

COMPREHENSIVE PLAN  
TOWN OF TROUTVILLE, VIRGINIA

Prepared for the Citizens of Troutville, Town Council and Planning Commission  
Prepared by the Roanoke Valley – Alleghany Regional Commission  
June 2000

REAFFIRMED BY TOWN OF TROUTVILLE COUNCIL

March 21, 2016  
Officers  
of  
The Town of Troutville, Virginia

Town Council

W. David Horton, Mayor  
H. Dean Paderick, Vice Mayor  
Doris Camper  
John Cook  
Patricia Shaver  
Harry Ulrich  
Spurgeon Vaughan

Planning Commission

Kerry Camper, Chairman  
Jean Bare  
Gene Hatcher  
Lee Minnix  
Harry Ulrich

Clerk of Council

Carol Lemons

## Table of Contents

Purpose of the Comprehensive Plan .....	7
Authority for the Plan .....	7
Organization of the Plan: .....	7
Community Profile.....	8
Regional Setting.....	8
History.....	8
Town Government .....	12
Natural Features .....	12
Physiography & Topography .....	12
Geology.....	12
Hydrology .....	13
Groundwater .....	13
Soils.....	14
Vegetation.....	14
Climate.....	14
Existing Land Use:.....	14
Land Use Survey.....	14
Route 11 Area - Existing Land Use .....	15
Summary .....	16
Population: .....	16
General Trends.....	16
Demographic Characteristics .....	16
Population Projections .....	17
Household Characteristics .....	18
Educational Attainment Levels.....	19
Land Use Development.....	20
Economy .....	20
Income Characteristics.....	21
Income Analysis.....	21
Employment.....	22
Employment Analysis.....	22
Analysis of Employment and Wage Data.....	23
Community Facilities and Services .....	25
Town Hall .....	25
Fire Department and Rescue Squad.....	25
Health Services .....	26
Education Facilities.....	26
Library.....	28
Police.....	28
Miscellaneous .....	28
Housing.....	29
Housing Supply and Demand .....	29
Housing Need.....	30

## Table of Contents (continued)

Transportation.....	31
Functional Highway Classification.....	31
Roadway Problem Areas.....	32
Alternative Mode Transportation Planning .....	32
Traffic Calming & Speed Reduction .....	33
Goals, Objectives and Policies:.....	36
Introduction.....	36
Land Use Goal .....	36
Housing Goal .....	37
Transportation Goal .....	37
Economic Goal.....	38
Community Facilities Goal .....	38
Environmental Goal .....	39
Future Land Use.....	40
Introduction.....	40
Future Land Use Map - Description .....	40
Residential.....	40
Commercial.....	41
Industrial .....	41
Public and Semi-Public.....	42
Rural Conservation .....	42
Zoning Ordinance .....	42
Plan Implementation: .....	43
Plan Adoption .....	43
Capital Improvement Program.....	43
Coordination of the Plan .....	43
Plan Review .....	43

## Appendices

Appendix 1: Aerial View of Site Before Development.....	45
Appendix 2: Aerial View of Site After Conventional Development.....	46
Appendix 3: Aerial View of Site After Creative Development.....	47
Appendix 4: List of Grant Opportunities.....	48

## Maps

Map 1: Existing Land Use .....	52
Map 2: Future Land Use .....	53

## List of Tables

Table 1	Population Trends 1980 - 1996.....	17
Table 2	Population Projections - Botetourt County and Troutville Year 2000 & 2010 .....	17
Table 3	Age Distribution - Town of Troutville (1990).....	18
Table 4	Analysis of Households - Town of Troutville .....	18
Table 5	Student Membership - Botetourt County School System (1990-96) .....	19
Table 6	Educational Attainment - Town of Troutville .....	19
Table 7	Estimated Per Capita Income Comparisons.....	21
Table 8	Estimated Median Family Income Comparisons .....	21
Table 9	Unemployment Rate (1987-1996) .....	22
Table 10	Covered Employment, 1994 and 1995.....	23
Table 11	Average Weekly Wage, 1994 and 1995 .....	23
Table 12	Taxable Sales Summary Report (1992-1996).....	24
Table 13	Tourism Expenditures for Selected Areas (1990-1994) .....	24
Table 14	Colleges & Universities (within 1 hour commuting distance).....	27
Table 15	Housing - Year Structure Built .....	30
Table 16	Estimated Costs for Selected Traffic Calming Facilities .....	35

## *Purpose of the Comprehensive Plan*

A comprehensive plan is a public document listing policies and actions which a locality feels are necessary to preserve and enhance the community. These policies and proposed actions are developed through an analysis of historical information, current issues, and anticipated occurrences. The planning is guided by expertise developed in the planning commission, and interaction with local officials and the public. A comprehensive plan is long range and general in nature; it does not dictate particular activities or decisions. It is a tool used to guide overall policy decisions. Short-range specific actions, which may be instituted to help implement the comprehensive plan, are carried out in public view by the governing body of the community. Each member of the community has the right to question and contest actions that he or she may deem harmful to them or the community. The comprehensive plan is a guide for resolving conflicts between the town's governing body, planning commission, and citizens. These three groups should work together on the plan, and periodically reevaluate and update the plan. An ongoing planning process helps the community to face and fashion its future.

## *Authority for the Plan*

Planning is a function of the state. However, through enabling legislation Virginia has delegated this responsibility to local governments. Title 15.2-2223 of the Code of Virginia (1997), as amended, contains Virginia's local planning legislation. This legislation specifies the types of controls that local governments may enact for land use regulations. The planning commission is responsible for developing and updating the comprehensive plan and acts in an advisory capacity to the governing body concerning community growth and development.

## *Organization of the Plan*

This comprehensive plan is divided in three sections. Part I, Background For Planning, presents an inventory and analysis of historical, environmental, land use, demographic, economic and social data. It provides the foundation on which the plan is built. In Part 1, emphasis is placed on factors that are most likely to be prominent in future developments in the town.

Part II, Goal Setting and Policy Determination, incorporates public opinion with the background information to arrive at goals for the future. Policy decisions may also be determined at this goal setting stage.

Part III, The Plan, presents specific proposals for pursuing the goals and for carrying out policies. This section includes such elements as: future and existing land use, social needs, environmental issues and economic development. Part III concludes with a discussion of plan implementation techniques. The plan implementation process is a key element of the document. For implementation to be successful community involvement must be encouraged.

## *Community Profile*

### **Regional Setting**

The Town of Troutville lies in a rolling valley in the western part of Virginia which is within the larger Shenandoah Valley, that separates the Blue Ridge Mountains on the east and numerous ranges of the Alleghenies to the west. This valley extends from the Virginia-Tennessee border up to the Potomac River. Troutville is located in Botetourt County, a county which encompasses 547 square miles of primarily agricultural and forested land. Troutville is in the southern part of Botetourt, an area where the separation between the Blue Ridge and Alleghenies is at its narrowest. It is in this “gateway to the Shenandoah” that population has concentrated and is growing with the City of Roanoke as its center. The proximity of this Roanoke, twelve miles south, is clearly the primary factor determining growth for all of Southern Botetourt County. Troutville, with Botetourt County, is in the Roanoke metropolitan statistical area and is largely dependent on economic activity and employment opportunities originating in Roanoke. Three prime contributors to growth near Troutville are:

- 1) The proximity to Interstate 81 and US Route 11 that is used to travel into Roanoke.
- 2) A public sewer and water system that serves Botetourt’s population centers, including Troutville.
- 3) Strong economic growth within Botetourt County. This is most clearly evident with the newly developed industrial park named Botetourt Center at Greenfield.

### **History**

Troutville, though not incorporated as a town until 1956, shares a rich history with Botetourt County and the whole of western Virginia. Botetourt County, created as a subdivision of Augusta County in 1769, once included all of the territory northwest of the Ohio River and east of the Mississippi. The county began to be reduced in size after 1787 when the Northwest Ordinances provided for the organization of new states as the population justified.

White settlers are thought to have been the first permanent residents in the Great Valley. Warring Indian tribes used the valley as a north- south passageway, but for the most part did not settle here. Indian tribes that traveled through the area around Troutville include the Shawnees, Tuscaroras, Catawbas, Iroquois, Delawares, and Cherokees. The trails these raiding parties traveled, (particularly in the narrow part of the valley in Southern Botetourt), later were used by pioneers and closely approximate the location of present highways. Subsistence on the land for food, timber, water and other supplies was of paramount importance for the Indians and early pioneers, most of whom were traveling on foot. When white settlers began arriving in the mid 1700's, the Indians on numerous occasions attacked them both for food and supplies, and to retaliate for the infringement on Indian land.

White settlers who came to the Troutville area arrived at first from Pennsylvania and Maryland. The Blue Ridge Mountains made migration west from eastern Virginia difficult. Instead, Scot-Irish and Germans migrated south down the Shenandoah Valley. The first view of the Botetourt County area would have revealed a combination of open land, (which was burnt off by Indians to provide pasture for wild animals), and densely forested land. Fertile bottom lands in the area quickly made agriculture the primary economic activity. Timber and mineral resources later became nearly as important as agriculture in the development of the areas economy.

Settlement patterns in the mid-1700's were guided by two major factors:

- 1) the location of rich bottom lands adjacent to creeks and rivers, and
- 2) the location of Indian trails and other pioneer roadways.

Fertile areas near transportation links became early population centers. Communities were formed out of the need for mutual self-sufficiency through the exchange of goods and services. The chief crop of early settlers was hemp, a source of fiber needed for rope, cloth, and sails. Much of it was exported to England. Wheat was second in importance, with settlements like Fincastle being built up around mills for processing flour. Tobacco, wool and flax were also important products. Corn, produce and livestock made up the remaining agricultural activity. As agriculture increased and settlements grew, the manufacture of tools, saddles and guns began. Individuals began to contract their services along with their hired helpers, in such services as carpentry and construction of brick buildings (for which they made their own brick from local clay). These skills were attained through apprenticeships.

The contribution of women in early settlements was important in helping to insure the overall success of the family. Their duties were numerous and often included household jobs, tending to farm animals such as sheep and chickens, making clothing and making candles. Children also had to help with farming and household chores. Settlement and survival in this new land was a full-time job for the entire family.

In the nineteenth the county's vast lumber and mineral resources began to be exploited. The county also became known for producing pig iron which was purified by limerock in coal and coke fired furnaces. These furnaces, which were named after women, were profitable until the 1920's when the Iron industry moved to the Midwest. Later, Botetourt County's concrete and brick manufacturing industry began.

The Kanawha Canal, the partial realization of George Washington's dream of a water route to the Mississippi was begun at Richmond in 1785. In 1851 the Canal reached Buchanan in Botetourt County. Though further work was done, the effort to connect the headwaters of the James River with those of the Kanawha River, (a river that flowed to the Ohio River), was never accomplished. Buchanan remained the western terminus of the Canal. With the availability of water transportation Botetourt County developed more trade and population centers. Water transportation also allowed for the transportation of goods too heavy to be moved over land. Such goods often included agricultural product and minerals being mined west of the Blue Ridge.

A review of traffic on the canal in 1864 shows how busy this waterway had become. Some 2,300 vessels were reported to have traversed Virginia by the canal; carrying hemp, corn, salt, cost, granite, guano, iron, plaster, tobacco, cloth and many other items. Passenger service also existed along the canal, often operated by independent owners.

In 1880 the Kanawha Canal went out of business and was sold to the Richmond and Allegheny Railroad. (later to become part of the C&O system). A number of factors contributed to the decline of the canal including cash-flow shortages after the Civil War, floods which washed out Canal locks and, most importantly, the advent of railroads. Tow paths along the canal were bought by the new, booming railroad companies. Along these paths rails were laid and the job of the waterway became that of the railway.

In 1882, the Shenandoah Valley Railroad completed its line from Roanoke to Hagerstown. This north-south route, with the east-west route of the Richmond and Allegheny Railroad, linked the

residents of Botetourt with the outside world as never before. By 1890, these systems were taken over by the Norfolk and Western Railroad and a new station was built in Troutville. Service has continued through Troutville even to present and is now operated by Norfolk Southern Corporation.

Travel also increased to the Troutville area on stagecoach lines. Prior to the completion of the Shenandoah Valley Railroad, rail passengers could only travel as far west as Bonsack. To serve the needs of these westward travelers, a stagecoach line served points west of Bonsack, all the way to Covington and West Virginia. This line traversed the difficult slopes westward, twisting around and through small valleys. If any single factor may be considered most important to Troutville's development, it is the fact that the stagecoach line went through Southern Troutville because it was the best suited for crossing the hills in Bonsack and Fincastle area.

Also important to Troutville was the location of a spring, where passengers and horses stopped to refresh. This spring was located in the southern half of town at a point where three farmhouses owned by John, Jim and George Trout were clustered.

The Trouts were an important family in the town and were involved in various businesses. When the railroad company planned to place a station along its new tracks, the name Troutville was selected because of the family's importance during this era. By the 1900's, the Trout family began to lose prominence in the town and eventually left the area.

Travel in the area also occurred north and south along what is today Route 11. Its construction was actually started by 1735 in Pennsylvania; in later years, it was built up and improved as settlement proceeded southward from Harrisburg. By 1745, early stages of the roadway were complete in Botetourt County. Its actual name has varied over the years being known as: Indian Road, Borden's Path, Carolina Trail, Market Road, and The Great Road.

When roadways were first being constructed, they were often maintained by private landowners. These area residents were allowed to set up toll gates and collect tolls to help pay for the maintenance. Where old Route 11 crossed the Bonsack to Fincastle stagecoach line a toll gate was placed. It is believed that the Trout family operated the toll gate. The toll gate, a store, and stagecoach stop were all operated from the same building. The original toll house still stands and is a record of the location of this important intersection. The toll house is now a residence.

Highway 11 was improved and slightly rerouted in 1924. As the major thoroughfare for Troutville, it has had an obvious impact on settlement patterns. This roadway has concentrated Troutville's population in a north-south pattern. Transportation continued to influence the development of Troutville with the opening of Interstate 81 in 1964 which provided a link to the entire region. Like the canals and railroads before it, Interstate 81 has increased the potential for commercial, industrial and residential developments.

Though Route 11 became the primary route through Troutville, in the 1800's another roadway had this distinction. Brick Union Road (presently known as Route 676) served as this major thoroughfare in the 1800's to the early 1900's. To the north of Troutville, it passed the town's local church (Brick Union Church) which was used by many early settlers. This church served several denominations, but was mainly Lutheran. It was abandoned by the late 1920's and demolished with the construction of I-81 in 1964. Bricks from the demolition were used for an addition to the rear of the Fincastle Presbyterian Church. Today, the remaining evidence of this structure is the Brick Union Cemetery which contains over two hundred stones with inscriptions.

The cemetery originated as a family burial ground for the Houseman-Kessler relatives; it also contains a section for their slaves. Later, several unidentified blacks who died in the railroad construction were buried here.

Along Route 676 (formerly Brick Union Road) is the Adam Rader building which was constructed in 1802 for the purposes of producing and selling saddles, harnesses and other related goods. Adam Rader immigrated from Germany where he was born in 1761. Today, the Rader name is one of the most prominent in the Troutville area.

Another important family in Troutville was the Kesslers, (also of German descent). Several Kessler farmhouses were located within Brick Union Road area. The first Kesslers to live within the present boundaries of Troutville are buried on the hilltop of the cemetery in Troutville. Troutville Cemetery was initially formed when Joseph Kessler, a grandson of the immigrant Johannes Kessler, was laid to rest in 1806. A few other families have played an important role in the early development of the town. Some of the more prominent family names include: Houseman, Snyder, Graybill, Bowers, Campers, Vest, Layman, Spigle, Shafer, Kinzie, Moomaw, Watkins, and Landers.

Brick Union Road was used widely both as a local route and as a major transportation corridor for early settlers traveling west. Slaves were also transported along this route on way to Baltimore for auction. Owners typically rode horses while their slaves walked. A strong male could bring \$1,000 at the Baltimore auctions. Slaves were not in much use in Botetourt County. Only a few affluent families owned slaves; large tracts of tobacco and cotton were not present and so the major slave use in the area was domestic service. Many slaves in the county were actually housed in a gallery located in Brick Union Church.

When the Civil War began troops from the area were marched to Bonsack along the stagecoach route, then boarded trains east and north. When Northern troops moved into the Troutville area, a major passage was the Brick Union Road. Homeowners and farmers in the area learned quickly to hide goods such as: food (especially cured meat), precious metals, and other treasures. Cattle and horses were typically run into mountainous areas and guarded by young boys and men too old or infirm to serve in the Confederate Army until the troops left the area.

Along Brick Union Road between Troutville and Amsterdam, stood the Howery Town Inn. This three-story inn was used by nineteenth-century travelers. Originally, a new community was planned to accompany this hotel, but this never occurred. This is largely because development shifted more to the Troutville area which had access to rail lines and an improved Route 11.

As rail travel gained in prominence over the stagecoach, Troutville became more important as a stopover. In the 1890s, the town was considered an important shipping center. Relative economic prosperity continued in the town for approximately the next 20 years. It is during this time that most of the present day downtown was constructed.

Industrial development continued to expand during this same era (beginning in 1880's). The cannery companies stood out as a key business operation within the town. They were often locally owned and were used to process locally grown produce (such as tomatoes, apples & peaches). The canneries were used extensively during World War II.

Turkeys and chickens were also raised in the Troutville area. Turkeys were primarily used on farms as a means to control the insect population on agricultural crops. Chickens, however, were used for producing eggs and meat. For many years, chickens produced in Troutville were what was used in most Southern Railway dining cars.

Rail transportation has remained an integral piece of the Troutville economy. Businesses serving the needs of freight and passenger rail have existed in the town since the 1880's. Today, the town no longer has passenger service, but freight continues to be carried on the line passing through the town.

## **Town Government**

Troutville was incorporated in 1956, and is governed by six council members and a mayor. The mayor is the chief executive officer and presides over the town council, but votes only to break a tie. A vice-mayor is elected by the council to serve in the mayor's absence.

Troutville also has a six member planning commission which is responsible for promoting the orderly development of the town. The planning commission acts in an advisory capacity to the town council. The town council appoints a zoning administrator to act on zoning requests. The planning commission reviews changes to the zoning ordinances and map; they will also assist the zoning administrator in evaluating special requests.

Troutville maintains an all volunteer fire department and rescue squad. Police protection is provided by the county. Troutville has two part-time employees; the town clerk and a park manager.

## *Natural Features*

Troutville lies in a scenic area rich in natural resources. The landscape surrounding the town is a dramatic combination of rolling hills and mountains. The town's natural features are examined further in the sections that follow.

## **Physiography and Topography**

Botetourt County lies within two physiographic regions: the Blue Ridge geologic province and the Ridge and Valley geologic province. Troutville is in the Ridge and Valley province which is part of the Great Appalachian Valley extending from Alabama to Newfoundland. The large deposits of limestone in this region have helped to form the existing geologic structure. Through natural erosion processes the limestone has worn away to form numerous valleys; while areas containing greater quantities of sandstone and other harder rock formations have remained to form ridges.

Troutville lies where the Great Valley narrows to a few miles. In Botetourt County, elevations range from 760 feet where the James River leaves the county to 2,866 feet at Sugarloaf Mountain. In Troutville the elevations range from about 1,360 feet along Buffalo Creek to about 1,500 feet between Route 11 and Interstate 81.

Troutville has many areas with steep slopes that are potentially prone to erosion. Emphasis should be taken to insure that new development does not occur in areas where this could become a more serious problem.

## **Geology**

Botetourt County's geology is part of the complex folded and faulted land forms of the northern Appalachians. The Blue Ridge province, formed in Precambrian times, is underlain by igneous,

metamorphic and sedimentary rock. The Ridge and Valley province, in which Troutville lies, is underlain by sedimentary rock. This sedimentary rock was formed in Paleozoic times as a result of deposition of sediment on the bottom of a sea that once covered the Great Valley. The sedimentary rock under Troutville is in the Rome Formation. This formation consists of a heterogeneous sequence of variegated shale, mudrock and siltstone with smaller amounts of limestone and dolomite. The thickness of this rock has been estimated to exceed 2,000 feet.

In Botetourt County, several minerals are mined. They are: dolomite, limestone, shale, carbonite rock, marl, clay, barite, bauxite, coal, iron ore and manganese ore. Lead and zinc exist within the Troutville area but have never been mined.

## **Hydrology**

Troutville and Southern Botetourt County fall in the Roanoke River Hydrological Planning Unit (HPU). This is a geographic area which conforms to the drainage area of the Roanoke River. As part of a major drainage basin, Troutville has a responsibility to practice safe water and waste water management techniques. Localities are also governed by the Environmental Protection Agency which is a regulatory agency that monitors these types of issues.

The Roanoke River Basin extends just north of Troutville and takes in 6 square miles of more developed areas in southern Botetourt County. The James River Basin encompasses the remaining 479 square miles of the county. Water is impounded at Carvins Cove, a facility owned and utilized by the City of Roanoke. Residents of Botetourt County rely entirely on groundwater for their water supply.

Troutville lies in the Tinker Creek watershed, a drainage area of the Roanoke basin. Buffalo Creek, Troutville's tributary to the Tinker Creek watershed runs along Route 11. It is 4.7 miles long, and drains nearly 6 square miles. Tinker Creek feeds into the Roanoke River and is 19 miles long, draining approximately 104 square miles. The entire Tinker Creek watershed, which includes surface and groundwater drainage, is approximately 19,000 acres. There are approximately 16,000 acres within the watershed that have been identified as suitable for residential development.

Some development within Troutville has actually occurred in the flood plain (i.e., Buffalo Creek Area). This was allowed because it occurred prior to the adoption of stricter regulations governing the use of flood plains. In the future, this area should be considered unsuitable for most types of new development. Today, many localities attempt to reserve flood plains and corridors along creeks and rivers as recreational space.

## **Groundwater**

The majority of Troutville and Botetourt County's water supply comes from underground aquifers. It is important for these aquifers to be protected from pollution because it is difficult to reuse them if they have been contaminated. The Rome Formation of rocks on which Troutville sits has excellent water-bearing properties. The Rome Formation falls in the "Cambrian-Ordovician Aquifer" system. This system is the oldest of the aquifers in the Ridge and Valley province, dating back 600 million years. The Virginia State Water Control Board rates this aquifer system as the best supplier of water in Botetourt County, both in terms of quantity and quality.

The groundwater potential in Botetourt County has been rated by the State Water Control Board. They estimate the average low range to be 5 to 25 gallons per minute per well, and a high range of 500 gallons per minute per well. The Town of Troutville's water is supplied by the Troutville Water Company. The well operated by this supplier is 300 feet deep with the water table usually existing at 70 feet below the surface. This well is listed as having a safe dry weather yield of 175 gallons per minute. Springs in the town are estimated to have an aggregate safe dry weather flow in excess of 200,000 gallons per day. Two wells not presently used near the Diversified Industries building have been rated at 100 and 200 gallons per minute. These wells are approximately 1,000 feet deep.

### **Soils**

Troutville, in the Ridge and Valley Province, is dominated by limestone soils with clay or loam subsoils. This soil class is moderately suited to agricultural use and can be used for urban development as well, primarily because of its high bearing strength.

Limestone soils are moderately erodible and rate fair to poor in drainage which may create difficulties for septic tank use. Since Troutville uses a central sewer system, this is a greater concern for rural areas of the county.

### **Vegetation**

Troutville and the region surrounding the town lie within the Oak-Chestnut Forest association of the Deciduous Forest Biome. Large stands of deciduous and evergreen trees cover nearby mountain slopes. Valley areas are mostly covered with grasses. This substantial vegetative cover inhibits surface runoff and fosters percolation of water into aquifers. Reduction of vegetative cover may result in a decline in the water table. This points to the need to balance future development with continued preservation and planting of vegetation.

### **Climate**

The climate of the Troutville area is considered temperate. The close proximity of the mountains will also impact local weather. Summers in Troutville tend to be cooler and winters more severe than in areas east of the Blue Ridge Mountains.

Prevailing winds are westerly and move at an average speed of 8 to 10 mph. The average annual temperature is 56°F with an average low in January of 38°F and an average high in July of 76°F. Average annual precipitation is 44 inches, including an average of 15 inches of snowfall per year.

### *Existing Land Use*

The examination of land use is an important component to this comprehensive plan. Both existing and future land use share a close relationship; sound planning in both areas should be emphasized by the town. Land use decisions should involve the town's citizens, elected officials and town staff.

### **Land Use Survey**

A land use survey of Troutville was conducted in 1997, to evaluate existing land use. Based on information from aerial photos and tax records a clear picture of land use in the community emerges. The Existing Land Use Map is shown at the end of this document.

Definitions of each classification follow.

- Agricultural: Land that is used for production of agricultural products including orchards and farming.
- Commercial: Retail business or service serving the town and nearby region.
- Residential: (1) Single Family: Structure containing a single dwelling unit for use by one family; (2) Multi-Family: Structure containing two or more dwelling units; (3) Mobile Home Structure transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation.
- Mixed: Land that is utilized for a combination of two or more land use classifications.
- Industrial: An operation involved in warehousing, manufacturing or fabrication of goods.
- Public/Semi-Public: A public place such as a post office, fire station. or administrative offices owned by governmental agencies.
- Vacant: Land that is not developed.

An existing and future land use map are included in the plan. These maps will assist the town in planning for future developments and other related issues.

### **Route 11 Area - Existing Land Use**

Land use along the Route 11 corridor has developed as both commercial and residential. It continues to be influenced by the close proximity of Norfolk Southern rail lines and increased pressure for residential development. The area just west of Route 11 has been identified as a potential site for residential land uses due to its rolling hills and scenic character. Industrial development promises to be a continual factor in the future of town. The proximity of the railroad and access to Interstate 81 will encourage this.

The town boundary closely follows Interstate 81 to the west and a Norfolk Southern rail line to the east. Development beyond these barriers has been limited. On the town's north-south axis, (along Route 11), development continues outside the corporate limits. Development pressure will be strong on Route 11 between Troutville and Roanoke. This corridor is considered one of the fastest growing areas within the Fifth Planning District Region. For this reason, Route 11 has been identified as the key commercial corridor for the town. Residential development is to be emphasized more towards the interior of the town.

This comprehensive plan does not contain detailed land use data. When this information is required, one should consult the specific document, i.e. zoning or subdivision ordinances. Comprehensive plans do not focus on day to day land use decisions; they are a long range planning tool that typically will have a 10-20 year time horizon.

## **Summary**

There are many issues involved in determining a town's future land use pattern. Factors such as sidewalks, residential densities, access to transit, mixed land use, Greenways, bicycle trails, zoning and subdivision requirements are all important factors. The town's "look", its mix of land uses, and its desirability as a place to live are greatly influenced through its land use policy.

## *Population*

### **General Trends**

Population characteristics of Troutville are impacted by local economic trends within the county and metropolitan area. The decision to live in a community is largely guided by regional employment opportunities. Botetourt County has undergone a rapid economic expansion in the 1990's that will continue to create a spill over effect of rising population within the town. This discussion will compare population trends in Troutville to trends in the three larger regions, i.e. Botetourt County, Roanoke Metropolitan Area, and the State.

Virginia has a strong and varied economy. The state is part of the multi-state growth area termed the Sun Belt. Economic and population growth are occurring in most parts of the state, but at a higher rate near the state's cities. Virginia's urban population is increasing.

The Roanoke MSA, (in which Troutville falls), has a population of 230,600 in 1996. This area is the manufacturing, trade and transportation center for western Virginia. In 1996, this MSA was fourth in total population of the state's eight MSAs, and seventh in percent growth in population 1990 to 1996. Population growth for the MSA has been projected as "sustained", not rapid.

Population in Botetourt County is concentrated in five areas: southern Botetourt, (including Troutville), Fincastle, Buchanan, Iron Gate and Eagle Rock. Southern Botetourt is a growth area because of the proximity to jobs in Roanoke and the expansion of sewer services. Troutville's population has increased recently, due largely to the population growth that has occurred throughout the county.

### **Demographic Characteristics**

The 1996 U.S. Census estimate for population in the town is 499 people. This is an increase from 1990 figures that showed the population at 455 people. It is also in keeping with the more rapid population growth that is occurring in areas of Southern Botetourt. The table below indicates population growth trends since the 1980 Census. As the table indicates, population growth within the town over the last 6 years has been rapid. The town is growing faster than the state average of 8% and much faster than the Fifth PDC which grew at only 2 percent. It is anticipated that development pressure will increase as the population in Southern Botetourt rises. Botetourt County increased in population over the same 6-year period at a rate of 13 percent.

**Table 1  
Population Trends 1980 - 1996**

	<b>1980</b>	<b>1990</b>	<b>1996</b>	<b>Change 1990-96</b>
Virginia	5,346,279	6,189,197	6,677,200	8%
Fifth PDC	261,017	253,810	259,900	2%
Botetourt County	23,270	24,992	28,300	13%
Town of Troutville	496	453	499	10%

Source: U.S. Census, 1997.

### **Population Projections**

The population of the county has already surpassed the 2010 population projections produced by the Virginia Employment Commission. VEC projected a population of 27,075 with a growth rate of 2 percent every 10 years. Based on the new population estimates it is possible to update the 2010 projections to a more realistic figure. There are no official population projections for the town; however, county-wide figures may be used to provide some insight as to what will likely occur. The table below provides revised projections for Troutville and Botetourt County. Note that the Troutville projections are based on population estimates and information gathered from town officials. The projections are unofficial and should be used for informational purposes only.

**Table 2  
Population Projections - Botetourt County and Troutville  
Year 2000 & 2010**

	<b>1996</b>	<b>2000</b>	<b>2010</b>	<b>Change 1996 - 2020</b>
Botetourt County	28,300	30,564	36,676	30%
Troutville	499	529	571	14%

Source: Fifth Planning District Commission, 1997.

During periods of rapid economic expansion, as is occurring in Botetourt, the accuracy for projecting and estimating populations diminishes. Projects such as the Botetourt Center of Greenfield, may substantially influence development characteristics throughout the county, including Troutville. Economic development issues are discussed more extensively in the *Economics* section of this document.

**Table 3**  
**Age Distribution - Town of Troutville**

Age	1990
0 - 9 years	69
9 - 17 years	45
17 - 29 years	76
29 - 49 years	132
49 - 69 years	65
69 years and over	66

Source: U.S. Census, 1990.

The age distribution for Troutville shows the category 29-49 years as the largest with 132 people. Overall, the distribution may be considered even in the remaining categories. As indicated in census data, these categories may undergo changes in the future. As the baby boom generation ages, they will increase the categories: 49-69 years and 69 years and over. The term baby boomer is defined as individuals born between 1946 and 1959. A second age category which is already experiencing an increase is the youth population, i.e. ages 0 to 17 years. Growth in this age category may be attributed to the increasing number of new residential developments and new economic opportunities that have are a result of an aggressive county economic development program.

**Household Characteristics**

It is believed that growth throughout the county will cause Troutville’s population to grow, which will ultimately shape demographic characteristics within the town. The following table illustrates the makeup and types of households residing in Troutville.

**Table 4**  
**Analysis of Households - Town of Troutville**

Total Households within Troutville	167
Married-Couple Family with own children under 18 years	57
Married-Couple Family no own children under 18 years	47
Male householder, no wife present with own children under 18 years	1
Male householder, no wife present no own children under 18 years	0
Female householder, no husband present with own children under 18 years	1
Female householder, no husband present no own children under 18 years	14
Non-family households	47

Source: Virginia Statistical Abstract, 1997.

The category Married-Couple Family with own children under 18 years is the largest, representing 57 households. It is anticipated that this will likely increase proportionately as the population in the town grows. According to officials from Botetourt County, the number of households with children younger than 18 years is already increasing. This is evident by examining the recent growth in the number of students attending Botetourt County Public Schools. The table below illustrates this point.

**Table 5**  
**Student Membership - Botetourt County School System (1990-96)**

	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	Change 1990-96
Membership	4,166	4,196	4,198	4,211	4,270	4,352	4,486	7.7%

Source: Superintendent's Annual Report (1989-1996).

### Educational Attainment Levels

A significant percentage (19%) of the town's residents have less than a ninth grade education. This can potentially reduce their earning levels compared to individuals with a high school or greater degree. The category with the most individuals is those with a high school or equivalency degree at 30 percent of the total.

**Table 6**  
**Educational Attainment - Town of Troutville**

Educational Attainment	Persons
Less than 9th grade	56
9th to 12th grade, no diploma	41
High school graduate (includes equivalency)	90
Some college, no degree	51
Associates degree	23
Bachelor's degree	24
Graduate or professional degree	15

Source: U.S. Census, 1990.

Note: Includes only individuals 25 years or older.

Botetourt County officials estimate that a significant portion of new jobs created within the county and the region will require training or retraining in a technical field. This may include a traditional 2 year or 4 year degree or company specific training. The ability of town and county residents to secure these higher paying technical jobs is enhanced by the presence of a strong county-wide elementary and secondary education system.

## *Land Use Development*

Whatever the rate of population change, Troutville can continue to develop only by careful use of its land resources. Since the town has a limited quantity of land, it is necessary to envision long range goals that will guide the decision making process. Land use planning involves issues such as housing, commercial development, preservation of open space, aesthetics, density, sidewalks, trails, agricultural uses and quality of life.

There are about 256 acres of vacant land in town. This represents about 57 percent of all land in Troutville. Approximately 74 acres of this vacant land is zoned for residential development. Residential development can occur in many forms and types of settlement patterns. Appendix 1 is an example of site prior to development. Appendix 2 is the same site with typical post World War II suburban sprawl. These types of developments are more common in older suburban regions such as in Roanoke County. They are often lacking in key quality of life amenities such as sidewalks, open space, Greenways and bicycle trails. As illustrated in the photograph below, the town has a strong need for the additional sidewalks. This is particularly important along Route 11 because of the safety considerations on this heavily used thoroughfare.

According to the Realtor's Development Guide for 1997,

*“A new home buyers are increasingly more selective in the types of neighborhoods they are willing to locate. Clearly, this is evident in the many new subdivisions that emphasize features such as old growth trees, open space, sidewalks and trails. The new home buyer is a more selective and savvy consumer, demanding more from their neighborhoods than cleared, fenced in lots.”*

Appendix 3 illustrates a housing development using clustered type subdivisions that are designed to preserve open space, agricultural areas or forested land. As stated in the Realtor's Development Guide, these subdivisions allow the same number of housing units to be constructed. They also tend to appreciate at higher rates compared to traditional subdivisions.

The Troutville Zoning Ordinance outlines the specifics requirements for residential lots. This comprehensive plan does not include detailed zoning information. Rather, it serves as a guideline to be used in administering and updating the zoning code. As it is likely that the population of Troutville will increase in the next 20 years, it is important for the town to determine a long term growth strategy. The comprehensive plan should be used as a tool to determine such a strategy. The zoning code should be designed to conform with the overall objectives set forth in the comprehensive plan.

## *Economy*

Troutville's residents depend on jobs throughout the Roanoke Valley, with only a limited number of residents working in town. Its future is tied to county, metropolitan and state economic trends. Statistical data for these areas are indicators of the economic health of Troutville. In particular, county-level data is useful in predicting future changes in the town. Two primary components of the regional economy are income and employment which are discussed below.

## Income Characteristics

Total employment and income levels are valuable indicators of a community's vitality. Over the years, income levels in the Troutville area have risen greatly. The U.S. Census Bureau has developed income data for Botetourt County and the Fifth PDC.

## Income Analysis

Tables 7 and 8 illustrated below compare estimates of per capita income and median family income for Botetourt County, its towns and the state. Troutville's 1990 per capita income is below the averages in Fincastle and Buchanan. Also, the county exceeded the town by nearly \$2,500 and the State was greater by nearly \$4,400. Troutville's per capita income increased by 132% since the 1980 Census but this remains below surrounding communities. Town officials indicate an interest in improving income levels over the next 10 to 20 years.

**Table 7**  
**Estimated Per Capita Income Comparisons**

	1980	1990	Change
Troutville	\$4,888	\$11,315	132%
Fincastle	\$3,274	\$16,136	393%
Buchanan	\$3,827	\$11,388	198%
Botetourt County	\$4,117	\$13,810	235%
Virginia	\$4,954	\$15,713	217%

Source: U.S. Census (1980 & 1990).

**Table 8**  
**Estimated Median Family Income Comparisons**

	1980	1990	1996	Change 1990-96
Botetourt County	\$16,879	\$38,000	\$48,043	26%
Troutville	n/a	\$31,667	n/a	-----
Fincastle	n/a	\$41,875	n/a	-----
Buchanan	n/a	\$25,625	n/a	-----
Fifth PDC	\$17,479	\$33,849	\$39,788	18%
Virginia	\$18,510	\$38,855	\$47,549	22%

Source: U.S. Census (1980 & 1990), Virginia Statistical Abstract (1997).

n/a = not available

Median family income was not determined for towns in the 1980 Census. It was also not made available as an estimate in 1996. The 1990 figures provide an indication of the economic situation in Troutville. Accordingly, the town is below the median family income figures for Fincastle, Botetourt County, Fifth PDC and the State. Buchanan was the only community that had a lower median family income. Because 1980 data for towns is not available it is not possible to show a percentage change from the 1990 figures; when the 2000 Census is conducted this data will be available.

## Employment

The City of Roanoke is the dominant economic force in the Roanoke Metropolitan Statistical Area, (MSA) which consists of the Counties of Botetourt, Craig and Roanoke and the Cities of Roanoke and Salem. In 1997, the number one employment sector in the MSA was health care, followed by education, rail transportation, trucking and manufacturing. Following these in order of size of labor force are: banking, insurance, utilities, health services, hotels and motels, agriculture, mining, and educational services. Supporting services also heavily contribute to the overall employment level in the region. Examples of supporting employment include construction, real estate, and government. The diverse economy of the Roanoke MSA helps protect it in times of national recession. In past years this area has been stronger economically than the nation.

According to the 1990 Census, Botetourt County is predominately rural, with 87 percent of its population residing outside the urban area. It is estimated that as development continues will begin to shift towards a higher percentage of urban residents. As of 1997, Botetourt County is considered the fastest growing county in the MSA. Most growth occurred in the southern part of the county, with Troutville at the northern age of the high growth zone (see map).

A majority of Botetourt County residents (69% in 1990) worked outside of the county. The percentage of out-commuting is probably higher today. It is likely that Troutville workers share commuting patterns present in the county. The increased reliance by county and town residents on regional employment makes trends in the region important to all. The following analysis of regional economic data makes reference to tables that appear at the end of this section.

### Employment Analysis

Table 9 shows the unemployment rates for Botetourt County from 1987 to 1996. Botetourt County's unemployment rate has been consistently below the rate for the Roanoke MSA, the state, and the nation since 1987. Specific data is not available for the town, but will likely approximate the overall county-wide figures.

**Table 9**  
**Unemployment Rate (1987-1996)**

	<b>Botetourt County</b>	<b>Roanoke Metropolitan Area</b>	<b>Virginia</b>	<b>United States</b>
1987	4.0	4.1	4.2	6.2
1988	3.7	4.0	3.9	5.5
1989	3.6	3.7	3.9	5.3
1990	3.5	3.6	4.3	5.5
1991	5.7	5.5	5.9	6.7
1992	5.8	5.7	6.4	7.4
1993	4.2	4.6	5.1	6.8
1994	3.2	3.5	4.9	6.1
1995	2.6	2.8	4.5	5.6
1996	2.6	2.9	4.4	5.4

Source: Weldon Cooper Center for Public Service, 1998.

Barring a sudden economic downturn, it is anticipated that this trend will continue into the next decade. Low unemployment rates may also encourage further development in and around the town. Historically, this is a common characteristic for rural county's in close proximity to larger cities. Troutville's proximity to Roanoke is 15 - 25 minutes by Interstate, making this a distinct possibility.

Despite a low unemployment rate, labor force data indicate a substantial portion of Botetourt County residents commute to other locations for their jobs. According to the Virginia Employment Commission, 81% of employed Botetourt County residents commute to work outside of the County. As more employment opportunities become available at locations such as the Botetourt Center at Greenfield, this percentage may decrease.

### **Analysis of Employment and Wage Data**

The wage rates for Botetourt County have steadily increased. This may be attributed to the rise of new subdivisions in the county that have attracted individuals from higher income categories. There has also been an increase in employment opportunities throughout the county. Botetourt County's economic development strategy has been to recruit those companies paying higher than average wages. The tables illustrated below provide some additional detail for employment and wage characteristics within Botetourt County.

**Table 10  
Covered Employment, 1994 and 1995**

	1994	1995	Change
Virginia	2,861,676	2,955,133	3.3%
Fifth PDC	134,976	141,585	4.9%
Botetourt County	4,997	5,457	9.2%
Roanoke County	26,178	29,613	13.1%

Source: Weldon Cooper Center for Public Service, 1996.

County-wide employment has increased at a faster rate than both the State and Fifth Planning District, while trailing Roanoke County at 13.1%. Although this data is for the entire county, it reflects that there are more local opportunities for Troutville residents. Local jobs are an economic benefit because they produce additional tax revenue and reduce commuting costs.

**Table 11  
Average Weekly Wage, 1994 and 1995**

	1994	1995	Change
Virginia	\$490	\$511	4.3
5 <sup>th</sup> PDC	\$425	\$449	5.6
Botetourt County	\$364	\$400	9.9
Roanoke County	\$401	\$428	6.7

Source: Weldon Cooper Center for Public Service, 1996.

Botetourt County experienced a higher percentage increase in wage rates than did the state and the Fifth PDC. The rise in wages is likely indicative of the increased job opportunities and more demand for employees at the local level. In terms of actual dollar figures, Botetourt County still trails its surrounding communities and is substantially lower than the state average of \$511 per week in 1995.

Taxable sales is an indicator of the economic health and stability of an area. Revenue generated in Botetourt County from taxable sales is used to provide services, maintain and improve infrastructure and conduct daily operations.

**Table 12**  
**Taxable Sales Summary Report (1992-1996)**

<b>Location</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>Change 1993-96</b>
Botetourt County	\$89,922,488	\$96,327,797	\$104,771,935	\$105,779,095	17.6%
Roanoke County	\$513,801,054	\$523,704,517	\$546,092,794	\$559,444,227	8.9%
Roanoke MSA*	\$2,158,345,500	\$2,270,156,820	\$2,367,116,572	\$2,444,121,141	13.2%
Virginia	\$46,705,684,485	\$49,728,090,920	\$52,087,011,311	\$53,923,259,963	15.4%

Source: Taxable Sales Annual Report, 1996.

\* Metropolitan Statistical Area

Table 12 shows taxable sales for retail related goods within selected areas. Botetourt County has undergone a rapid increase in its taxable sales from 1993 to 1996. They have exceeded Roanoke City, Roanoke County, Roanoke MSA and the State during the same period. This is attributed to an aggressive economic development program and continued growth of the county-wide economy. These figures may also reveal a growing population with increasing needs for goods and services. This will likely create an increase in employment for retailing and service sectors within the county. According to officials from Botetourt County, retailing and service industries are expected to increase more in coming years than any of the other employment sectors.

Tourism within Botetourt County is a valued industry, employing an estimated 456 people in 1994. As Troutville continues to grow and develop, it will be positioned to capture some of this market. Already, the unique and historic character of the county's towns have set them apart in many ways from the traditional suburban development occurring around them. Town officials are emphasizing in this comprehensive plan quality of life features such as additional sidewalks, facade improvements and open space. These features will serve to enhance tourism within the town. The following table illustrates the tourism related expenditures that occurred from 1991 to 1994.

**Table 13**  
**Tourism Expenditures for Selected Areas (1990-1994)**

<b>Location</b>	<b>1991</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>Change 1990-94</b>
Botetourt County	\$25,180,000	\$24,010,000	\$25,460,000	\$26,120,000	3.7%
Roanoke County	\$52,220,000	\$41,280,000	\$43,770,000	\$44,900,000	(-14%)
Fifth PDC	\$268,890,000	\$255,470,000	\$270,880,000	\$277,900,000	3.4%
Virginia	\$8,187,340,000	\$8,558,540,000	\$9,074,700,000	\$9,310,000,000	13.7%

Source: Taxable Sales in Virginia, 1996.

Botetourt County experienced a slightly greater increase (3.7%) in tourism expenditures from 1991 to 1994 than did the Planning District (3.4%). The State substantially exceeded Botetourt County and the Planning District by posting an increase of 13.7% over the same period. The demographic characteristics of people relocating to the county show that they tend to be in higher income categories. These groups typically place a high demand on quality of life features such as good sidewalks, parks, greenways, bicycle routes, ball fields, etc. The Town already operates one of the premier community parks in the Roanoke Valley. As this and other amenities become more widely available, the town will potentially benefit from a resulting increase in revenues.

### *Community Facilities and Services*

A variety of facilities and services are provided through either the town or the county. These range from necessities such as police and fire protection, to libraries and recreation areas. These facilities and services contribute to the overall quality of life for town residents. Their provision is usually determined by the amount of local government revenues obtained from taxes; making it important to preserve and possibly enhance the local economies.

#### **Town Hall**

The Troutville Town Hall is centrally located at the corner of Sunset Avenue and Route 11. The Town Council and the Planning Commission meet here and it houses the Botetourt County Chamber of Commerce. A large meeting room in the building is available for social functions. A charge of \$25.00 is made for each use. The room is used on a regular basis by a dancing and exercise class, the Lion's Club, and the Worldwide Church of God.

#### **Fire Department and Rescue Squad**

The Fire Department and Rescue Squad are also located at the Town Hall. Both of these are volunteer services and are dispatched through the Botetourt County Sheriff's office in Fincastle.

The Troutville Fire Department is one of seven serving Botetourt County. The service area has a radius of approximately six miles. About twenty-five volunteers serve this company, with an average of seven or eight going out on a given call. Fire Department equipment includes: two pumper trucks, one support truck, one tanker, brush truck, and two utility vehicles. A fire siren sounds automatically at the Town Hall in addition to all members having pagers when a fire is called in. There is a network of twenty-eight fire hydrants.

Fire protection service in Virginia localities is rated by the Insurance Services Office (ISO) a fire evaluation office that considers all aspects of a communities fire protection. The ISO rating scale ranges from 1 to 10, with 1 being the highest rating and 10 the lowest. Troutville is rated a 9. Most small towns in Virginia are rated low. The town should work with the ISO to determine where improvements can be made in fire protection services. An improved grading not only means improved fire protection, but possibly lower fire insurance rates for the town and its residents.

The Troutville Rescue Squad, located in the Town Hall building, is one of five rescue squad services in the county. The service area includes much of southern Botetourt County. There are approximately twenty-five volunteer members.

Rescue Squad equipment includes:

1 - 1997 ALS Freightliner

1 - 1993 ALS Ford

1 - 1988 ALS

1 - 1988 Ford /response car

Botetourt County has basic 911 with an enhanced 911 and computer aided dispatching to come in 1999. This will shorten response time for all public safety services. Troutville is fortunate to have the squad based in town, thereby generally keeping response time to a minimum for town residents.

## **Health Services**

The Botetourt County Health Department is supported by county and state funds. Services are available to all residents, with fees set on a sliding scale based on income.

The Health Department employs a sanitarian who is responsible for inspections of food establishments and group quarters, such as summer camps. The sanitarian inspects and issues permits for septic tank installation and will test water samples on request.

Preventative health care clinics, (or "well clinics"), are conducted by the Health Department for family planning, child and adult check-ups, maternity check-ups, eye screening, venereal disease and tuberculosis screening.

The Health Department operates a Home Health Services program to make para-medical personnel available to the home-bound patient.

The Health Department has a full-time public health dentist, primarily responsible for the care of children. Services are provided with the use of a mobile office-trailer capable of being placed on-site at each elementary school in the county.

Mental health services are coordinated through the Health Department and Mental Health Services of the Roanoke Valley. A clinical psychologist is available one day per week.

The Health Department facility in Fincastle is operated with a full-time nurse practitioner and a doctor who serves Alleghany County, Craig County, Roanoke County, Clifton Forge, Covington and Salem. A private clinic is operated in Daleville at the Botetourt Plaza. This one is staffed primarily by interns from Roanoke Memorial Hospital.

There is no hospital in Botetourt County. Southern Botetourt County residents usually go to Roanoke Memorial or Community, or Lewis-Gale hospitals. Northern Botetourt County residents generally go to Alleghany Regional Hospital in Alleghany County. Transportation to county health facilities can be arranged through the County Department of Social Services.

## **Education Facilities**

Education is important for the continued success and economic stability of Troutville. Town officials indicate a continued support for making educational opportunities available to its residents. This includes an emphasis in public education from elementary through high school as well as post secondary education and continuing education. The Botetourt Center at Greenfield

project will include an Educational and Training Center providing opportunities for residents to obtain technical skills. Typically, positions that are secured as a result of this training are local and with higher than average wages.

Botetourt County's school system administrative offices are in Fincastle. The school system has six elementary schools, (K-6), one intermediate, (7-8), two high schools, (9-12), and one vocational school, (8-12). During the 1995-96 school year there were a total of 321 teachers and 4,486 pupils. Botetourt County's teacher to student ratio is 13.6 which is better than the state required minimum standard.

County schools offer college-preparatory and vocational training courses. Ninety-five percent of the students take some vocational training in high school to develop job skills. The school offers an industrial cooperative training (ICT) program allowing students to apprentice in jobs part of each week. College bound students are offered an accelerated math and English curriculum. About 77% of Botetourt County graduates go on to college, a figure near the state average.

Vocational education and high school equivalency programs are offered two nights a week from September to May through the county schools. For other adult and continuing education programs county residents must go to Alleghany County or Roanoke City.

The Town of Troutville is in close proximity to numerous educational institutions providing a range of educational choices and opportunities. Some of these include: technical training, engineering, computer programming, medical, liberal arts and many of the sciences. A listing of institutions that offer programs within close proximity to Troutville is illustrated below.

**Table 14**  
**Colleges & Universities (within 1 hour commuting distance)**

<b>School</b>	<b>Type of Institution</b>	<b>Enrollment</b>
Averett College - AACE Program	MBA and BBA programs	2,000 state-wide
College of Health Sciences	2- and 4- year nonprofit	550
Dabney Lancaster Community College	2- year public	2,500
Dominion College	Private business school	200
Ferrum College	4- year private	1,068
Hollins College	4- year private	1,000
Mary Baldwin College	4- year private	250
National Business College	2 - 4 year proprietary	1,500
Radford University	4- year public	8,270
Roanoke College	4- year private	1,700
Roanoke Valley Graduate Center	Adult education and Masters	Varies
Virginia Military Institute	4 - yr undergraduate degrees	1,196
Virginia Tech	4- year public	24,812
Virginia Western Community College	2- year public	6,800
Washington & Lee	4- year and Master's; private	1,994

Source: The Roanoker Magazine, 1998.

## Library

The Botetourt Branch Library is part of the Botetourt-Roanoke Regional Library, a public system serving two counties and two cities. The library is housed in the old jail in Fincastle. Plans to move it to the old school annex in Troutville are being studied. The library has about 7,500 volumes, but can draw on over 63,000 volumes in the regional system. Twenty-five periodicals are available. A bookmobile makes 19 stops in the county every Tuesday, but does not stop in Troutville.

## Police

Troutville has no town operated police services. Police protection is provided by Botetourt County. Its Police Department is headed by an elected sheriff who supervises fifteen deputies, seven correctional officers, five dispatchers, and two secretaries. The county has fifteen patrol cars and a jail with a capacity of 35. An average of three cars are on patrol each day. Two-thirds of the police department funds are provided by the state. The remainder are from local sources.

Breaking and entering and vandalism are the most common crimes in the county, as reported in Crime in Virginia. In 1996 the following felonies were recorded in the county:

Crimes Reported, 1996

Crime	Occurrences
Grand larcenies	216
Burglaries	77
Aggravated assaults	14
Auto thefts	11
Robberies	3
Homicide	0
Total	321

Source: Crime in Virginia, 1996.

This is a crime rate of about 1,141 per 100,000 population. This is well below the state average rate for felonies which is 3,942 per 100,000. The value of property stolen was estimated at \$361,928. A State Correctional Facility is located about one mile north of town.

The Virginia State Police operate in Botetourt County. They are primarily involved in traffic control. County police carry the majority of crime prevention and investigation service. County police are also responsible for dispatching the fire department and rescue squad.

## Miscellaneous

Electricity is provided to Troutville by American Electric Power, (AEP). The town has about fifty street lights that are paid for with general revenue sharing funds.

Refuse collection is provided by private collectors who use the Botetourt County landfill on Route 779.

Telephone service is provided by R&B Communications which operates a switching station on Sunset Avenue. Cellular phone coverage is available over the entire town and most of the county. Service is currently provided by GTE Wireless and U.S. Cellular, although numerous other carriers are actively developing networks throughout the County.

Botetourt County has many historic landmarks of local, state, and national importance, with 114 significant sites identified in county records. The eleven sites listed below, none in Troutville, have been registered with the Virginia Historic Landmarks Commission.

Fincastle Historic District	Collie Furnace
Santillane	Phoenix Bridge
Roaring Run Furnace	Looney Hill Creek Site
Wilson Warehouse	Springwood Truss Bridge
Prospect Hill	Mininger's Hill (Tinker Hill)
Breckenridge Mill	

All community facilities and services enhance the quality of life for Troutville residents. In analyzing community needs it is often found that additional or improved services are desired. This comprehensive plan can be a starting point for identifying such needs.

### *Housing*

Troutville is primarily a residential or "bedroom" community. Most residents have jobs in or near Roanoke. Population growth is expected to be moderate as the county population rises. This may encourage the development of new housing, which over the past 20 years has been negligible. An assessment of past trends and present conditions of Troutville's housing stock may identify issues that need addressing. Preservation of the residential character of the town can be achieved, in part, through the comprehensive plan and proper use of zoning and subdivision ordinances.

### **Housing Supply and Demand**

Troutville is fortunate in having a generally sound housing stock. There is very little deteriorated or substandard housing. In 1998, town officials estimated that 92 housing structures, 41 percent, were built before 1940. Nineteen units, 8 percent, were considered substandard. With the majority of housing being less than forty years old the low level of substandard housing is not unexpected.

The town currently contains 224 housing units of which 63 were constructed prior to 1939. Town officials have indicated their interest in providing additional housing stock. The table below is an age breakdown of the housing in the town. Existing land is available for the construction of new housing or apartments. Town officials have indicated they wish to improve the availability for a range of new housing types and to maintain their existing housing stock.

**Table 15  
Housing - Year Structure Built**

Year Built	Structures
1991-1997	6
1989-1990	3
1985-1988	5
1980-1994	11
1970-1979	23
1960-1969	45
1950-1959	39
1940-1949	29
1939 or earlier	63

Source: U.S. Census, 1990 and Town of Troutville, 1998.

Median value of housing in Troutville increased by 24% from 1980 to 1990. Median income levels in Botetourt County increased by 125 percent during this period. Given the high growth rates in Botetourt, it is likely that income and housing values will continue to rise rapidly. Steps must be taken to insure affordable housing is available for the current residents of the town. If this is not addressed, it may shift the housing market towards greater numbers of substandard rental properties. Enforcement of building codes and land use ordinances can help alleviate these problems. In addition, there are numerous grants from organizations such as the Virginia Department of Housing and Community Development to assist qualified owners and renters obtain affordable housing. Grants are available from both public and private sources.

**Housing Need**

The International City Managers Association, (ICMA), has published a list of seven standards for housing. Against these standards it is possible to judge need.

**Cost:** The cost of housing relative to income. Maximum affordable price for a house is routinely set at 2 1/2 times the gross annual family income. Maximum affordable rent is set at 25 to 30 percent of net monthly income.

**Condition:** The health and safety a housing unit provides its occupants.

**Crowding:** Overcrowded housing, more than one person per room, is considered a physical and psychological health hazard.

**Choice:** Every household should be able to exercise housing choice without unreasonable constraints (i.e., discrimination).

**Neighborhood:** Neighborhood environmental condition and public service should ensure a safe and pleasant living situation.

- Access: An extension of the neighborhood concept, this standard considers the availability of employment and services.
- Control: This standard pertains to the ability of a household to control its immediate living environment. This includes protection against intrusion, safeguards in tenant landlord relations and the rights of home ownership.

Applying these housing need standards to Troutville raises two main issues: housing costs and income levels. As noted before, housing costs increased 24% from 1980 to 1990 and income increased by 125% during the same period. It is assumed that as housing costs rise county-wide as a result of suburbanization it will become more difficult for current residents to find affordable housing.

Housing condition is also a problem, in 1998 eleven structures were judged by town officials as being in poor condition. Sanitary conditions are considered adequate, particularly since the development of the public sewer system. Crowding is not considered a problem in Troutville. In fact, household size has declined over the last decade. Growth is projected for the town, so care must be taken to encourage development that preserves the aesthetic character of the town. This may include: preservation of open space, greenways, bike paths, parks, sidewalks etc. Housing choice is constrained mainly as a result of high cost. Neighborhood quality is high in Troutville where a pleasant small town atmosphere is pervasive. Access to jobs and services is also excellent, with the close access to Interstate 81 and Route 11. Finally, residents extent of control over their living environment can be considered high. Zoning and subdivision ordinances, and this comprehensive plan, can help ensure this local control.

### *Transportation*

The overall transportation network of a community has a significant impact on its character, economics and quality of life. Troutville, with Interstate 81 nearby, and Route 11 passing through its center, has good automobile connections with outside areas. Troutville's system of local streets provides generally good access to its residential areas. The town is deficient in terms of alternative modes of transportation that are available. Town officials have indicated that additional sidewalks and sidewalk improvements are imperative for the safety of its residents and functionality of its transportation system. Greenways and bike routes would also serve to enhance the choice of transportation facilities within the town. When possible facilities should be integrated with focus points such as neighborhoods, shopping, restaurants, grocery stores, parks, etc. Access to residences and businesses influences future development as well as stability of existing development. The town, with the assistance of the Virginia Department of Transportation, Botetourt County and other granting organizations can help ensure that transportation facilities are adequate for the needs of its residents and business community.

### **Functional Highway Classification**

As part of the procedure for determining priorities for road improvements, the Virginia Department of Transportation established the "functional classification system". This system is directly tied into federal aid to the State Transportation Department.

The most basic highway function is considered local roads. Local roads are ones that serve residences. Local roads are not eligible for any federal aid, and must be built and maintained with state or local funds. These roads are typically at the bottom of the priority list for

improvements. Local streets that have no state number assigned to them and have not been accepted into the state system. These roads, (Harvey Rd., Kinzie Rd., Moonaw Rd., Church Ave., Nuckols Ave., Layman Dr., Rader St., Eastview Rd., Boone Dr., and Lodge St.) are the responsibility of private individuals. It is advisable to upgrade these roads to state standards so that they can be turned over to the state for all future maintenance and improvement.

The next highest roadway ranking is the collector. Troutville has three roads considered major collectors; Route 11, Route 652 and Route 779. Collectors are roads that receive traffic from local streets and carry it to arterials and interstates. Collector roads are eligible for federal construction aid and improvements such as widening. Maintenance of collectors is a state responsibility.

The interstate highway is at the highest functional level, carrying long haul traffic through the region. Though no access to Interstate 81 exists in town, it may be accessed at interchanges located just north and south. The presence of Interstate 81 is an enhancement for local business and industry as well as a convenience for town residents commuting to Roanoke and other areas. The major share of funding for interstates is through the Federal Highway Administration.

### **Roadway Problem Areas**

The State of Virginia has developed a 2010 Long Range Transportation Plan to use as a guide in determining future projects. The Virginia Department of Transportation (VDOT) has inventoried roads in each of the state's twenty-one planning districts. Botetourt County has a total of 202.42 miles of interstate, arterial and collector roadways. (Local roads are not considered in this state inventory). VDOT determined that approximately 40 miles of county roadway are considered deficient. Deficiency is based on such characteristics as: frequency of accidents, a road's traffic capacity verse its use, and whether it had adequate pavement width. The deficiencies nearest Troutville were found on Route 220 east of Interstate 81 to Route 460.

### **Alternative Mode Transportation Planning**

There are many problems associated with a transportation system dependent primarily on single occupant automobiles. Traffic congestion, environmental pollution, dependence on uncertain energy reserves and detrimental social impacts are undesirable conditions that demand correction through effective transportation systems planning. Every day, travelers are faced with congested traffic conditions that increase journey times considerably. Unhealthy levels of pollutants are generated daily from the motor vehicle traffic. Despite the promotion of car and van pooling services and improvements in regional mass transit service, motor vehicle traffic is still expected to increase considerably, especially in the rapidly growing Botetourt County area. To address these problems, additional modal alternatives to the single occupant vehicle are necessary. At the same time, given growing financial constraints, governments are now forced to search for low-cost, easy-to-implement solutions to their transportation problems. Encouraging walking, bicycling, mass transit and ride sharing programs are potential alternatives that must be developed as an integral part of the transportation network.

The 1990 Nationwide Personal Travel Survey, which is published by the Federal Highway Administration, indicates that more than half of walking trips are less than 1 mile in distance and nearly two-thirds are 2 miles or less. For bicycling trips, 25% are 1 mile or less, 40% are 2 miles or less, 50% are 3 miles or less and 66% are 5 miles or less. Given the size of Troutville, this represents a real opportunity to provide additional transportation choices for residents and visitors at a low cost. To accomplish this it will require the strong support of the town for the

addition of new and upgraded sidewalks. Bicycle facilities should be developed as improvements are made to roadways within the town. Facilities should also be extended into the county. Whenever possible, off road greenways should be developed for their recreational and transportation benefits. Funding for these projects is often possible through granting organizations as listed in Appendix 4. In addition to improving transportation choice, the increased pedestrian / bicycle traffic potentially expands the customer base for local businesses.

Other modes of transportation currently in use in the Troutville area may require expansion to create better access and choice. Long haul bus service is present, with Greyhound Bus Lines passing through the town on Route 11 two times a day southbound, and once a day northbound. Troutville is a "flag stop", meaning a traveler must wave the bus to stop it.

There is no commuter bus service available close to the town. RADAR operates on an as needed basis for residents having special transportation needs. Botetourt County should be encouraged to support mass transit facilities within the county. Individual towns do not have the population base to support a bus service and must be grouped with the county-wide population.

Air travel services are available at Roanoke Regional Airport. This facility is served by feeder airlines to most major cities.

The Appalachian Trail, and other mountain trails, pass near Troutville. The bicentennial bikeway, U.S. Route 76 passes through the town center.

### **Traffic Calming & Speed Reduction**

Traffic calming can be defined as a series of control measures that serve to minimize undesirable impacts of motor vehicles on local human activities. Large and small communities across the United States have developed traffic calming programs. The term, however, is not a new one and has been used extensively throughout Europe. This type of approach is often described as holistic planning by focusing upon overall transportation choice. It promotes safe and desirable options such as walking & bicycling depending upon a person's need. It is not used to eliminate traffic or prevent accessibility for residents, shoppers, workers, or visitors. The ability to still move an automobile or truck through traffic-calmed areas is important.

The following objectives should be considered. These objectives come from the *American Planning Association* and *Transportation Quarterly*.

1. Eliminate potential accident sites. The most important reason for controlling automobile movement is to protect human life, prevent injuries, and avoid property damage. Streets are not just for cars. The function of a street is not solely to act as a corridor for traffic. Streets are also for social interaction, walking, cycling, and playing. No one function on a street should dominate to the exclusion of all others.
2. Residents have rights. Residents have a right to the best quality of life a city can provide. This includes the least noise possible, the least pollution possible and the safest environment possible.
3. Maximize mobility while decreasing the costs. By encouraging alternative modes of transportation and improving the safety of existing modes it is possible to reduce overall costs and ultimately create a more efficient transportation network.

Traffic calming features can be added throughout the town to alleviate conflict areas with vehicles. Officials have indicated that Route 11 through downtown Troutville and Sunset

Avenue which provides access to residential subdivisions are the most dangerous. Speed limits are often exceeded by 20-25 miles-per-hour, despite periodic enforcement by the police department. The police do not have enough staff to patrol the area regularly. A more effective method of controlling traveling speed is through design considerations.

There are numerous types of traffic calming measures available depending upon a community's specific needs. A brief description of the most common types are illustrated as follows.

1. **Speed Humps:** More gradual than speed bumps, they permit traffic to pass over them at predetermined speeds. A 22 foot wide speed hump is typically used to encourage traveling speeds below 30 mph.
2. **Curb Swells / Chicanes:** Zigzag maneuvers within a roadway to create curves that slow traffic. It facilitates safer pedestrian access across the roadway. Curb swells effectively improve pedestrian safety by reducing the street crossing distance and improving sight distance for the pedestrian and automobile. They may also slightly influence driver behavior by changing the appearance of the street.
3. **Entrance Treatment and Rumble Strips:** Consists of physical and textural changes to streets that are located at key entry ways into the downtown. They have a minimal influence on drivers' routine behavior. Overall speeds and total volumes are not influenced, but it is believed that drivers are made more aware of the environment in which they are driving and are more considerate of pedestrians.
4. **Capital improvements:** Major re-construction generally fall beyond the scope of traffic calming. As improvements do occur, traffic calming should be considered as an element to the project. It is more cost-effective to add traffic calming features when equipment and supplies are already on site.
5. **Traffic Circle or Round-About:** These are raised, often landscaped, islands at intersections. The primary purpose of a traffic circle is to slow high-speed traffic. An additional benefit is that they reduce the number of angle- and turning-type collisions.
6. **Alteration of sight line:** Along straight flat roads, reducing sight lines at specific locations increases driver attention and reduces traveling speeds.
7. **Streetscaping:** Reduces sight lines and creates the illusion of a narrowness which tends to slow traffic.
8. **Traffic island / divider:** Raised concrete or landscaped island 6 to 8 feet wide and located in the center of a through street. It may be constructed at mid-block locations or near intersections. This feature narrows the roadway that is available to a driver, providing a visual cue that they are in a popular pedestrian area and provides a refuge for pedestrians. This feature will reduce traveling speeds, reduce confusion and increase safety for vehicles and pedestrians.
9. **Entrance gateway:** A landscaped sign or structure that identifies to drivers that they are entering a town and should be aware of pedestrians, turning vehicles, slow vehicles, etc.

## **Funding**

Traffic calming varies in expense depending upon the project. The addition of street trees, landscaping and speed humps can be fairly inexpensive while roadway realignments and traffic circles are more costly. Estimated project costs are illustrated in the table that follows. It is only possible to provide rough estimates because actual costs are influenced by local market conditions, right-of-way acquisition, scope & type of project, etc. Traffic calming should be an on-going process with incremental steps made annually.

A potential funding option that has been used by other communities is the creation of a specialized tax district. This district would generate a stream of income that could be used to amortize major projects (15-20 years) and fund smaller projects on a pay as you go basis. Some towns also fund small grant programs that allow neighborhoods and other interested organizations to develop traffic calming features. Typically, the costs for this type of program range from \$3,000 to \$12,000 annually.

**Table 16**  
**Estimated Costs for Selected Traffic Calming Facilities**

<b>Type of Facility</b>	<b>*Estimated Cost</b>
Speed Humps (per unit)	\$2,000-2,500
Curb Swells / Chicanes (per unit)	\$7,000-10,000
Entrance Treatments (per unit)	\$20,000
Roadway Realignment / Reconstruction	based on project scope
Traffic Circle or Round-About (per unit)	\$25,000
Alteration of Sight-Line	based on project scope
Sidewalks (per square yard)	\$22
Streetscaping (approximately 1500 feet)	\$1,500-2,500

Source: City of Portland, Oregon, 1997; Fifth Planning District Commission, 1997

\* Unofficial estimate to be used for informational purposes only.

The Town of Troutville is poised to make significant strides in revitalizing and reinvigorating excitement in the community. Quality of life features such as traffic calming require a more thorough examination. The town is encouraged to develop a separate study that more closely examines transportation issues identified in this report.

## *Goals, Objectives and Policies*

### **Introduction**

The development of goals, objectives and policies are necessary to produce a coordinated and consistent set of guidelines for future decision making.

A goal is a long-term general statement that identifies the desired condition to be reached. Often goals are expressed in abstract terms. Goals represent what is determined to be desirable for the town, not necessarily what past trends indicate will occur.

Objectives should be viewed as potential actions which are capable of being measured.

Policies are specific actions or tasks that identify what is necessary to accomplish an objective. Although policies will be the guidelines for the future, they may be changed as circumstances warrant. New policies can and should be added whenever the need becomes apparent.

The following goals, objectives and policies are based on the needs and desires of town residents, town council and planning commission as stated at the public meetings and the results of the community survey.

### ***Land Use Goal:***

**Promote and support a harmonious pattern of land uses that meets the needs of Troutville residents and stimulates desirable physical and economic growth.**

#### *Objective:*

*Delineate in the Comprehensive Plan those areas best suited for special use agricultural, residential, commercial, industrial and other land uses.*

#### Policies:

- (1) Retain the existing single-family character of Troutville.
- (2) Cluster commercial development and ensure adequate parking and road access.
- (3) Restrict industrial uses to areas with adequate utilities and transportation facilities.
- (4) Require adequate buffering between residential areas and areas of conflicting land uses, such as industrial and commercial.

#### *Objective:*

*Provide a unified and attractive commercial downtown that meets the needs of the community.*

#### Policies:

- (1) Concentrate commercial development into the areas near the intersection of Sunset Avenue and Route 11.
- (2) Encourage a variety of retail and service establishments in the downtown commercial area.
- (3) Limit strip commercial development along Route 11 by restricting commercial uses to the downtown area or designated commercial clusters.
- (4) Encourage pedestrian movement in commercial areas by providing and maintaining sidewalks and lighting.
- (5) Develop a system of buffers to screen unsightly uses (e.g. Junk yards) from residential areas.

*Objective:*

*Update and enforce the town's zoning and subdivision ordinances.*

Policies:

- (1) Review and update the town's zoning and subdivision ordinances.
- (2) Update the mapping for the town's zoning and subdivision ordinances.
- (3) Revise the town's zoning and subdivision ordinances to limit intense agricultural uses.
- (4) Incorporate proffers in the zoning and subdivision ordinances to encourage the provision of quality of life amenities such as Greenways and sidewalks.

***Housing Goal:***

**Provide an adequate supply and diversity of suitable and affordable housing for all town residents.**

*Objective: Maintain suitable housing and improve substandard housing.*

Policies:

- (1) Work with Botetourt County to ensure the building code is enforced in town.
- (2) Restrict the encroachment of incompatible activities and uses or other blighted influences in residential neighborhoods.
- (3) Work with Botetourt County and the Fifth Planning District to investigate and publicize those Federal and State programs available for home improvements.

*Objective: Encourage design considerations for housing developments that are safe, efficient and environmentally sensitive.*

Policies:

- (1) Encourage Planned Unit Developments (PUD), as opposed to individual lot development.
- (2) Use the zoning and subdivision ordinances to ensure that adequate site planning and development occurs.
- (3) Encourage the construction and maintenance of curbs, gutters, sidewalks, and lights where appropriate.
- (4) Restrict residential development to areas where adequate public facilities and services exist.
- (5) Discourage use of residential roads as thoroughfares.
- (6) Demolish abandoned and irreparable structures to reduce blight and health hazards.

***Transportation Goal:***

**Provide a safe, efficient and well-maintained transportation system.**

*Objective: Eliminate unsafe conflicts with automobiles and improve multi-modal transportation.*

Policies:

- (1) Conduct a transportation study that examines the need for traffic calming features, sidewalks and intermodal facilities.
- (2) Secure funding to provide crosswalks in front of the town offices, Troutville School and at the intersection of Route 11 and Sunset Avenue. Crosswalks should be textured to increase driver awareness as illustrated in the diagram below.

- (3) Reduce the speed limit on Route 11 and on Sunset Avenue. Use traffic calming features to more effectively reduce traveling speeds.
- (4) Add landscaped gateways on Route 11 to identify to motorists they are entering the town.
- (5) Encourage developers to limit access points on Route 11.
- (6) Provide another access point to Sunset Avenue west of Interstate 81.
- (7) Develop a construction and maintenance program for sidewalks, Greenways, bike routes, curbs and culverts. Actively pursue grant opportunities to assist in funding improvements.

*Objective: Promote carpooling and vanpooling to create additional transportation choices.*

Policies:

- (1) Designate a location within town for an official Park & Ride lot.
- (2) Promote the benefits of car and van pooling such as: reduced commuting costs, environmentally friendly and less costly road maintenance.

*Objective: Ensure that all streets are maintained and constructed to proper standards.*

Policies:

- (1) Require all new streets be built to VDOT standards.
- (2) Request VDOT to continue upgrading the town streets for acceptance into the State system.
- (3) Work with Botetourt County and VDOT to identify needed secondary street improvements in town as part of the county's Six Year Improvement Plan.

***Economic Goal:***

**Promote a balanced economy that provides for the employment needs of the town residents.**

*Objective: Encourage the creation of new employment opportunities in the Troutville area.*

Policies:

- (1) Designate appropriate areas in the Comprehensive Plan for industrial development.
- (2) Work with the Botetourt County Department of Economic Development to identify and develop industrial sites in the Troutville area.
- (3) Encourage job training and educational opportunities, particularly those offered at Botetourt Center at Greenfield.
- (4) Encourage the provision of sewer services in the Troutville area that accommodate industrial development.

***Community Facilities Goal:***

**Provide adequate facilities to support existing and future town residents.**

*Objective: Provide an adequate and safe public water distribution system.*

Policies:

- (1) Coordinate land use development with the availability of water services.
- (2) Require all buildings that are within 250 feet of any public main water line be connected to the water distribution system.
- (3) Require property owners who are served by the water system to pay the cost of

connections and installation.

- (4) Continue to provide water lines to areas outside of town.

*Objective: Work with the Botetourt County Public Service Authority to bring sewer lines to Troutville.*

*Objective: Maintain the existing high caliber of police, fire, and rescue services.*

Policies:

- (1) Continue to provide public financial support to the town's volunteer fire and rescue units.
- (2) Encourage and support educational programs to prevent crime, fires and accidents.
- (3) Work with Botetourt County to establish a "911" emergency telephone number for town residents.
- (4) Work with the Insurance Services Office to determine where improvements can be made to fire protection services in town.

*Objective: Request Botetourt County to locate a branch library in Troutville.*

*Objective: Promote adequate and diversified recreational activities for the enjoyment of all town residents.*

Policies:

- (1) Continue to maintain the town's athletic complex.
- (2) Provide recreational opportunities by preserving open space, maintaining parks, developing trails, and enhancing sidewalks.
- (3) Develop recreational programs for all residents of town.

*Objective: Conduct a study of the town's storm water drainage system to identify needed improvements.*

*Objective: Maintain the Town Hall for governmental and various public uses.*

***Environmental Goal:***

**Preserve and enhance the town's environment.**

*Objective: Preserve the natural resources of the town.*

Policies:

- (1) Restrict development in floodplains, swamps and natural drainageways.
- (2) Prohibit development on land where the slope exceeds 25 percent.
- (3) Require erosion reduction controls such as stormwater management techniques and vegetation protection when land with slopes of 15 to 25 percent is developed.
- (4) Request Botetourt County to strictly enforce its Erosion and Sedimentation Ordinance in Troutville.
- (5) Require that proposed industrial and commercial development minimize or eliminate any air, noise, odor, water or visual pollution that would be offensive to nearby land uses.
- (6) Promote the preservation and planting of trees, shrubs, and other natural amenities.

*Objective: Improve and maintain the town's physical appearance.*

Policies:

- (1) Require the removal of non-registered automobiles in residential areas, unless garaged.
- (2) Encourage the placement of all utilities in residential areas underground where feasible.
- (3) Require the removal of dilapidated buildings.
- (4) Require owners to maintain their properties, by removing trash, litter, mowing lots and by other appropriate actions.
- (5) Encourage church and civic groups to help the elderly and other appropriate individuals maintain their homes and lots.

## *Future Land Use Plan*

### **Introduction**

The proposed Land Use Plan for Troutville is intended to be a general guide for the orderly physical growth and development of the town. The plan is based upon the planning goals and objectives developed during the planning process and existing land use and other factors that can affect land use changes. The goals and objectives were developed by the Planning Commission and represent the desires and needs of town residents. They should be used in conjunction with the future land use map to guide future development.

The Inventory and Analysis Section discussed how future land use is usually a logical extension of past land use trends. This is particularly true over a short time period. Therefore, existing land uses are likely to be the most important factors affecting the location and type of future land use.

Future land use will also be affected by other factors including: population characteristics and changes, economic growth, the provision of public facilities and services, environmental restrictions, proposed transportation systems, and housing needs.

### **Future Land Use Map - Description**

The Future Land Use Map is a generalized representation of where the Town Council and Planning Commission believe future development should occur. The map indicates areas of suitability for residential, commercial, and other uses, but it does not pinpoint specific boundaries nor the exact types of land uses permitted within each area. These details are provided on the zoning map and in the zoning ordinance. The Future Land Use Map will primarily be used in conjunction with the goals and objectives as an aid in making long range decisions.

There are six land use categories shown on the Future Land Use Map: Rural Conservation, Commercial, Industrial, Residential, Mixed and Public / Semi-public. For the most part, land use categories on the Future Land Use Map are similar to existing land use patterns and to existing zoning districts. The future and existing land use maps are located at the end of this document.

### **Residential**

Future residential growth in Troutville will generally be an extension of existing residential areas. New residential development should occur with attention to preserving open space, greenways and sidewalks. One means of accomplishing this is through clustered development. Clustered neighborhoods permit the developer to construct the same number of dwellings while preserving such amenities as open space. As stated in the Realtor's Development Guide for 1997, this style of development tends to raise property values faster than traditional suburbs.

One objective of this plan is to maintain the single family character of Troutville. To accomplish this, the majority of the developable areas in town have been shown for residential growth and separated from more intensive land uses. Commercial and other intensive land uses should not be allowed in these areas.

New residential development should locate on vacant parcels in the developed areas of town or as in-fill housing in existing neighborhoods when appropriate. Here existing utilities and roads are available. All homes must be connected to the town's public water system if located within 250 feet of a water line. Development within the 100 year floodplain is not permitted.

## **Commercial**

The Plan Map shows commercial uses concentrated in downtown Troutville. This area is located near the center of town along Route 11, Boone Drive, Sunset Avenue and Mountain Avenue. Retail trade and personal services should be the predominate uses located here. Examples of permitted uses include activities such as grocery stores, drug stores, offices, and beauty shops. They are outlined in more detail in the zoning ordinance. These activities encourage frequent public access but should not involve constant truck traffic or other nuisance activities.

Pedestrian and bicycle movement in the downtown should be encouraged by maintaining and expanding sidewalks, traffic calming and crosswalks. The provision of trees and shrubs would help create an attractive environment. The addition of landscaped entrance gateways at the town limits on Route 11 will serve to improve motorist awareness of the town.

Shopper access and safety would also be improved by reducing the speed limit on Route 11 as it passes through the downtown area and by installing traffic calming features at the intersection of Route 11 and Sunset Avenue.

The town should not allow commercial uses to locate along Route 11 outside of the downtown area. The stripping of uses increases traffic congestion by encouraging shoppers to drive to each store as opposed to parking and walking between stores. Increased congestion and the individual access points needed for each store tend to increase traffic accidents. Auto-oriented uses such as gas stations, body shops, and junkyards often locate along roads such as Route 11. These types of uses tend to reduce the physical attractiveness of the town and the value of nearby residential property.

## **Industrial**

Ideally, industrial uses should be separated and to some extent isolated from less intensive uses, such as residences. Industrial sites should also have good transportation access.

Troutville's only industries, Connex and Diversified Industries, occupy a portion of a 28-acre site in the southeast part of town zoned for industrial use. This site appears to be appropriate since it is bounded by the downtown commercial area, Mountain Avenue and open areas. The Norfolk Southern Railway passes along its northern boundary. The vacant portion of this site, at least 20 acres, would be ideal for future expansion of industrial uses.

Additional industry is proposed for those tracts of land located southeast of the railroad. These tracts are located adjacent to the Connex site and were chosen because they have the same location advantages.

Town officials should work with the Botetourt County Department of Economic Development to identify and develop sites inside and outside of town.

### **Public and Semi-Public**

Public and semi-public uses shown on the Plan Map include two churches, the town's athletic complex and a cemetery. Those public uses located in Troutville's downtown, such as the Town Hall and post office are shown as potential commercial uses. These facilities would make excellent commercial locations if their present activity were discontinued. However, the commercial designation of public facilities is not intended to suggest that their present use be discontinued.

The former Troutville Elementary School located beside the Town Hall is being developed as a private commercial property. This building is historically significant to the town and its owners are encouraged to maintain its aesthetic character.

### **Rural Conservation**

Areas shown for rural conservation on the Land Use Map include property currently being farmed or in open space. It also includes those areas located either in the 100 year flood plain or that have other physical limitations to development, such as poor drainage or steep slopes.

Most of the land in this category should be used for light farming, outdoor activities (such as picnicking) and open space. Flood plain areas are prohibited from any development. Steep slopes also affect development in town. Erosion control measures must be applied when development occurs on slopes that exceed 15 percent. Slopes that exceed 40 percent should not be developed. Land without these sensitive natural resources can be evaluated for low-density residential developments as needed.

### **Zoning Ordinance**

A zoning ordinance helps to implement a community's future land use plan by regulating its development.

Troutville's zoning ordinance should be updated to conform to the goals and objects identified in this comprehensive plan. Specifically, the current agricultural district must be revised to a new district type. Some potential classifications to consider are: Rural Residential, Rural Conservation, or Rural Preserve. These new districts would encourage the preservation of open space and allow for continued use of the land for low intensity agricultural uses. Development that occurs within this area must be sensitive to maintaining its rural character. The photograph illustrated below is an example of a low intensity agricultural use that exists in the town today.

Since 1973 when Troutville's zoning ordinance was adopted, several unpermitted land uses have located in town. These occurred because the ordinance was not properly enforced. Troutville's zoning administrator must ensure the ordinance is used effectively.

## *Plan Implementation*

The Plan and supplementary information presented thus far are the result of studies, analyses, deliberations and choices among alternatives. These activities have resulted in the preparation of what the Troutville Planning Commission considers the best possible future course of development for the town. From the beginning, it was the intent of the Commission to produce a realistic document which projected the needs, demands and the desires of the town's citizens. This section summarizes strategies which must be considered by the Town Council and Planning Commission to insure that the recommendations and objectives of the plan are achieved.

### **Plan Adoption**

The initial step in implementing the plan is to adopt it. Once adopted, the Comprehensive Plan becomes the official policy statement of the town. It should be used as a guide and reference whenever major decisions, particularly land use decisions, are made.

Section 15.2-2223, Code of Virginia, prescribes a formal adoption procedure which requires that public hearings or a joint public hearing with the Town Council and Planning Commission be held where citizens may present their views. Upon completion of the public hearing process, the local Planning Commission puts the plan in final form, approves it and forwards it to the Town Council for consideration and adoption.

### **Capital Improvement Program**

Using the Comprehensive Plan as a basis, the town may adopt a Capital Improvement Program (CIP). A CIP is a predetermined schedule for capital expenditures by the town. Capital expenditures include expenditures for land, buildings, major equipment and other commodities which are of significant value and have an expected useful life of several years. Because of their significant cost, capital improvements frequently are financed over several fiscal years and, therefore, are considered inappropriate expenditures for the annual operating budget.

To insure the usefulness of the CIP, each year the town should update and extend the schedule for one more year. This annual process permits adjustments to the CIP which may be required due to changing needs of the town or changes in available revenues.

In preparing a capital improvements plan, the Planning Commission should consult with town and county officials, interested citizens and organizations. Citizen input and required public hearings are essential to the process to guarantee that the CIP represents the needs and desires of the community as the governing body considers it for adoption.

### **Coordination of the Plan**

To be truly effective, implementation of the Troutville Comprehensive Plan should be coordinated with the planning efforts of Botetourt County and the Fifth Planning District Commission. The town's planning process must compliment other efforts.

### **Plan Review**

This plan may be reevaluated and updated whenever sufficient reason warrants. The Plan must be kept current and realistic. Should some unforeseen occurrence alter the logic upon which the

Plan is based, then it should be revised. Section 15.2-2230, Code of Virginia, requires that the Comprehensive Plan be reviewed at least once every five years to determine if it should be amended. Although the Plan is flexible, amendments should not be made indiscriminately. Thus discretion should be exercised when measuring short-range gains against decisions that will guide Troutville's overall future development.

Appendix 1: Aerial View of Site Before Development

Appendix 2: Aerial View of Site After Conventional Development

Appendix 3: Aerial View of Site After Creative Development

#### Appendix 4:List of Grant Opportunities

- X **Department of Environmental Quality (DEQ) On-Site Wastewater Treatment and Disposal Funding:** DEQ has funds available for local governments interested in receiving low-interest / no interest financing. DEQ is also funding innovative technologies under a variety of federal grant programs. These programs include, the Small Business Innovation Research program, Small Business Transfer Technology Research Program, Advanced Technology Program, Technology Reinvestment Program, and Energy Related Invention Program. Contact Person: Don Wampler at DEQ (804-698-4132)
- X **Rural Development:** Taking applications on an ongoing basis for the Water and Waste Disposal Program and the Community Facilities Program. The latter includes health care, telecommunications and public safety. Both loans and grants are available for rural areas with populations of 25,000 or less, where the median household income in the area to be served is below the poverty line. Contact Person: Travis Jackson at Rural Development (540-228-5402)
- X **Rural Business and Cooperative Development Service (RBCDS):** Federal program operated through Rural Development. Rural Business Enterprise Grants - Purpose is to help public bodies and nonprofit organizations finance and facilitate development of small and emerging private business enterprises located in rural areas. Rural Technology and Cooperative Development Grants - Purpose to finance the establishment and operation of centers for rural technology and/or cooperative development. The grants are to improve the economic conditions of rural areas by promoting the development and commercialization of new services, products, processes and enterprises in rural areas. Local Technical Assistance and Planning Grants - Purpose to fund local technical assistance and planning activities in rural areas for the purpose of improving economic conditions. Contact: RBCDS, (202-720-0813).
- X **Mid Atlantic Trade Assistance:** Provides grants to companies having difficulty competing with foreign imports. Grants may be used to improve the efficiency to position U.S. companies to more successfully compete. Contact Person - Joe Robinson: (540-344-6624).
- X **Bell Atlantic Charitable Foundation:** Funds available for national and regional organizations. Grants focus on health, human services, arts, culture, economic development and education. Average grant range is \$1,000 to \$300,000. Contact Person: Ruth Caine, Dir (703-974-5440).
- X **Cabell Foundation:** Grants primarily for higher education, health care, historic preservation, the arts and cultural projects, community development, and welfare. Types of support include building funds, capital campaigns, equipment, renovation projects, special projects. Average grant range is \$25,000 to \$100,000. Contact Person: Walter Turnbull (804-780-2050).
- X **Central Fidelity Banks, Inc. Foundation:** Grants for higher education, community funds, and cultural programs. Average grant range is \$25 - \$50,000. Contact Person: Charles Tysinger, Mgr. c/o Central Fidelity Bank; P.O. Box 27602; Richmond, VA 23261.

- X **Landmark Charitable Foundation:** Grants for higher education, cultural organizations and community funds. Average grant range is from \$1000 to \$10,000. Contact Person: Carolyn Wood - (804-XXX-XXXX).
  
- X **Norfolk Southern Foundation:** Grants primarily for cultural programs, including museums and performing arts groups, community funds and higher education. Average grant range is from \$100 to \$95,000. Contact Person: Joseph Neikirk (804-629-2650).
  
- X **North Shore Foundation:** Grants primarily for conservation and education. Average grant range is \$350 - \$100,000. Contact Person: Troy Savage (804-627-0611).
  
- X **The J. Edwin Treakle Foundation, Inc.:** Emphasis on church support, community development, youth agencies, higher education, hospitals and cultural organizations. Average grant range is \$300 to \$20,000. Contact Person: John Cooke; P.O. Box 1157; Gloucester, VA 23061 - Phone: 804-693-0881.
  
- X **Universal Leaf Foundation:** Emphasis on higher education, community funds, museums, environment and civic affairs. Types of support include building funds, capital campaigns, renovation projects and seed money. Average grant range is \$500 to \$1,000. Contact Person: Nancy Powell (804-359-9311).
  
- X **Virginia Environmental Endowment:** Grants are limited to support activities to improve the quality of the environment. Types of support include see money, loans, special projects. Average grant range is \$1,000 to \$75,000. Contact Person: Jeannie Baililes (804-644-5000).
  
- X **Wrinkle in Time Foundation, Inc.:** Support for improving man's rural and urban environment; including wildlife and wilderness preservation as well as to gather, preserve and disseminate information about the environment. Types of support include restoration and maintenance of historic buildings and sites. Average grant range is \$150 to \$25,000. Contact Person: Andrea Patterson (703-253-5266).
  
- X **National Forest Service:** Provides grants related to community development, recreation, conservation and community planning. Grant awards average from \$3,000 to \$20,000. Contact person: Dave Olsen (540-265-5100)
  
- X **Department of Housing and Community Development:** Community Development Block Grants, Planning Grants, Construction Improvement Grants. Grants focus on community improvements with a focus on job creation and economic development. Contact Person: Chris Sterling, (804-371-7073).
  
- X **Appalachian Regional Commission:** Grants available for substantial infrastructure improvements, community improvements and economic development. Grants must focus on job creation. Contact Person: Bob Sokolowski, (202-884-7707).
  
- X **Virginia Department of Transportation:** Transportation Enhancement Grant - Grants funding for major infrastructure improvements. Focus must be on transportation related projects. Contact Person: Robert Cassada, (800-444-7832).
  
- X **Environmental Protection Agency:** Offering 3 separate grants titled - Jobs Through

Recycling (JTR), Climate Change Action Plan (CCAP) and Pay as You Throw (PYT). JTR focuses on creating recycling related employment. CCAP focuses on the reduction of solid waste through recycling. Pay as You Throw provides funding for communities to implement waste reduction programs. Contact Person: Mike Giuranna, (215-566-3298).

- X **The Ford Foundation:** The Rural Poverty and Resources program supports rural communities through grants to community development projects that increase economic opportunity and help to make economic development compatible with the conservation of natural resources. The Ford Foundation has provided over \$8 billion in grants and loans since 1936. Contact: The Ford Foundation, (212-573-5000).
- X **Ewing Marion Kauffman Foundation:** Works to educate and enhance the ability of people at risk, particularly the young, to become self-sufficient and productive. Kauffman funds health service and drug abuse initiatives, child development and education programs. Contact: EMK Foundation, (816-932-1000).
- X **Kellogg Foundation:** Main program interests are: health care, food systems, rural development, youth development, higher education and volunteerism. Also of interest is the use of technology as a vehicle to increase access to information and improve benefits for all segments of society. Contact: Kellogg Foundation, (616-968-1611).
- X **MacArthur Foundation:** Main program interests are cultural programs, community development, conservation and education. Contact: MacArthur Foundation, (312-726-8000).
- X **Pew Charitable Trusts:** Supports the work of nonprofit organizations in the fields of culture, education, the environment, health and human services, public policy and religion. Annual grant making exceeds \$180 million. Each year it awards approximately 500 grants. Contact: Pew Charitable Trusts, (215-575-9050).
- X **Mott Foundation:** Its program areas include civil society, environment and poverty. The poverty program includes a special division emphasizing neighborhoods and economic development. Mott Foundation=s goals in this area are to increase the capacity and effectiveness of community-based organizations and to increase economic opportunities and well being for low income individuals and families. Contact: Mott Foundation, (810-238-5651).
- X **Alton Jones Foundation:** Currently reviews grant applications in two areas: protection of the global environment and prevention of nuclear war. Grants must emphasize specific steps leading toward policy change. Contact person: J.P. Myers, (804-295-2134).
- X **Virginia Department of Health (VDH):** Funds are available for construction improvements and technical assistance for projects related to drinking water quality. Selections for grants based on criteria such as existing public health problems, noncompliance, and affordability; along with other factors such as regionalization, readiness to proceed and the availability of matching funds. Contact person: Thomas Gray, (804-786-1087).
- X **Economic Development Administration (EDA):** Grants are available to economically distressed areas and must focus on tangible results such as the creation or retention of jobs. Funding is available for substantial infrastructure improvements, planning activities, community facilitation and implementation efforts. Contact: EDA, (202-377-5113).

- X **The George Gund Foundation:** Foundation makes grants quarterly in the areas of education, economic development and community revitalization, human services, arts, environment and civic affairs. Contact: Gund Foundation, (216-241-3114).
- X **Virginia Main Street Program:** Grants awarded for community development, rural community development, economic development and downtown revitalization. Contact Virginia Main Street: (804-371-7030).
- X **Virginia Department of Forestry:** Grants awarded for urban forestry programs, community tree planting, trail development, community planning. Average award ranges from \$4,000 to \$10,000. Contact person - Paul Revell: (804-977-6555).

### X List of Grant Indexes on the Internet

- X **The Foundation Center:** Site contains information on grant opportunities from private organization throughout the county. Web address: [www.fdncenter.org](http://www.fdncenter.org)
- X **Nonprofit Gateway Network:** Site contains information about federal grant and volunteer programs. Web address: [www.nonprofit.gov](http://www.nonprofit.gov)
- X **GrantsWeb:** GrantsWeb is a starting point for accessing grants-related information and resources on the Internet. GrantsWeb organizes links to grants-related Internet sites and resources, including funding opportunities, grants data bases, policy developments, and professional activities. Web address: [www.sbnews.sunysb.edu/research/kirby.html](http://www.sbnews.sunysb.edu/research/kirby.html)
- X **GrantsNet:** is an on-line grant information service provided by the U.S. Department of Health and Human Services (HHS). It is a free public-access computer network for finding information about HHS and other Federal grant programs. It is one of the 11 NETworks created to provide government-wide information and resources in an on-line, easily accessible, and meaningful manner. Web address: [www.os.dhhs.gov/progorg/grantsnet/](http://www.os.dhhs.gov/progorg/grantsnet/)
- X **Department of Housing and Community Development - Web Site:** DHCD maintains a web site that identifies publicly funded grants for variety of projects. An additional section is being constructed to include private foundation funding. Contact person: Harris Bibb (804-371-7075) Web address: [www.dhcd.state.va.us](http://www.dhcd.state.va.us)

Map 1: Existing Land Use

Map 2: Future Land Use