives are specific actions to achieve the goal. Policies are the specific resolutions, regulation, procedures, administrative actions, incentives, or voluntary practices that the Town takes to ensure meeting the objectives and goal.

Intergovernmental Cooperation Goal

To have better communication with government departments, including financial requests and mandates. To communicate and cooperate with adjoining Townships.

Intergovernmental Cooperation Objectives:

ICO-1 Enhance the future use of natural resource opportunities by cooperating mutually with state and county regulatory agencies.

ICO-2 Work with local, county and state officials to maintain and improve the quality of existing infrastructure.

Intergovernmental Cooperation Policies:

ICP-1 Continue to participate with the cooperative service agreements for fire and ambulance.

ICP-2 The Town should continue to participate in the County Wisconsin Towns Association (WTA) meetings.

ICP-3 Cooperate with adjacent municipalities on election training requirements.

Appendix 10 Intergovernmental Cooperation

List 10-1 WisDOT Projects in and Near Town of Troy, Sauk County, WI

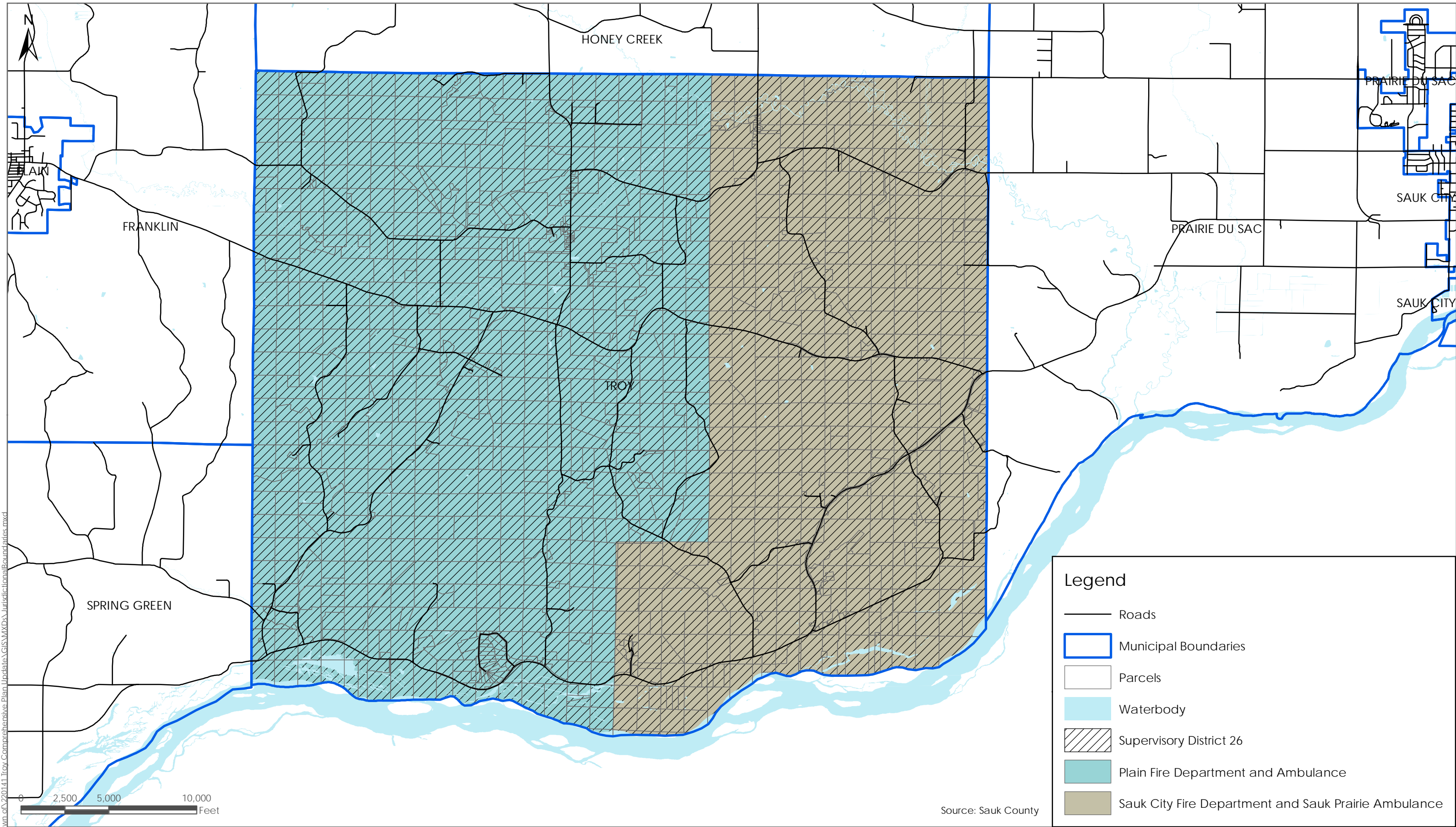
These three (3) transportation projects in or near the Town of Troy have potential construction effects on the transportation network, affecting resident and agricultural goods movement. Coordination with WisDOT for these [Southwest Region Highway Projects and Studies](#) alongside neighboring communities will be important.

Note: Hyperlinks are provided to facilitate information access. There is no guarantee these hyperlinks will last in perpetuity.

- [WIS 60 \(Fox Road to US 12\), Sauk City – Sauk County](#)
- [WIS 23 \(Wisconsin River Bridge to US 14\) – Sauk County](#)
- [WIS 23 \(County GG to US 14\), Spring Green – Sauk County](#)

Map 10-2 Jurisdictional Boundaries

The [Sauk County Open Data Repository](#) was the source for the map data and was accessed by Vierbicher staff November 07, 2022. Supervisory Districts plus Fire and Ambulance Districts were evaluated. It is page 86 of this document.



Document Path: M:\Troy_Town_of_Troy_Comprensive_Plan_Update\GIS\MXD\JurisdictionalBoundaries.mxd



Map 10-2 Jurisdictional Boundaries
 Town of Troy, Sauk County, WI
 11/22/2022



Chapter 11 Implementation



Top to Bottom: Implementing this Plan's policies will protect natural features, such as these rock faces overlooking the hamlet of Cassell, as well as agricultural lands. Photos taken by Vierbicher staff November 6th and 7th, 2022.

Implementation Overview

The Comprehensive Plan is a guide to the physical, social, and economic development of a local government unit. The document is designed to be used as the planned and prioritized goals and objectives of the Town. The Plan may also guide policy, direct development decisions, and assist with capital improvements. A basis of the Comprehensive Plan was set by discussing local strengths, weaknesses, issues, and opportunities. The issues and opportunities were derived from the Plan Commission, community input (including public conversations at the Plan Commission), the virtual survey results, and demographic data. The Plan's objectives and policies were prepared to address those issues and opportunities.

As such, once the Plan Commission and community finalized the goals, objectives, and policies, the community survey occurred as a public engagement activity. The intent of this public engagement activity was to prioritize the Town of Troy's Goals. With limited resources, there will be times when the Town decides what activities it carries out. The following are the Town residents' top four (4) priorities as determined by the public engagement survey. The priorities are listed in order of significance.

Town of Troy Priorities

Land Use Goal: Protect the Township's Rural Character.

Agriculture Goal: Preserve our farmland and enhance the strong farming community, encourage sustainable agriculture and agri-business and explore new technologies.

Natural and Cultural Resources Goal: Promote, protect and enhance farming enterprises, unique natural resources, recreation and areas of historic and community significance for the enjoyment and use of future generations.

Utilities and Community Facilities Goal: The Town shall encourage local utilities and other providers to upgrade services while pursuing partnerships with surrounding Towns to maintain and improve community services.

Plan Adoption

The Town of Troy Plan Commission recommends approval of the Plan to the Town Board, then the Town Board approves. Once approved, the Plan acts as the Town strategy and guide for the next ten years. The Plan Commission and Town Board will utilize the goals, objectives, and policies to guide planning practices. The Town will focus efforts and utilize the community's top priorities as reviews take place, decisions are made, and as the governing bodies act on behalf of the Town.

Plan Monitoring, Amendments, Update

The Town of Troy Plan Commission is the body which is tasked with implementing and following the Plan. As such, the Plan Commission should review the Comprehensive Plan goals regularly as good planning practice.

Furthermore, the Plan Commission is statutorily required to update the Comprehensive Plan every ten (10) years. The 10-year review should include updated data, information, and a robust review and update of the goals, objectives, and policies.

The plan was guided by data and information reflecting the approved goals. Because data reflects the point in time when the data was gathered, the Plan will require updates to ensure data reflects the current environment and the most updated information available.

The Plan Commission will also lead any amendments to the Plan. The Plan Commission, with final amendments being approved by the Town Board, will follow all statutory requirements if an amendment or modification is made. Amendments may include changes to the text, data, information, or maps. Amendments may include Town policy, programs or services and may also have been impacted by state or federal laws. The intent of an amendment should not be taken lightly and should reflect the Town's priorities.

Consistency Among Plan Elements

All elements of the Plan are consistent with each other and there are no known conflicts within the document. If there is a question or inconsistency within the Plan, the priorities of the community should act as the basis for decision making, with the priority being given to protecting the Town's rural character. All elements in this Plan are intended to achieve the desired future for the Town of Troy.

Community Vision

Rural & Peaceful.

Implementation and Progress

The Town will measure the success of the Comprehensive Plan as it ensures it is practicing the top priority as a guide: Protect the Town's rural character.

The goals, objectives, and policies are all meant as guidance to the Plan Commission and Town Board to be utilized in an ongoing basis.

When a request, development or proposal is presented to the Plan Commission and Town Board, the Plan Commission should review the goals, objectives, and policies to ensure the request aligns with the Town's Plan. If the request aligns with the Plan, the Plan Commission and Town Board can approve the request or move the request forward to Sauk County.

Appendix 11 Implementation

Note 11-1 The Living Comprehensive Plan

The goal, objectives, and policies being on-hand during development review decisions before the Plan Commission or Town Board will ensure that the Town follows the Comprehensive Plan and resident wishes simultaneously.

Appendix A Public Participation

Figure A-1 Public Participation Plan

Citizen Participation Plan Comprehensive Plan Update 2022 Town of Troy, Sauk County Wisconsin

Approved by Town Board: 07/12/2022
Recommended by Plan Commission: 6/20/2022

PURPOSE

Recognizing the need for comprehensive planning in accordance with the Wisconsin "Comprehensive Planning" legislation, Troy created a Comprehensive Plan consistent with Wis.Stats. §66.1001. Per the Statutes, the Town will provide updates to its Comprehensive Plan at a minimum of every ten (10) years.

In order for the Comprehensive Plan to operate effectively and to address the needs of the citizens of the Town of Troy, the entire population must be kept informed. The decision-making process must be open and consistent with state regulations. To accomplish this, the following plan will be followed:

PROGRAM OVERSIGHT

1. The Town designates the Plan Commission as the steering committee to guide the update of the Comprehensive Plan.
2. A planning process progress report will be provided to the Town Board throughout the planning process.

CITIZEN PARTICIPATION

1. The Town designates the Plan Commission as the steering committee to guide the update of the Comprehensive Plan.
2. Notice of these meetings will be posted by the Town in the standard manner of posting public meetings.
3. A Community Survey will be distributed to Town residents. The survey will be designed to obtain public opinions and preferences on key subjects addressed in each of the comprehensive plan elements.
4. Plan Commission will hold a public meeting to allow residents of the Town the opportunity to provide input concerning the Comprehensive Plan and comprehensive planning process. At a later meeting, Citizens will have the opportunity to comment on the draft plan. The Plan Commission may recommend the Comprehensive Plan to the Town Board for adoption.
5. The Draft Plan will be available for 30 days to allow residents to review and provide comments. The Town will have a copy at the Town Hall, and on the Town website, for review.
6. A public hearing will be held at a joint meeting of the Plan Commission and Town Board to

review the Comprehensive Plan. After the public hearing has been held, the Town Board may approve the Comprehensive Plan Update.

NOTICE OF HEARINGS

1. Per Wis. Stats. §66.1001(4)(d), the required public hearing by the Town Plan Commission must be preceded by a Class 1 notice under Wisc. S.S. ch. 985 that is published at least 30 days before the hearing is held. The political subdivision or regional planning commission may also provide notice of the hearing by any other means it considers appropriate. The Class 1 notice shall contain at least the following information:
 - The date, time, and place of the hearing.
 - A summary, which may include a map, of the proposed comprehensive plan or amendment to such a plan.
 - The name of an individual employed by the local governmental unit who may provide additional information regarding the proposed ordinance.
 - Information relating to where and when the proposed comprehensive plan or amendment to such a plan may be inspected before the hearing, and how a copy of the plan or amendment may be obtained.
2. At least 30 days before the public hearing is held, the Town will provide written notice to all of the following:
 - An operator who has obtained, or made application for, a permit that is described under s. 295.12 (3) (d).
 - A person who has registered a marketable nonmetallic mineral deposit under s. 295.20.
 - Any other property owner or leaseholder who has an interest in property pursuant to which the person may extract nonmetallic mineral resources if the property owner or leaseholder requests in writing that the local governmental unit provide the property owner or leaseholder notice of the hearing.

REQUIRED PUBLIC HEARINGS

1. A required public hearing shall be held at a joint meeting of the Plan Commission and Town Board before the Town Board may approve the adoption of the Comprehensive Plan.

PROGRAM INFORMATION, FILES, and ASSISTANCE

1. Troy Staff will maintain, at Town Hall, a record of all citizen participation efforts including minutes of meetings, and copies of notices and brochures.

NON-ENGLISH-SPEAKING PERSONS

1. The Town will make all special efforts to assure them equal opportunity in the citizen participation process.

Figure A-2 Postcard Sent in Mail to All Households

Town of Troy Comprehensive Plan Update

Your Voice, Your Vision, Your Plan

The Town of Troy is updating the Town Comprehensive Plan.
Please tell us how we can prioritize Town goals by taking a brief survey.

Visit the link below to complete the survey by October 7, 2022

<https://tinyurl.com/TroyCompPlanSurvey>



The Town of Troy appreciates your time to go online and fill out this survey.

Hearing from citizens on how the Town should prioritize goals is helpful as we take pride in improving and investing in the Town. We also recognize we have limited resources and want to ensure our citizens are heard

To obtain a copy via email, by mail or in person call Mary, Town Clerk, at (608) 544-3549 or mazins@tds.net.



Vierbicher is the consulting firm assisting the Town on the Comprehensive Plan Update.

Figure A-3 Town of Troy Community Survey Questions

Town of Troy Community Survey

The Town of Troy is updating the Comprehensive Plan. As part of the update we are asking for public engagement and hope you will fill out this survey.

We want to hear from residents on specific topics in order to build on the Town's past and ongoing efforts.



1. What word would you use to describe the community character of the Town of Troy as it is today?

Please give only one word.

2. What word or phrase would you use to describe an ideal future for the Town of Troy?

3. Review the Goals. Please select the goal that you would prioritize as the most important. *

The Comprehensive Plan is designed to be used as a policy guide to direct development decisions and assist with capital improvements. The Town has limited resources. What do you think is the top priority?

Please only pick one.

- Housing Goal: Maintain rural housing that meets the needs of residents.
- Economic Development Goal: Strategic economic development tied to maintaining the rural integrity and heritage of the community
- Agriculture Goal: Preserve our farmland and enhance the strong farming community, encourage sustainable agriculture and agri-business and explore new technologies.
- Natural and Cultural Resources Goal: Promote, protect and enhance farming enterprises, unique natural resources, recreation and areas of historic and community significance for the enjoyment and use of future generations.
- Utilities and Community Facilities Goal: The Town shall encourage local utilities and other providers to upgrade services while pursuing partnerships with surrounding Towns to maintain and improve community services.
- Transportation Goal: Maintain and develop the Town of Troy's transportation infrastructure consistent with it's rural character.
- Intergovernmental Cooperation: To have better communication with government departments, including financial requests and mandates. To communicate and cooperate with adjoining Townships.
- Land Use Goal: Protect the Township's rural character.

4. If you commute for work at your primary job, how long is your commute (one way)

- No Commute
- Less than 10 miles
- 10-19 miles
- 20-29 miles
- 30+ miles
- Retired
- I don't work.

5. What is your age ?

- 18-25 years
- 26-35 years
- 36-50 years
- 51-65 years
- 65+ years

6. What is your gender?

- Female
- Male
- Other/Prefer not to answer

7. Thank you for your participation!

Do you have any additional comments you'd like to provide to the Town (Optional).

A-4 Town of Troy Community Survey Results

1. What one word would you use to describe the community character of the Town of Troy as it is today? Please give only one word

Town of Troy Today

48 Responses
25 Distinct Words

Frequency	Word
18	rural
6	peaceful
2	undefined



2. What word or phrase would you use to describe an ideal future for the Town of Troy?

Town of Troy Future

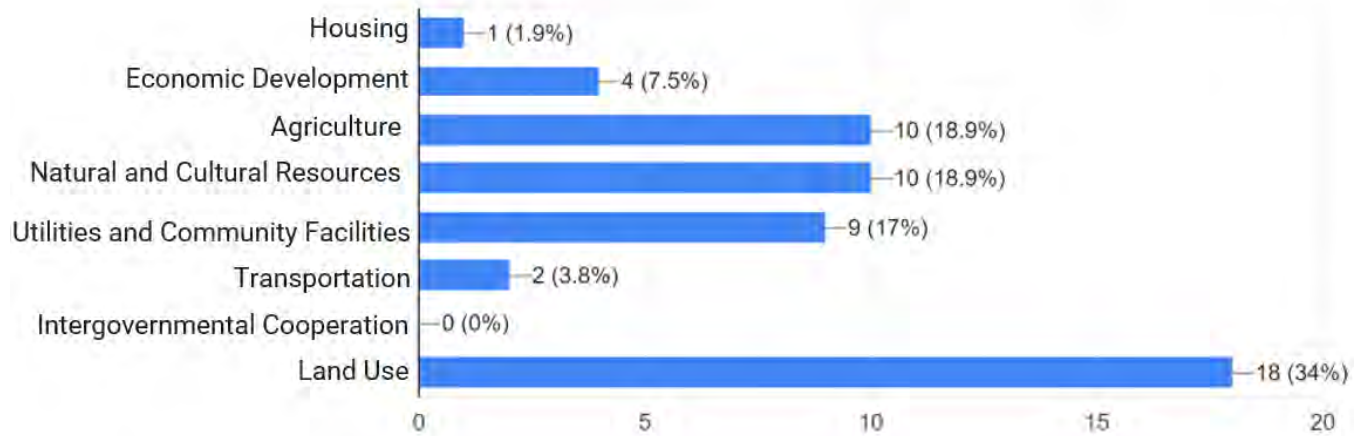
47 Responses
30 Distinct Words

Frequency	Word
15	rural
3	peaceful
2	progressive
2	quiet
2	dynamic
2	beauty



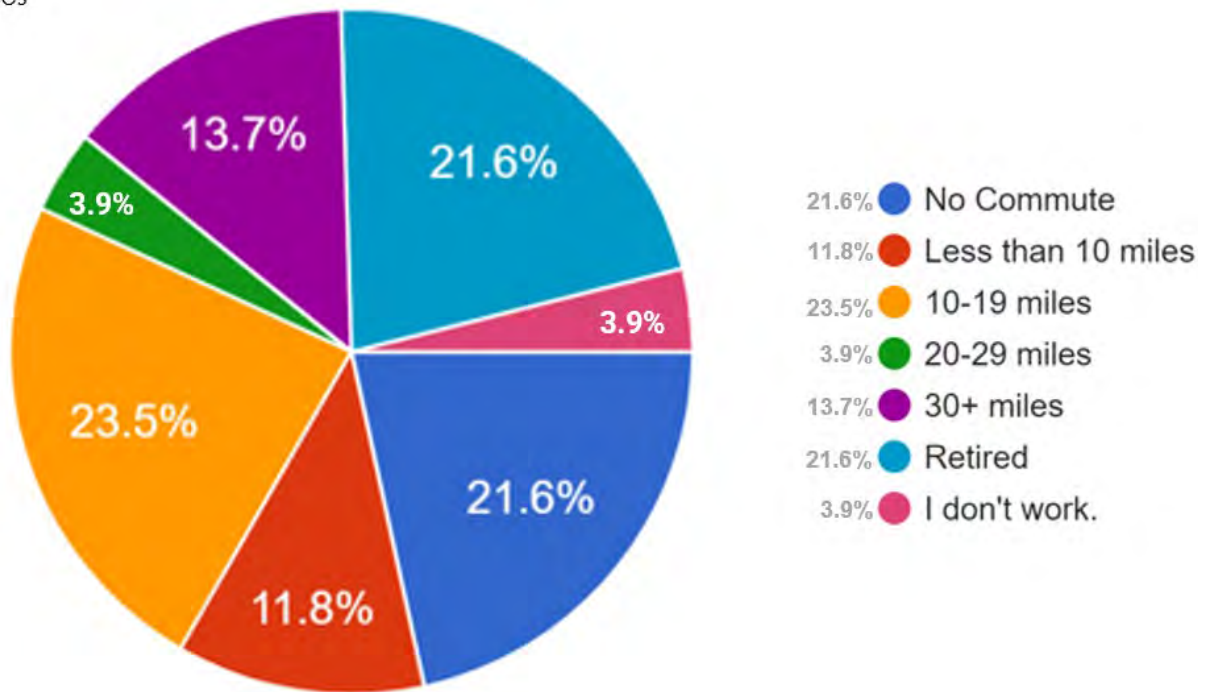
3. Review the Goals. Please select the goal that you would prioritize as the most important.

53 Responses



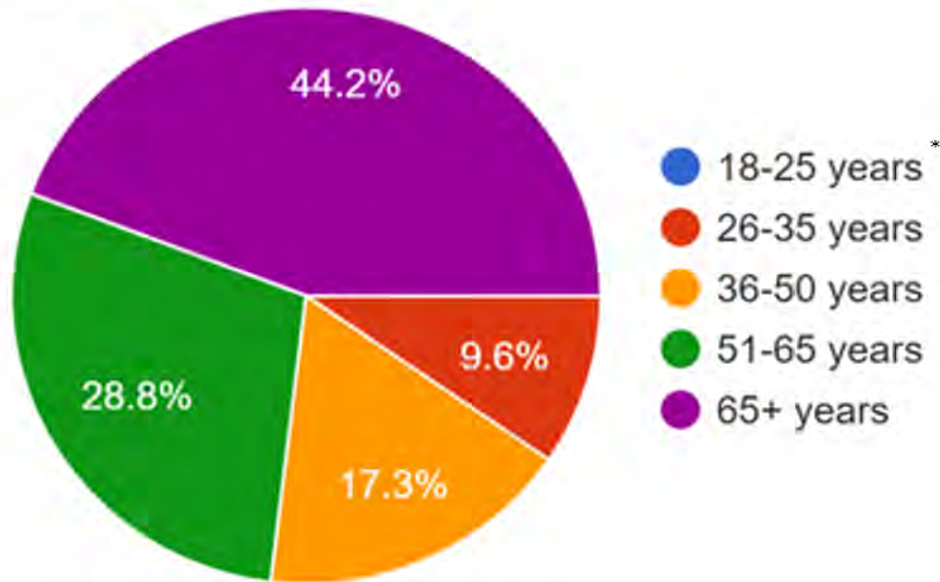
4. If you commute for work at your primary job, how long is your commute (one way)?

51 Responses



5. What is your age?

52 Responses

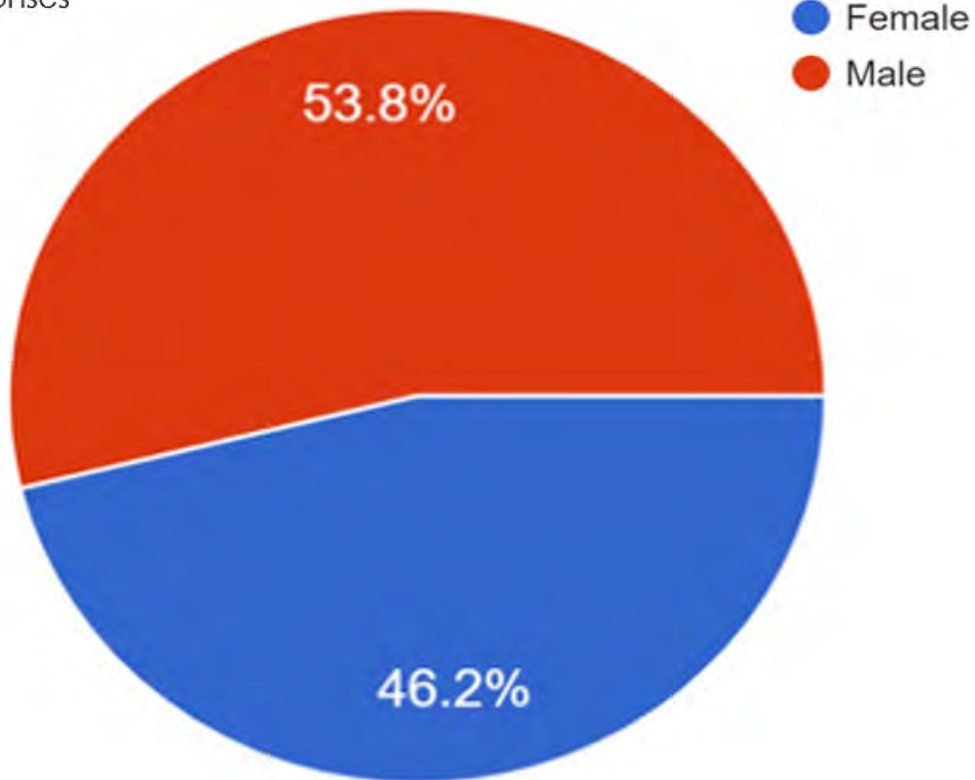


Population-2020 Census: 781

No person aged 18-25 responded.

6. What is your gender?

52 Responses



7. Do you have any additional comments you'd like to provide to the Town (Optional).

NOTE: Vierbicher staff did NOT amend any responses below for spelling or content.

Continue doing what you are doing.

I live in the Town of Merrimac now, but will hopefully be moving to (building a small house on) my Troy land in 2023.

Maintain untarred roads much better-please.

I value the rural character of our community and it's agricultural history. To continue to be prosperous and allow our residents, students, farmers and businesses to thrive we need better connectivity. Reliable high speed internet and cell phone reception across the township is critical.

Thank you for seeking our input

Mary Zinn ha alwaysbbeen very helpful.

I am frustrated that we are so limited by our designation by the county as exclusive ag. This is what should change so our Town can meet the needs of its residents and businesses! How is this town plan addressing that? Is anything changing with this new plan?

important to keep it's rural character intact.

Every adult in the household should have an opportunity to respond to the survey, not one per household. For farmers to carry out necessary agricultural activities, township development needs to move slowly and not make it difficult for farmers to operate.

I like the rural farm community

Would like for the town to make a push on getting better internet (High Speed Services) to areas within Troy. I've been told High Speed Lines run along Hwy 60 past Pape's however it doesn't run down the small roads such as Seitz. This would be beneficial for any school age child as a majority of the work is done by a computer. Not sure what the town can do to be an advocate for such services but this would be helpful.

I love living in the Town of Troy and I'd like it to remain the same

The Town Board should protect the quiet, rural character and prevent commercial development

Would be nice if the planning and zoning chair were more knowledgeable

Please consider planning a trail that people could utilize instead of using the roads for running/walking/biking. Thank you!

Consider allowing Airbnb rentals.

Still waiting for high speed internet to be made available in our area of township.

Thanks for keeping the township well-maintained and a good place to live! I hope that we can continue to promote and support our rural heritage and agricultural industries while allowing for smart growth.

A note to the Township: PLEASE stop mowing down the sides of our road-(MUNZ DR) we don't want it done- the mowing destroyed all the monarch's milkweed and it was devastating! Shouldn't we as taxpayers and homeowners be allowed to have a say in this matter. SO DISAPPOINTING-DON'T MOW

Improve our roads! Not the interstate. Take care of water run off, mow grass so it doesn't fill ditch and water can run away

Preserve the natural beauty of the countryside

The section of county road c that I live on is mostly retirees and persons close to retirement. How many of our residents are older citizens? Along with that question, I wonder how many farms are actually operated by the owners? Any plan might want to consider the complexion of the township residents.

Bring in better internet services

question 3 was impossible to pick only one as there are 8 different goals

Appendix B Development Ordinance

Figure B-1 Development Ordinance No. 1-09

TOWN OF TROY DEVELOPMENT ORDINANCE No. 1-09

The purpose of the Town of Troy Development Ordinance is to provide a basis for making decisions concerning new development proposals, requests for rezones, and requests to change existing land uses. The Development Ordinance contain the following specific categories:

- General Development Policies
 - Order of Consideration
- Driveway Design
 - (See Town of Troy Driveway Ordinance)
- Standards for Rural Residential Development
 - Site Plan Standards
 - Building Design Standards
- Standards for Business Development (Ag cottage related)
 - Site Plan Standards
- Standards for Nonmetallic Mining Requests
- Standards for Granting Rezone Requests out of Exclusive Agricultural Zoning
- Standards for Granting Special Exception Requests

These policies and procedures have been developed through the Comprehensive Planning Process as one means of implementing the goals, objectives and policies set forth in the Town of Troy's 2006 Comprehensive Plan. These policies and procedures are provided as minimum standards for specific types of development proposals and land use requests in the Town of Troy. It is intended that the information contained within this document provide development guidelines when considering requests for rezones and development proposals.

It should also be noted that the Town of Troy adopted Exclusive Agricultural Zoning in 1986. The guidelines set forth in this document do not replace the County requirements for certain land use proposals in the Town of Troy, but rather compliment County regulations. The Sauk County Planning and Zoning Office should be contacted for additional information and all necessary applications at 608 355 3285.

General Development Policies

All development shall be directed to areas that do not create land locked parcels, are suitable for private or community septic systems, and allow for proper siting of well systems. Furthermore, development and any change of land use should be guided to those areas which follow this order of consideration:

- (1) Preserve prime agricultural soils.
- (2) Prohibit development on slopes 15 percent or greater.
- (3) Give careful consideration to slopes between 12 and 15 percent.
- (4) Establish setbacks for waterways equal to or greater than the County setbacks for waterways of 75 feet.

- (5) Preserve large blocks of natural habitat area.
- (6) Give consideration to the location of registered historical, cultural and archeological sites.
- (7) Establish buffer areas between agricultural and non agricultural use 1,000 feet or more when considering odor, noise, air, light and visual aesthetics.
- (8) Ensure the use does not visually predominate over surrounding landscape.

Driveway Design

(Refer to Town of Troy Driveway Ordinance.)

Standards for Rural Residential Development

1. For any new development or change of land use, a site plan shall be prepared on an aerial map and submitted to the Town of Troy Planning Commission for its approval.

Site Plan Standards (the following items must be shown on the aerial map)

- a. All existing property boundaries, wood lines and easements must be shown.
- b. All existing uses, structures, registered historical and archeological sites, roads and driveways must be shown.
- c. Areas of differing soil productivity shall be delineated, with reference to prime farm soils.
- d. All natural features, such as woodlands, wetlands, grasslands, floodplains, steep slopes, and areas of known habitat shall be delineated.
- e. The site plan should indicate a minimal level of tree clearing necessary for a building site.
- f. Any erosion control measures and all cuts and fills must be noted on the site plan.

2. A minimum of thirty five (35) acres are needed to qualify for state farmland preservation credits.

3. In order to prevent the occurrence of multiple divisions by successive landowners, the limitation of one lot per 40 acres contiguously owned, shall run with the land, shall be cumulative, and shall apply to those persons or entities owning land on October 1986 and thereafter and to their grantees, heirs, successors and assigns.

4. Nonfarm residential development is permitted per the density of one dwelling unit per 40 acres except for areas designated in the Comprehensive Plan.

5. The Town recognizes that the one lot per 40 acres density policy does not mandate the creation of 40 acre lots for nonfarm residential development, and that alternative land use policies such as clustering may be used.

6. A legal non conforming lot (parcels that were smaller than 40 acres as of October 1986) can not be divided.

7. Separation of farm dwellings and related structures for farm consolidation purposes will not count toward the one lot per 40 acres owned, but shall be limited to between 1 and 5 acre lots.

- 8. For clustering purposes, the range of permitted lot sizes shall range from 1 to 5 acres, in order to minimize conversion of farmland to non-agricultural use and shall subsequently require the recording of a conservation easement on the cluster remnant.
- 9. Where practical, non-agricultural development is to be located on the least productive portion of the farm parcel. Productivity will be measured by the soil classification of the Soil Survey of Sauk County, Wisconsin.
- 10. New roads or utility transmission lines should be located and constructed in a manner that would minimize any impact on prime farmland and other natural resources.
- 11. When clustering, the Town may require the sharing of infrastructure and utilities for a given site to minimize the amount of land devoted to residential use.
- 12. Each lot must front on a public access for at least 40 feet.
- 13. The proposed site cannot disturb any registered historic or archeological site. Prior to approval of any site plan, the State Historical Society may be contacted to determine if a registered or archeological site is known to exist on the site, and if it is, the applicant may be required to relocate his/her plans for site development to a new location.
- 14. All necessary measures will be taken to ensure that endangered and threatened species occurring on a proposed site will be protected.
- 15. Good site planning will preserve the natural view, protect erodable slopes, preserve woodlands and protect wildlife habitat. It is desirable that development sites be landscaped to blend with the surrounding area. Therefore, when building on slopes greater than 12% but less than 15%, the following standards shall be considered:

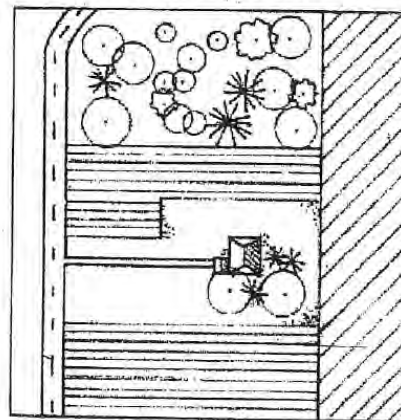
Building Design Standards

- a. The structure must be visually inconspicuous during leaf-on conditions.
- b. Encourage exterior colors to harmonize with the surrounding.
- c. Erosion control measures must be implemented during and after construction.

Visual models of Typical and Preferred development patterns in the Town of Troy (Drawings provided in-kind by Laura Theis, UW Madison Landscape Architectural student.)

Figure 1: Typical Rural Residential Development

The drawing to the right illustrates a common development practice for single lot residential development. This type of development results in the fragmentation of productive farmland, increased visibility of new development within the rural landscape, and multiple driveways along town roads. It is the intent of the Town of Troy, through the adoption of these



Guidelines, to properly site new development to minimize the impacts of the development on the rural landscape and the existing infrastructure.

Figure 2: Preferred Rural Residential Development

The drawing to the right is an example of a site plan that more closely reflects the desires of the Town of Troy in terms of single-lot residential development. Note the location of the home in respect to contiguous farmland and the use of landscaping to provide visual screening. The building is also set back from the road to protect the rural character of the community. In addition, greater separation between the residence and the farmland has been incorporated into the design in an effort to minimize potential conflicts between agricultural and nonagricultural land uses.

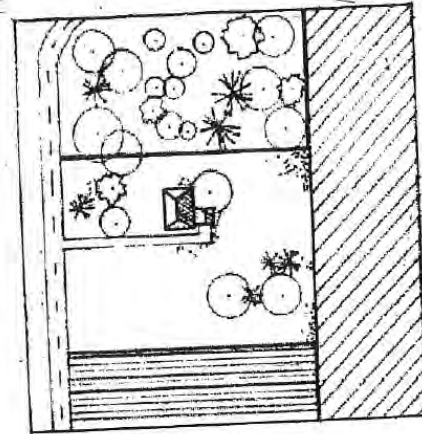


Figure 3: Typical Rural Residential Hillside Development

This drawing is representative of the common development that occurs in bluff or hillside areas in the Town of Troy. Vegetation is removed from the hillside in order to construct the new home, visually impacting the town's rural landscape and character. In addition, driveways that serve this type of development are typically long and steep, which can be difficult to provide emergency services to.

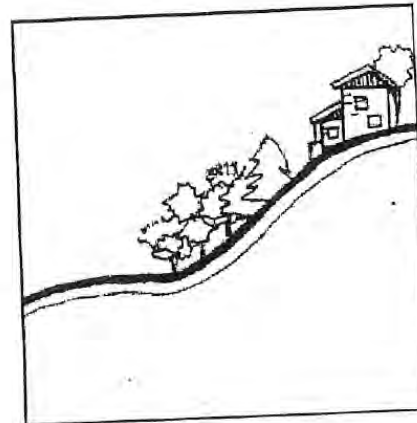


Figure 4: Preferred Rural Residential Hillside Development

The Town's preferred development guidelines for hillsides and hilltops is to locate the new development at the base or side of hills with slopes less than 15%, not the top. The new development would be screened with existing vegetation and set back from roads to reduce the visual impacts on the rural landscape. Driveways are to be constructed in accordance with the Driveway Ordinance. Site plans should address storm water runoff and how erosion will be minimized during and after construction.

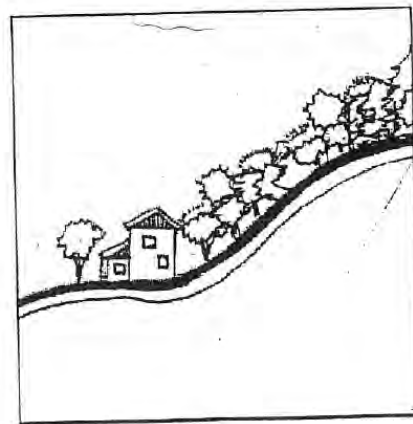


Figure 5: Typical Multiple Lot Development

To the right is an example of how development typically has occurred. Note the fragmentation of farmland and wildlife corridors. Another design flaw is the increase in the number of shared property lines and the potential conflicts between agricultural and non-agricultural land uses. This type of development results in numerous driveway junctions, the development of large lawns, increased visibility and an increased conversion of farmland to non-agricultural uses.

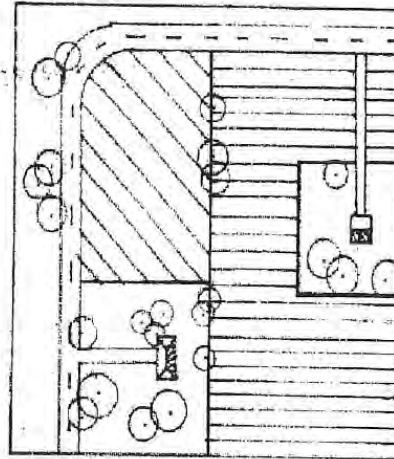
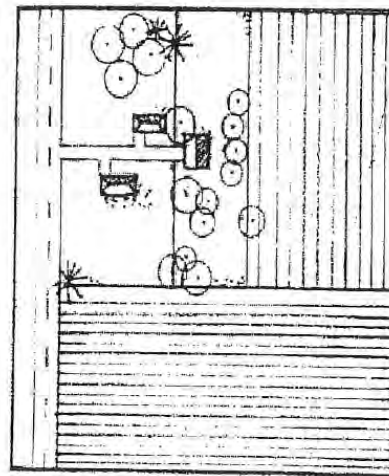


Figure 6. Preferred Clustered Development

This Figure is representative of a cluster development in a rural area. Note the preservation of contiguous farmland and the decrease in the number of shared property lines between the two uses. This type of development results in a decrease in the number of driveway intersections, promotes greater setbacks and visual screening, provides a better separation between agricultural and non-agricultural uses and promotes continued farming of the remaining property. It also lends itself to shared utilities, including wells and private septic systems. (See Appendix A) Shared driveway easement must be in place prior to any construction and must be amended as additional parcels are sold.



Standards for Development

1. Where practical, non-agricultural development is to be located on the least productive portion of the farm parcel. Productivity will be measured by the soil classification of the Soil Survey of Sauk County, Wisconsin.
2. Support development in areas of existing housing concentrations.
3. Encourage the clustering of lots created on a given site to minimize the amount of land devoted to residential use.
4. The proposed site cannot disturb any registered historic or archeological site. Prior to approval of any site plan, the State Historical Society may be contacted to determine if any

registered historical or archeological site is known to exist on the site proposed for development and if it is, the applicant may be required to relocate his/her plans for site development to a new location.

5. All necessary measures will be taken to ensure that endangered and threatened species occurring on a proposed site will be protected.

6. New roads or utility transmission lines should be located and constructed in a manner that would minimize any impact on prime farmland and other natural resources.

7. Good site planning will preserve the natural view, protect erodable slopes, preserve woodland and protect wildlife habitat. It is desirable that development sites be landscaped to blend with the surrounding area.

8. Each lot must front on a publicly dedicated improved road or a nonexclusive easement for at least 40 feet.

9. Storm water management shall be closely scrutinized to ensure that post-development runoff flows do not exceed pre-development flows and that the proposed development does not adversely impact any adjacent property.

Standards for Business Development

1. Any proposed business use must meet all of the following conditions and standards:

A. The proposed business shall be a cottage agricultural related industry.

B. For any new development or change of land use, a site plan shall be prepared on an aerial map and submitted to the Town of Troy Planning Commission for its approval.

Site Plan Standards (the following items must be shown on the aerial map)

1. All existing property boundaries, lot lines and easements must be shown.

2. All existing and proposed buildings, parking areas, waste disposal areas and any existing and proposed screening and fencing.

3. All existing uses, structures, registered historical and archeological sites, roads and driveways must be shown.

4. Areas of differing soil productivity shall be delineated, with reference to prime farm soils.

5. All natural features, such as woodlands, wetlands, grasslands, floodplains, steep slopes, and areas of known habitat shall be delineated.

6. The name and cart way width of the road(s) serving the business shall be shown on the site plan. If the business requires any special access improvements, these shall be shown on the site plan.

7. The site plan should indicate a minimal level of tree clearing necessary for a building site.

8. Any erosion control measures and all cuts and fills must be noted on the site plan.

9. Parking shall be delineated on the site plan. The projected traffic levels and types of vehicles proposed to service or use the business shall also be delineated.

- C. A plan for storage and/or disposal of solid waste and hazardous materials used in the operation shall be submitted to the Town.
 - D. No parking or storage of vehicles is permitted within the road right-of-way.
 - E. If the business is located within 100 feet of an adjacent residence or residential zoning district, the side of the business facing the residence shall be screened by a landscaped screen or another visual barrier that reflects the surrounding area.
 - F. All outdoor lighting shall be directed downward and designed so as not to create glare or adversely impact neighboring residences.
 - G. Storm water runoff from a commercial development shall be no greater than what existed prior to the development.
 - H. Hours of operation shall be reviewed and approved by the Town Plan Commission.
 - I. Outside loudspeakers shall not be approved.
 - J. Industries requiring high amounts of water usage needs to be addressed in the business proposal.
 - K. Good site planning will preserve the natural view, protect erodable slopes, preserve woodlands and protect wildlife habitat. It is desirable that development sites be landscaped to blend with the surrounding area.
2. All non-residential uses permitted by special exception in the Exclusive Agricultural zoning district must meet all of the above conditions and standards listed in 1 A through 1 K.

Standards for Nonmetallic Mining Requests

The Town intends to participate in the rezoning and/or special exception deliberation of any application for a new mineral extraction operation in coordination with the Sauk County Department of Planning and Zoning. Therefore, all materials submitted to the County Planning and Zoning Administrator must also be submitted by the applicant to the Town Plan Commission. The following mineral extraction policies will be used by the Town Plan Commission in reviewing all mineral extraction applications:

- 1. A detailed mineral extraction operation plan will be submitted to the Plan Commission and will include the following:
 - a.) A site map showing the areas to be mined, all access roads all rights-of-way all structures, and all utilities, within a mile of the property lines of the site.
 - b.) Information about the site, including the zoning district of the site and all adjoining and adjacent parcels within 1,500 feet of the site.
 - c.) A description of the mineral extraction activities, including methods and procedures to be used.

- d.) The hours of operation, and whether or not blasting will be conducted on-site.
- e.) How the operator intends to limit the noise exposure to adjoining and adjacent residents.
- f.) A timetable for completion of various stages of the nonmetallic mining.

2. All mineral extraction areas shall be surrounded by a landscaped screen or another visual barrier that reflects the surrounding area which shall be no less than 10 feet from the top edge of a slope of the mineral extraction operation. The screen or barrier shall be posted with "Warning" signs. A gate shall be erected across all access roads, which shall be kept closed and locked whenever there is no authorized activity being conducted on the site.

3. All mineral extraction sites shall be reclaimed so that all final slopes shall be covered with same topsoil that was removed/disturbed, or replaced with soil at least as adequate as the topsoil that was removed, for the purpose of providing adequate vegetative cover and stabilization of soil conditions.

4. Excavations made to a water-producing depth shall be filled to not less than 3 feet above the water level, measured at the high-water mark.

5. The applicant shall submit proof that any proposed blasting is within the limitations set by the Wisconsin Department of Commerce. In addition, the applicant must provide a process to review claims of structural damage to neighboring uses and ways to compensate landowners for any damages. This process must be approved by the Town.

6. In addition, the applicant must submit evidence that all applicable regulations of the Sauk County Department of Planning and Zoning as well as the Wisconsin Department of Commerce, Wisconsin Department of Natural Resources, and the U.S. Department of Labor's Mine Safety and Health Administration and Occupational Safety and Health Administration have been met.

7. The special exception permit shall conform to all applicable regulations of the district in which it is located. This limits other uses beyond the mineral extraction, such as hot blacktop mix and ready-mix concrete operations which would require separate permits. It also relates to certain uses which are allowed only in other zoning districts, such as commercial truck repair or sales.

Standards for Granting Rezoning Requests out of Exclusive Agriculture

Petitions for rezoning lands out of the Exclusive Agriculture zoning district must meet the standards as set forth in State Stats 91.7, which requires consideration and favorable find of the following issues:

- Adequate public facilities to accommodate development either exists or will be provided within a reasonable time.
- Provision of public facilities to accommodate development will not place an unreasonable burden on the ability of affected local units of government to provide them.

Appendix A

Clustering

The Clustering Program is much like that of the Transfer of Development Right (TDR) Program, with one major difference. Instead of transferring “development rights” from one property (sending area) to another property located elsewhere in the Town (receiving area), the “development rights” are transferred to a specific area on the same property. These rights are then “clustered” together to minimize the impacts on prime agricultural soils, environmentally significant areas, and existing agricultural land uses.

Like the TDR program the “development rights” are based on the Town’s density policy of one residence per 40 acres of contiguous land owned under one ownership. These “development rights” would then be “clustered” on a portion of the property that would minimize the conversion of prime agricultural soils to nonagricultural land uses and would protect environmentally significant and sensitive portions of the property from development. The Town of Troy has developed standards for “clustering” which are included within the Development Ordinance.

Based on discussions and input provided throughout the Troy Comprehensive Planning process, the number of lots created in a cluster on each contiguous farm is limited to three. These lots are also limited in size from a minimum of 1 acre to a maximum of 5 acres to minimize the conversion of agricultural lands to residential use.

Once the “development rights” for a piece of property have been clustered, the difference in acreage between the size of the clustered lots created and the Town’s 40 acre density policy would require the recording of a restrictive covenant or conservation easement on the property (cluster remnant) to prevent further land divisions or development.

Example: Landowner A clusters three lots, of two acres each, on a non-productive portion of the property. In exchange, the landowner would be required to protect 114 acres of land from further land division or development.

Town’s density policy	40 acres
Size of lot clustered	<u>-2 acres</u>
Cluster Remnant	38 acres (difference)
Multiplied by # of Lots	<u>x3</u>
Required Acreage Protected	114

Once again, the Clustering Program is a voluntary program. It is meant to compliment the Town’s existing Exclusive Agricultural zoning designation as well as other alternatives like “Purchase of Development Rights (PDR)” and “Transfer of Development Rights (TDR)” programs. It is not the intent of the Town of Troy to replace Exclusive Agricultural zoning, ie the ability to construct a new residence on 40 acres or more, with the Clustering program. It also must be pointed out that the use of Clustering is not an automatic right, but must receive approvals from both the Town of Troy and the Sauk County Board of Supervisors based on a recommendation by the Planning, Zoning and Land Records Committee.

Implementation of the Clustering Program will allow the Town of Troy to meet the needs of

future development demands while helping protect and preserve the Town's rural character and family farming tradition. This program will help keep farm operators well capitalized and up-to-date, allow the continuation of farming on productive farmland, and offer more choices for investment in their retirement. The Development Ordinance for Rural Residential Development will also help ensure that conflicts between agricultural and nonagricultural development are minimized to preserve the farming tradition in the Town of Troy.

Goals of Clustering

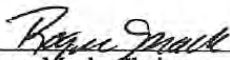
- Preservation of prime agricultural lands and the picturesque rural countryside.
- Promotion of orderly, economical, and diverse development.
- Preservation and protection of natural, environmental, education, cultural and historical values of the land.
- Promotion of cooperation between agricultural and nonagricultural based residents.
- Promotion of long-range planning and alternative land use policies which are consistent with the Town's current character.

EFFECTIVE DATE

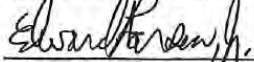
This ordinance is effective on publication or posting.

The town clerk shall properly publish this ordinance as required under Sec. 60.80 of Wis. Stats.

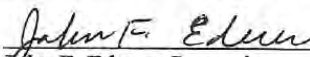
Adopted this 13th day of January, 2009.



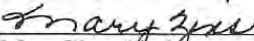
Roger Mack, Chairman



Edward Larsen, Jr., Supervisor



John F. Ederer, Supervisor

Attest: 

Mary Zins, Clerk

PUBLIC NOTICE

- (a) **Public Review.** A notice was published in the Sauk-Prairie Star newspaper on 12/24/08 and 12/31/08, to inform residents that a final draft of the Development Ordinance was on file with the town Clerk for a two-week period beginning 12/24/08-1/07/09, during which it was available for inspection.
- (b) **Posting.** This Notice of Adoption of Ordinances relating to the Ordinance was posted on 1/13/09, at the Town of Troy Hall.
- (c) **Publication.** A Notice of Adoption of Ordinances relating to this ordinance was published in the Sauk-Prairie Star newspaper on January 21, 2009.

Appendix C Driveway Ordinance

Figure C-1 Driveway Ordinance No. 8-11

Town of Troy, Sauk County, Wisconsin
DRIVEWAY ORDINANCE (Amended)
ORDINANCE NO. 8-11

1.01 PURPOSE

The purpose of this ordinance is to regulate the establishment, construction, improvement, modification or reworking of a driveway to assure that the site, method of construction, and conservation practices used will promote the public health, safety, and general welfare of the community, and to enforce the goals and policies set forth in the Town of Troy Comprehensive Plan.

1.02 JURISDICTION

Jurisdiction of these regulations shall include all driveways on land within the Town of Troy. Unless otherwise required in this ordinance, existing driveways that undergo repairs involving changes to the existing grade, re-routing or increased use (to serve an additional house, dwelling unit or material increase in business) are subject to the provisions of this ordinance. The provisions of this ordinance do not apply to field roads.

1.03 AUTHORITY

These regulations are adopted under the general police powers authority granted pursuant to section 60.10(2)(c), 60.22(3) and 61.34(1) of the Wisconsin Statutes and under the controlled access highway power granted pursuant to section 83.027(10) and 84.25(10) of the Wisconsin Statutes.

1.04 DEFINITIONS

1. **Agricultural Access Driveway.** A private driveway, road or other avenue of travel that runs through any part of a private parcel of land that connects with any public roadway which is used for the sole purpose of providing roadway access to agricultural buildings, fields or other agricultural areas.
2. **Agricultural Land.** Any land within the Town of Troy that has been, is or could be farmed, including cropland and pastureland, or land that is included in a government set-aside program or that is protected under the agriculture policies described in the Town of Troy Comprehensive Plan.
3. **Driveway.** A private driveway, road or other avenue of travel that runs through any part of a private parcel of land and connects with any public roadway, and will provide service to a residence or business and will include all areas from the public roadway to a garage or structures the driveway is servicing on which vehicles travel, except agricultural access driveways.
4. **Field Road.** A road that does not connect with a public roadway and lies outside the right-of-way of a public roadway.
5. **Grade.** The change on elevation over a distance of a minimum of 25 feet.
6. **Town Building Inspector/Engineer.** The individual(s) and/or agent(s) hired by the Town Board to act in these capacities.
7. **Replacement Residence.** A residence built to replace a preexisting residence.

1.05 APPLICATION REQUIREMENTS AND PROCEDURES

1. **Who Must Apply.** Any person or entity wishing to establish, construct, improve, modify or re-route a driveway that changes the existing grade of the land or any driveway, or increases the use for access to an additional dwelling, dwelling unit or significant increase in business, must first obtain a Driveway Construction Permit from the Town Building Inspector/Engineer appointed by the Town of Troy.

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2. Application Forms. The Town Board shall approve an application form for Driveway Construction Permits. This is available from the Town Building Inspector/Engineer appointed by the Town of Troy.

3. Sketch Map. Applicants shall submit a rough sketch map of the conceptual idea of the project, approximate location and dimensions to the Plan Commission prior to preparing or submitting an application for the Plan Commission to provide initial comments. However, formal approval for a Driveway Construction Permit will not be granted without submitting a complete application and supporting documents package.

4. Application and Supporting Documents Package. See item 6 a-f in the Flow Chart.

5. Application Review. The Town UDC inspector shall conduct an investigation regarding the application in accordance with this ordinance. The Building Inspector shall prepare a written report summarizing his or her determination. The report shall indicate whether the application was approved, approved with conditions, or disapproved. If approved with conditions, the report shall disclose the conditions. If disapproved, the report shall include details that lead to the disapproval. The Building Inspector shall forward the written report to the Plan Commission Chairman and Town Clerk.

6. Permit Application Denial. If the Town Board denies two consecutive applications for a Driveway Construction Permit, the same applicant may not submit an application for a Driveway Construction Permit for the same parcel within three months of the last denial.

7. Permit Period. The Driveway Construction Permit is effective for 12 months from the date of issuance. The permit shall expire after these 12 months unless renewed by the Town Board.

8. Renewal. The permit may be renewed for one additional period of 6 months by the Town Board with an additional fee.

9. Driveway Inspection. The applicant shall notify the Town Building Inspector/ Engineer within 30 days of completing construction or modification. Within 30 day of this notice, the Town Building Inspector/Engineer will inspect the driveway to ensure full compliance with all of the provisions of this ordinance.

10. Building Permits. No Building Permit for new construction will be issued until the driveway is constructed according to the specifications of this ordinance. The only exception will be the final application of gravel or other approved surface that may occur after heavy equipment needed for building activities will no longer be used on the driveway. Roadway access for all vehicles, including during the construction phase, will only be allowed by use of the permitted driveway.

11. Occupancy Permit. No occupancy permit for new residential construction shall be issued until the driveway is constructed according to the specifications of this ordinance and the Town Building Inspector/Engineer approves the final inspection.

12. Application Fee. A non-refundable application fee of an amount determined by a resolution of the Town Board and specified in the Town's Fee Schedule shall be charged for each application.

13. Other Fees. At the time of applying for a driveway permit, the applicant shall enter into an agreement with the Town to reimburse the Town for any fees incurred for work by its engineer, building inspector, or attorney, or other administrative costs, related to the application for a driveway permit. The applicant will also reimburse the Town within 30 days for any damage caused to the Town road or road right-of-way for construction of the driveway.

14. **Responsibility For Costs.** All costs of construction of said driveway, including permit fees, cost of culverts and various erosion controls and surface water management measures, engineer's plan(s), inspection(s), if required, shall be paid by the property owner requesting the permit.

1.06 PLAN REQUIREMENTS

1. **Driveway Location Plan.** A Location Plan is required for all segments of the proposed driveway. All applicants will need the Town Building Inspector/Engineer to view the driveway location to determine the grade and whether a Location of Construction Plan is needed. The plan shall show the exact location of the driveway on the lot. However, driveways that require a Driveway Construction Plan shall include the exact location of the driveway on the lot in the Construction Plan and do not need a separate Location Plan.

2. **Driveway Construction Plan.** A Driveway Construction Plan prepared by a licensed civil engineer other than the Town's Engineer is required for the entire driveway when:

- (a) Construction of a driveway or segment of a driveway requires disturbing land with an existing grade of 12% or more. (Also see page 5, 1.10 #8)
- (b) A driveway or segment of a driveway requires a retaining wall or other special erosion control measures as determined by the Town Board or Town Building Inspector/Engineer; or
- (b) A driveway crosses a waterway or has the potential to significantly alter existing drainage patterns and/or quantity of runoff.

1.07 SPECIFICATIONS FOR DRIVEWAY LOCATION PLANS

A Driveway Location Plan will include:

- 1. **Location.** The precise location of the driveway on the lot.
- 2. **Grade.** A profile of the proposed driveway route before and after construction as prepared by Town Building Inspector/Engineer, including the grade of all land owned by the applicant.
- 3. **Culvert.** The location and size of any culverts as determined by the Town Building Inspector/Engineer to meet a minimum twenty-five year, twenty-four hour storm standard.
- 4. **Erosion Control Plan.** The proposal shall describe plans and dates to re-seed, mulch, ditch, place culverts and carry out other erosion control practices. With the exception of seeding and vegetation, all erosion controls shall be installed prior to land disturbance or at the appropriate state of construction and shall remain in place until permanent vegetation is sufficiently established to effectively prevent erosion. Identify the type and location of erosion control measures including, but not limited to, flow diversion, silt fence, erosion bales, stone ditch checks and measures to prevent tracking soil onto public road ways.

Preparing a Driveway Location Plan does not guarantee the Town's approval of the Driveway Construction Permit Application.

1.08 SPECIFICATIONS FOR DRIVEWAY CONSTRUCTION PLANS

If required, a Driveway Construction Plan will include a scale plan showing the following:

- 1. **Location.** The precise location of the driveway on the lot.
- 2. **Grade.** A profile of the proposed driveway route before and after construction, including the grade of all land owned by the applicant.

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3. Retaining Walls. The location and structure of any retaining walls.
4. Culverts. The location, size, and design calculations of any culverts.
5. Cross-section. Typical cross-sections of the driveway in cut and in fill.
6. Storm Water Management. Drainage methods for the driveway engineered for the particular surface type, including location and dimensions of ditches, proper grading techniques, project water handling capability, and water loads at the point of access to the public roadway.
7. Erosion Control Plan. The proposal shall describe plans and dates to re-seed, mulch, ditch, place culverts, and carry out other erosion control practices. With the exception of seeding and vegetation, all erosion controls shall be installed prior to land disturbance or at the appropriate stage of construction and shall remain in place until permanent vegetation is sufficiently established to effectively prevent erosion. Identify the type and location of erosion control measure including, but not limited to, flow diversion, silt fence, erosion bales, stone ditch checks and measure to prevent tracking soil onto public roadways.
8. Other Documents. The Town may require other documents with the Driveway Construction Plan. Contact the Town Building Inspector/Engineer to determine if other documents are needed.

Preparing a Driveway Construction Plan does not guarantee the Town's approval of the Driveway Construction Permit Application.

1.09 APPROVAL FOR DRIVEWAY CONSTRUCTION PERMITS

1. Conditions. No construction of a driveway may commence until:
 - (a) The Driveway Location or Construction Plan is approved by the Town Board; and
 - (b) The Driveway Construction Permit is issued by the Town; and
 - (c) When applicable, any necessary approvals are obtained from Sauk County or The State of Wisconsin (See section 86.07 of the Wisconsin Statutes).
2. Disclaimer. The Town's approval of a Driveway Construction Permit Application does not constitute a determination that the driveway is safe, suitable for use or otherwise passable for the public. No person may rely on the issuance of a permit to determine that a driveway is fit for any purpose.

1.10 SPECIFICATIONS FOR CONSTRUCTING DRIVEWAYS

1. Dividing Agricultural Land. Driveway construction shall have the least substantial adverse impact on agricultural land. Applicants shall construct driveways that follow lot lines to preserve agricultural lands.
2. Forested Areas. Driveway construction shall minimize breaks in forest canopy.
3. Access Limits. There shall be no more than one access point to the public roadway for a driveway, for any given buildable parcel of land.
4. Agricultural Access Driveway. The Town Board may allow more than one agricultural access driveway for any given parcel for the purpose of attaining necessary access to agricultural

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buildings, fields, and other agricultural uses. In addition to the ordinance, the agricultural access driveway is subject to the Sauk County or State of Wisconsin governing agency.

5. Agricultural Access Driveway Responsibility. All agricultural driveway construction shall be of such quality that prevents damage to town roads. Costs of repairs will be charged to the land owner. See Appendix C.

6. Minimum Distance Between Driveways. The minimum distance allowable between driveways on the same road side is 100 feet.

7. Shared Driveways. A shared driveway shall be limited to provide access to no more than three single-family residences. Any driveway proposed for joint use shall be required to have recorded with the Sauk County Register of Deeds a multi-party access easement and a maintenance agreement.

8. Grade. Proposed driveways on land with an existing grade between 12% and 15% shall be closely reviewed. No land with an existing grade of 15% or more shall be disturbed to construct, establish, improve, modify or re-work a driveway.

9. Maximum Finished Grade. The maximum finished driveway grade shall not be greater than 10%, except that the grade of the proposed driveway within 100 feet of the homestead or a structure shall not exceed 3%.

10. Radius of Curves. Driveway curves shall have an inside radius of no less than 36 feet.

11. Visibility From the Roadway. Driveways shall be so located as to not create a safety hazard for vehicles traveling on the roadway or exiting and entering the property. The Town Building Inspector/Engineer, using good engineering practice, shall determine the permitted location for driveways with consideration given to the roadway's classification, topography, and posted travel speed. The closest edge of a driveway shall be at least 100 feet from public roadway intersections measuring from the property line where the driveway intersect the road right-of-way. If the property abuts more than one roadway, the driveway should access the roadway with the least traffic volume. Vision triangles requirements set forth in Appendix A shall be met in all cases.

12. Juncture With Public Roadway. The angle between the centerline of the driveway and the center line of the roadway shall be no less than 70 degrees. A length of driveway of a minimum of 12 feet shall have a maximum of 5% grade at the point where the driveway enters onto a public roadway. A slight dip across the drive shall be placed just before the culvert at the entrance to a public roadway to prevent debris from washing onto the public roadway. (See Appendix B.)

Any pavement in the right-of-way, whether new, resurfaced, or replacement may be required to be replaced at the owner's expense when it causes a safety or drainage problem.

Any portion of a hard surface driveway within the right-of-way shall be constructed of asphalt.

13. Culverts. Each driveway shall have installed a culvert at the ditch line where the driveway meets the public roadway, unless the Town Building Inspector/Engineer determines it is not necessary. Culverts shall be installed prior to construction work being commenced on the property. All culverts shall be constructed of material acceptable to the Town Building Inspector/Engineer. Culverts shall be sufficient gauge or schedule to provide adequate bearing capacity for vehicles expected to use the driveway as determine by the Town Building Inspector/Engineer.

- (a) Minimum Size. Culverts shall be a minimum of 24 feet in length, and the diameter shall be determined by the Town Building Inspector/Engineer, to meet a minimum 25-year, 24-hour storm standard. Larger culverts may be required by the Town Building Inspector/Engineer where needed to accommodate the area's water drainage.
- (b) Placement. Culverts shall be placed in the ditch line at elevations as set by the Town Building Inspector/Engineer so as to adequately convey water and assure proper drainage.
- (c) End Walls Optional. All culverts may have flare end wall sections so backfill and cover material will not erode the bottom of the ditch and reduce the capacity of the ditch and culvert. End walls or abutments constructed of timber or similar material are prohibited.
- (d) Backfill and Cover Material. Culverts shall be bedded and backfilled with granular material, compacted in place, or other material acceptable to the Town Building/Engineer. The minimum cover, measured from the top of the pipe to the top of the sub grade material, shall be 6 inches.
- (e) Gauge/Schedule. The minimum wall thickness for corrugated metal culverts or HDPE (high density polyethylene) plastic pipe shall be:

Metal Pipe Diameter Gauge

- 15 to 14 inch 16
- 30 to 36 inch 14
- 42 to 54 inch 12
- 60 to 72 inch 10
- 78 to 84 inch 8

HDPE Plastic Pipe Diameter Schedule

- 15 inch .035 inches
- 18 inch and greater .050 inches

- 14. Drainage. Ditches along the right-of-way, roadway crowning and culverts shall be provided by the landowner for acceptable drainage. The driveway shall be planned, constructed, and maintained in a manner that prevents diversion of surface water onto a public roadway and/or the lands of other landowners.
- 15. Natural Drainage Patterns. Construction of driveways shall not interfere with the natural drainage patterns. Natural drainage crossings shall be rip-rapped or otherwise stabilized below drainage and culver discharge points for a distance sufficient to carry the discharge water without channel erosion.
- 16. Align Along Natural Terrain. Grading for driveway construction will be required to preserve or match the natural contours of the site. Driveway alignment should follow the natural terrain. Grading should attempt to retain existing trees and other natural vegetation to stabilize hillside cuts. The maximum grade of cut and fill slopes shall be 3 horizontal to 1 vertical. The top and toe of the slopes shall be rounded to avoid additional erosion.
- 17. Retaining Walls. Any cut and fill slopes greater than 3 to 1 will require constructing a retaining wall, rip-rapping, or similar soil stabilization technique. Erosion control measures must be planted promptly with permanent vegetation to reduce soil erosion.
- 18. Side Slopes. Driveway side slopes shall be a minimum of four feet on each side with a slope

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- no steeper than 1 foot vertical in 4 feet horizontal (25 percent).
19. Ditch Back Slopes. Ditch back slopes shall be no steeper than 1 foot vertical in feet horizontal (50 percent).
 20. Driveway Length. Length not to exceed 1000 feet from an existing public road. The driveway length shall be measured from the edge of the pavement to the attached garage and/or dwelling door, neither of which shall exceed 1,000 feet.
 21. Specifications For All Driveways Regardless of Length And Shared Driveways Of Any Length.
 - (a) Roadway surface width – 18 feet minimum – 20 feet maximum
 - (b) Roadway surface thickness – 6 inch breaker run plus finish coat
 - (c) Shoulder width – 2 feet each side
 - (d) Shoulder surface thickness – 4 inch aggregate or hard surface
 - (e) Maximum finished grade – 10%
 - (f) Minimum structure design loading – H 15
 - (g) Maximum shoulder side slope – 4:1
 - (h) Maximum ditch back slope – 2:1
 - (i) Clear roadway width – 12 feet from center
 22. Clear Space. A clear space 14 feet high and 24 feet wide shall be maintained at all times for emergency vehicle access.
 23. Turnarounds and Cul de Sacs. Turnaround areas or cul de sacs shall be provided for all driveways within 75 feet of the house, no matter the driveway length. Turnaround areas shall be tees with minimum dimensions of 30 feet long by 20 feet wide. Cul de sacs shall have a minimum radius of 60 feet. The Town Board may consult with emergency service providers and require additional specifications should conditions present additional safety concerns.
 24. Emergency Service Access Signage. Appropriate signage shall be placed at the entrance to a Driveway servicing a residence so emergency service personnel can accurately and expediently locate the driveway. The sign shall conform to current Sauk County regulations.
 25. Minimum Driveway Surface. Driveways shall have a firm surface capable of supporting cars and emergency vehicles under all weather conditions. Such surfaces may include asphalt, concrete, compacted gravel at least six inches in depth, unless specified otherwise in this ordinance, or other granular material approved by the Town Building Inspector/Engineer. The gravel or rock must be of a road construction surface grade. The driveway must be maintained in a condition that complies with these specifications.
 26. Excavation For Fill. With the approval of the Town Board, the Driveway Construction Permit may allow excavation at the site to provide fill for the proposed driveway.
 27. Restoring Roadways and Disturbed Surfaces. All public roadway surfaces and right-of-ways, shoulders, curbs, ditches, slopes, and vegetation disturbed during driveway construction shall be restored to original conditions within 30 days of completing the driveway before the town will issue an occupancy permit.
 28. Waiver Of Specifications. The Town Board may waive or modify any of the above specification(s) if the specification(s) is unnecessary to fulfill the purpose of this ordinance.

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any request by an applicant for a waiver or modification of any provision in this section must accompany the initial application and must state the reason for the request. The Town Board must submit a written and signed statement detailing the reasons for waiving the specification(s) and attach it to the permit.

1.11 DRIVEWAYS AND AGRICULTURAL ACCESS MAINTENANCE

1. Hazardous Conditions. When washing or other conditions created by new or existing driveways or agricultural access driveways negatively affect health, safety, or general welfare, obstruct or become a potential hazard to a public roadway, or unreasonably hinder access to the property by emergency service personnel, the Town Board shall notify the property owner of the condition(s). Any property owner failing to correct such condition(s) within 30 days after notice by the Town Board shall be subject to the penalties described in the penalties section of this ordinance and shall also be liable for any costs the town incurs to eliminate the hazard as provided in Wisconsin Statutes 66.60 (16).
2. Change In Use. No field road or agricultural access driveway may be used as a driveway to acquire access to a residential or commercial property unless the field road or agricultural access driveway has been approved as a driveway according to the provisions of this ordinance.
3. Replacement Residence. A replacement residence driveway is subject to review by the Plan Commission and must be constructed as per the existing ordinance.
4. Conversion Of A Driveway To A Town Road. No new or existing driveway shall become a town road.

1.12 PENALTIES

1. Forfeitures. Should a driveway be constructed or modified in violation of the provisions of this ordinance, or create a hazard that is not corrected within 30 days of notification or such other time as determined by the Town Board, the owner(s) of the land and/or the owner(s) of the easement through which the driveway passes shall pay a forfeiture of not less than \$100.00 nor more than \$200.00 plus applicable surcharges and court costs, for each violation. Each day the violation continues to exist shall constitute a separate offense and subject to another penalty, after expiration of the notice period. An unlawful driveway constitutes a public nuisance and may be enjoined.
2. Corrections. In addition, the landowner(s) and/or the owner(s) of the easement shall make the corrections ordered by the Town Board within a period of time determined by the Town Board, but not less than 10 days.
3. Special Charge For Correction By Town. If the owner(s) of the land through which the driveway passes do(es) not make required corrections ordered by the Board that affect a public roadway or right-of-way within the specified time period, the Town Board shall cause the required corrections to be made and charge the cost of correcting such violations, including, when necessary, the return of disturbed land to its original condition. The Town's direct and indirect costs of correcting the violation, including but not limited to engineering, legal, administrative, materials and construction expenses shall be imposed as a special charge against the property through which the driveway passes pursuant to Wisconsin Statutes 66.60. Any funds escrowed with the town shall be disbursed to the town in partial compensation for its above costs.

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1.13 SEVERABILITY

The provisions of this ordinance shall be deemed severable. It is expressly declared that the Town Board would have passed the other provisions of this ordinance irrespective of whether one or more provisions may be declared invalid. If any provision of this ordinance is held invalid, the remainder of the ordinance and the application of such provisions to other persons or circumstances shall not be affected thereby.

1.14 EFFECTIVE DATE

This ordinance will replace ~~Road Access Ordinance #1-07~~ and shall take effect the day after passage and publication as required by law.

1. Town Board Approval. This ordinance was adopted by the Town Board this 9th day of August, 2011.

Approved: Mary Zins

Ayes: 3

Nays: 0

Roger Mack
Roger Mack, Chairman

Steve Sorg
Steve Sorg, Supervisor

Darrell D. Ott
Darrell D. Ott, Supervisor

Attest: Mary Zins
Mary Zins, Clerk

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2. Public Notice.

- (a) Posting and Public Review. This notice of Adoption of Ordinances relating to this ordinance was posted at three Town of Troy locations on July 26, 2011, and sent to the *Sauk-Prairie Star* to inform residents that a final draft of this Driveway Ordinance was on file with the Town Clerk for a two-week period commencing on July 26, 2011-August 9, 2011, in accordance with s66.010, Wis. Stats., during which it was available for inspection.
- (b) Publication. A Notice of Adoption of Ordinance relating to this ordinance was published in the *Sauk-Prairie Star*, the publication of record for the Town of Troy on August 17, 2011.

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TOWN OF TROY, SAUK COUNTY, WISCONSIN

RESOLUTION NO. 10-08

**Establishing Fees for Driveway Construction Permits
(Amended)**

WHEREAS, the Town of Troy has adopted an ordinance regulating driveways that requires permit fees to be paid prior to issuance of a permit to construct or alter a driveway:

AND WHEREAS, the driveway ordinance requires that the amount of said fees and payments be determined by resolution of the Town Board:

NOW THEREFORE, be it resolved by the Town of Troy Board that:

1. a) A non-refundable fee of **\$100.00** shall be charged for each one-year access permit application. Said fee shall include two inspections by the Town Building Inspector/Engineer.
- b) A non-refundable fee of **\$200.00** shall be charged for each one-year driveway permit application. Said fee shall include two inspections by the Town Building Inspector/Engineer.
- c) A non-refundable fee of **\$300.00** shall be charged for each one-year combined permit application. Said fee shall include two inspections by the Town Building Inspector/Engineer.
2. If additional inspections and/or plan reviews are deemed necessary by the Town Building/Engineer, any additional fees shall be charged to the applicant which is payable to the Town Clerk.
3. A six-month extension will be permitted for a fee of one-half of the initial payment.
4. If the access isn't completed after the extension, the applicant must reapply for said permit.
5. If an access is begun without a permit or extension permit, the applicant is subject to a **\$200.00** fine.
6. This resolution shall take effect immediately upon an approval in the manner proved by law.

Approved: Mary Zins
Mary Zins, Clerk

Ayes: 3

Nays: 0

Dated: 10/8/13

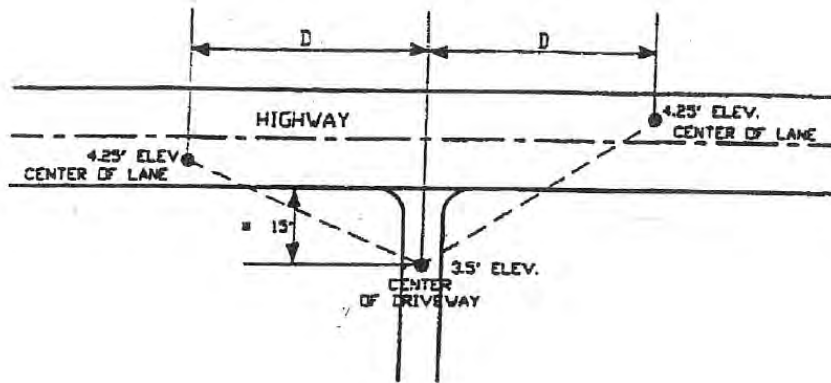
Roger Mack
Roger Mack, Chairman

Jeffrey Lohr
Jeffrey Lohr, Supervisor

Donald Meise
Donald Meise, Supervisor

APPENDIX A

VISION/SITE CORNERS
 Driveways Only
TOWN OF TROY

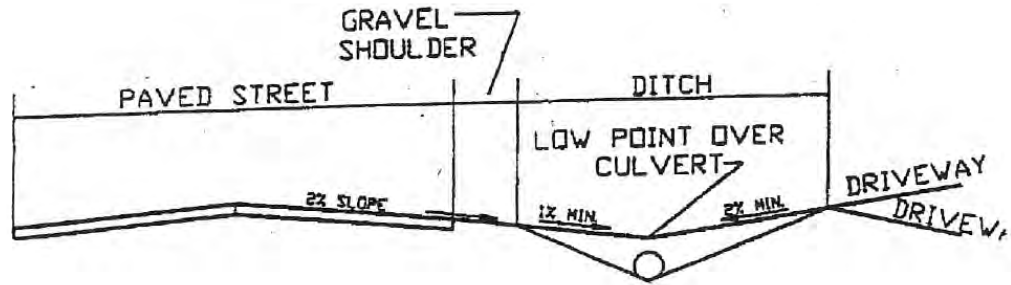


• 15 FEET OR BACKEDGE OF RIGHT-OF-WAY, WHICHEVER DISTANCE IS FURTHER.

SPEED LIMIT	DISTANCE "D" IN FEET
25	225
30	250
35	275
40	300
45	350
50	400
55	500

APPENDIX B

**DRIVEWAY STANDARD
TOWN OF TROY**



NO SCALE

NOTE

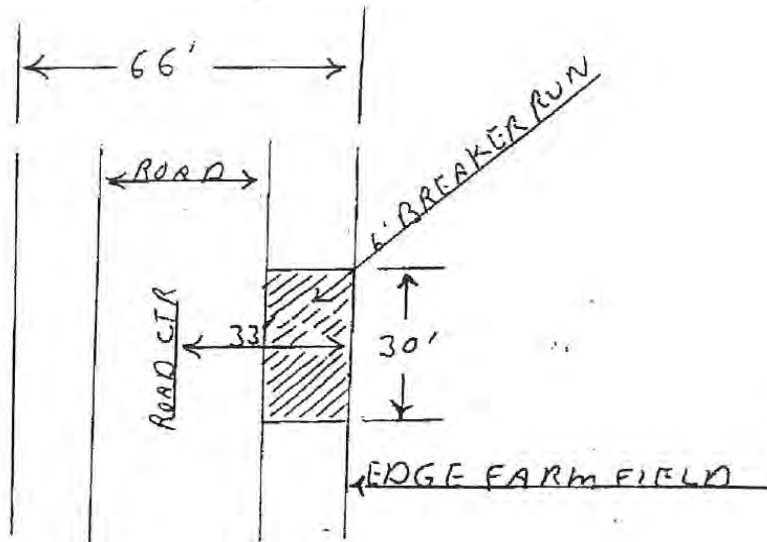
MINIMUM DRIVEWAY CROWN
OR CROSS SLOPE = 2%

APPENDIX C

**AGRICULTURAL ACCESS DRIVEWAY RECOMMENDATION
TOWN OF TROY**

To be used to gain access to agricultural operations if used by (but not limited to) multi axle vehicles to include trucks and chopper boxes. These specifications may or may not be adequate for all soil and weight conditions.

- (a) Roadway surface width -- 30 feet minimum
- (b) Roadway surface thickness -- 6 inch breaker run minimum even with road surface. Must be sufficient to carry expected load in all weather conditions.
- (c) Culverts as needed. If used, must meet 25 year, 24 hour storm standard as determined by the Town of Troy Inspector/ Engineer.



Source: Town of Troy. Provided to Vierbicher staff November 28, 2022.