

Resolution No. R-1XX-24

A resolution to consider a preliminary replat of parcels N44-076518 and N44-077518.

Resolution No. R-1XX-24

A resolution authorizing an amendment to the Zoning Map to change the zoning designation of parcels N44-076518 and N44-077518 from RE-10 Residential Estate to RE-6 Residential Estate and S-RM Suburban Residential Multi-Unit

Existing Conditions

Parcels:

N44-076518 (60.94 acres)

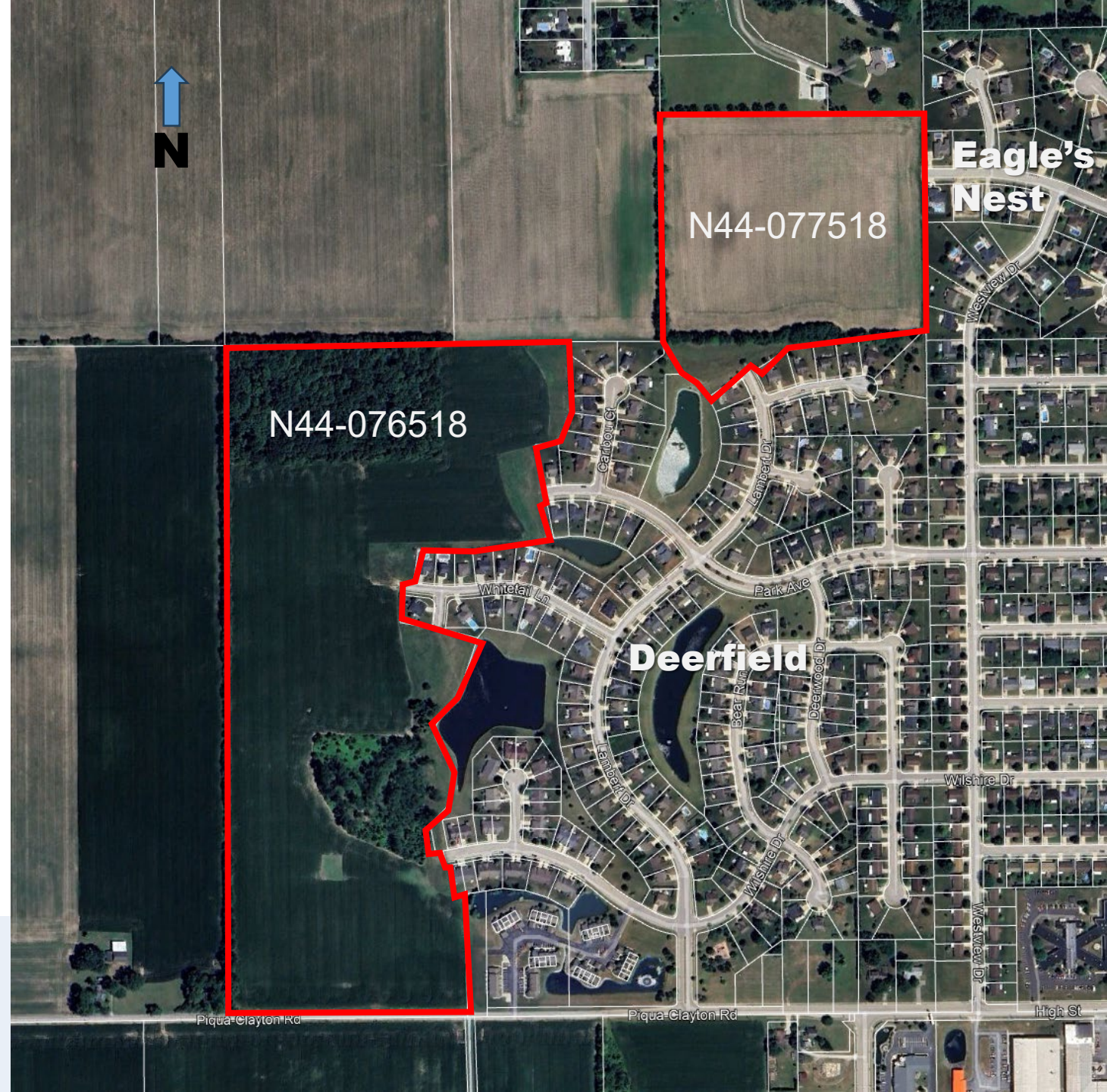
N44-077518 (22.72 acres)

Zoning:

Properties are both zoned RE-10 – Residential Estate-10

Previous Approvals:

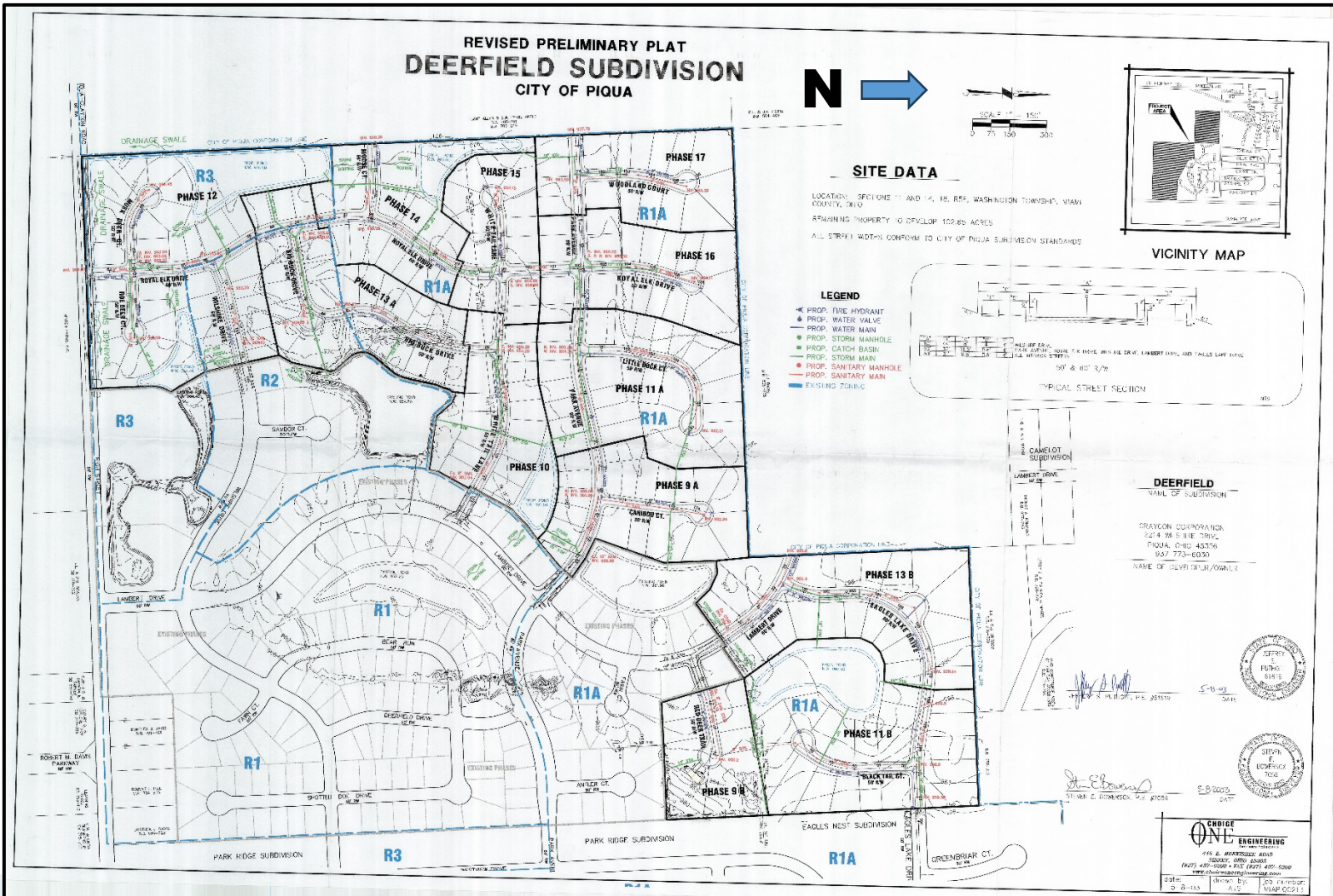
Deerfield subdivision originally approved in 2003



Existing Preliminary Plan

Adopted: 2003

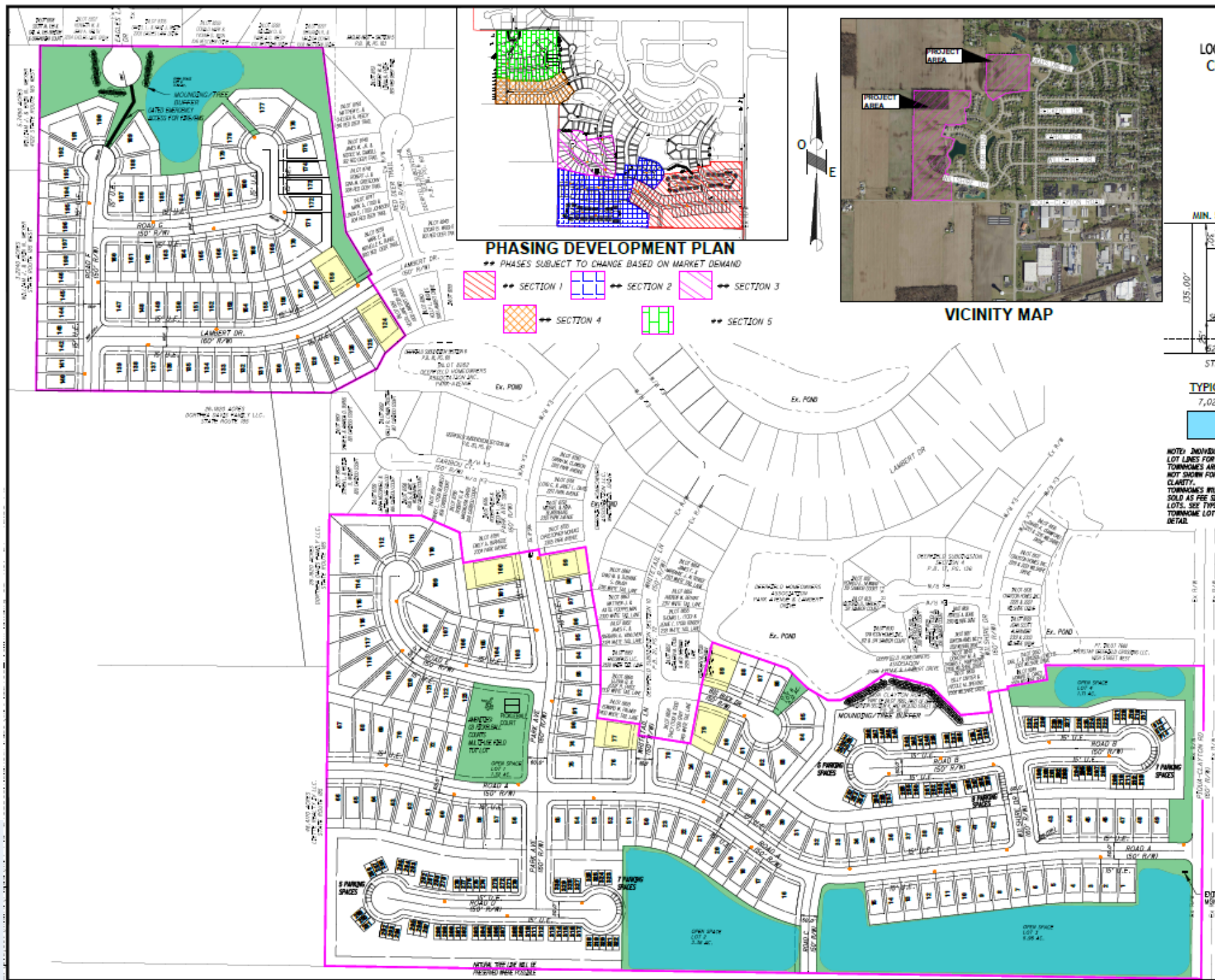
- Included multiple phases
- Phases not completed were 11A, 11B, 12, 13A, 13B, 14, 15, 16, and 17.
- Total number of homes reflected on preliminary plan that were not built – 181.
- Notes zoning districts that are no longer in place in the City of Piqua.



Request

Applicant has requested to replat the preliminary plan.

- New Preliminary Plan reflects 198 single family homes and 132 townhomes over 5 phases.
- Large open space / detention basins
- New roadway access from Piqua-Clayton Rd.



Request

Applicant has requested to replat the preliminary plan.

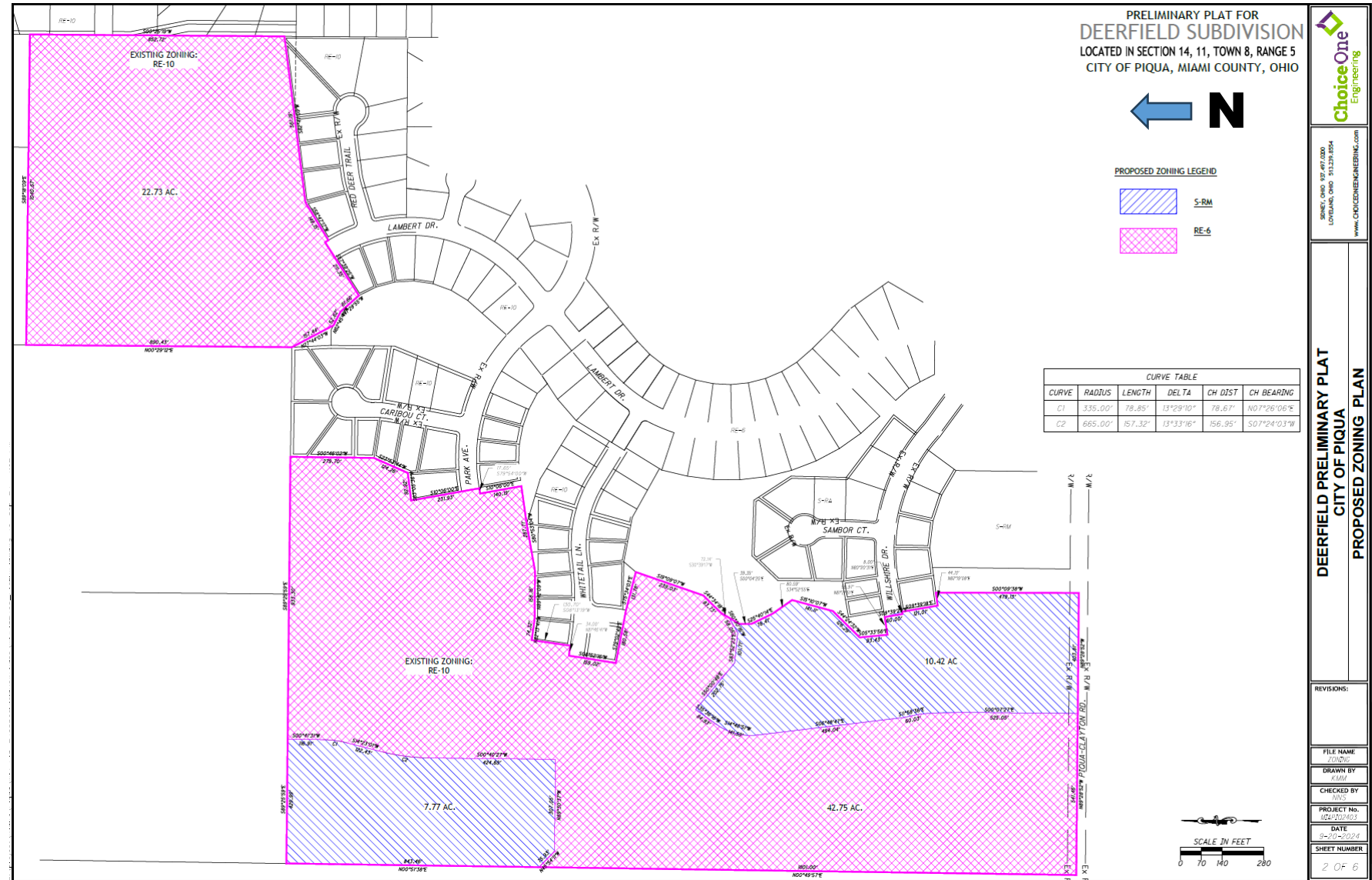
- **Single Family Homes** – two car garages, one and two story options
- Some basements
- **Townhomes** – two story with single car garage.



Request

Applicant has requested
a Zoning Map
Amendment.

- Zoning Map
Amendment from R-10
to R-6 and S-RM.



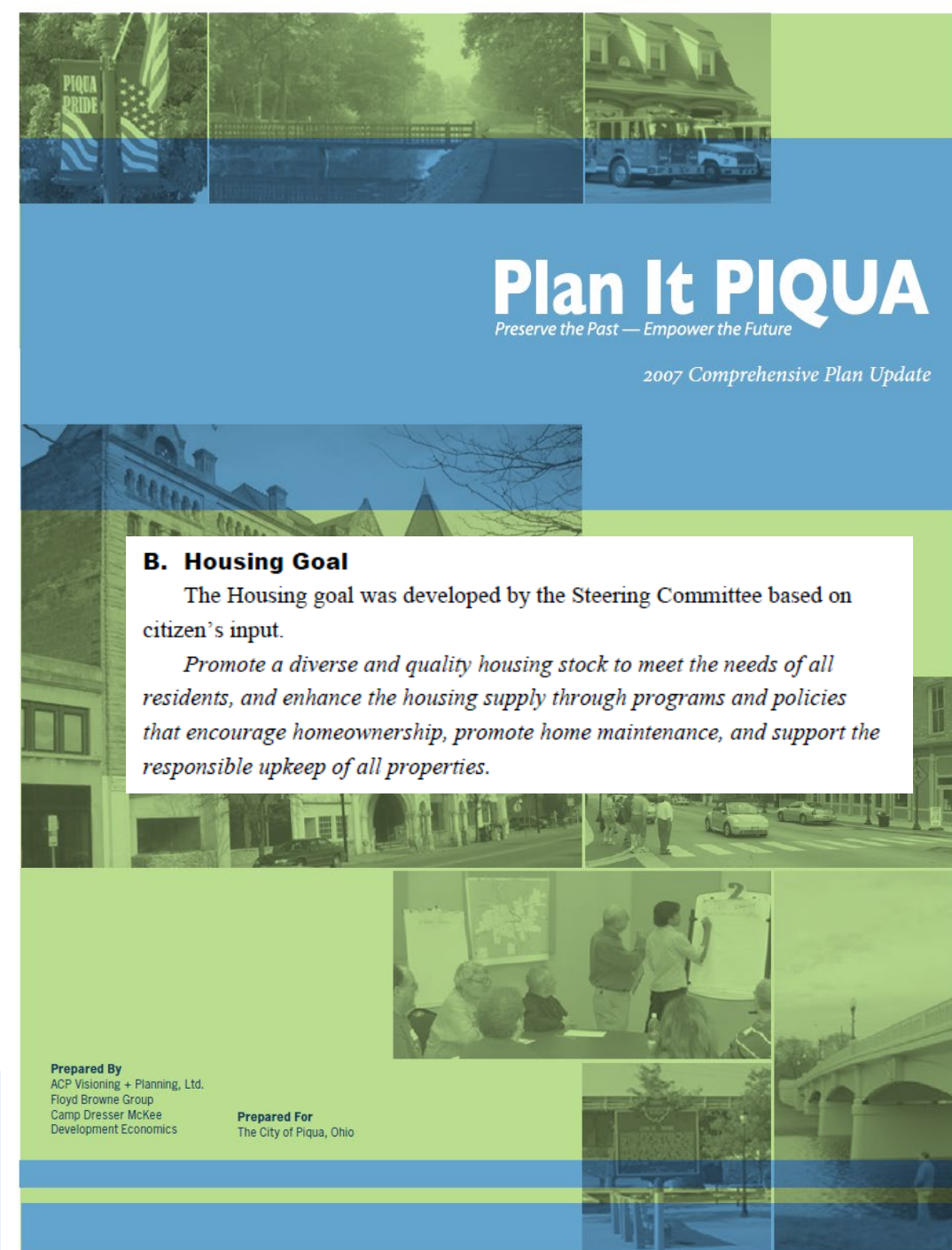
Comprehensive Plan

Housing Key Findings

- Piqua has not captured its “fair share” of new residential construction in the region
- The housing market in Piqua is driven by people moving up and down in the Community.

Housing Objectives and Strategies

- Objective H3 – Provide a variety of housing choices
 - As demographics shift and family structures change, communities need housing options that can accommodate a variety of household sizes and types.
 - Housing choices should be available in a range of locations, types, and prices that meet the needs of all local residents.



Development Code Review

Cul-de-Sac Design

- Generally, cul-de-sac design is not supported due to the increases to emergency response times, increased cost of maintenance, and reduced roadway traffic flow efficiency.

Roadway Widths

- As reflected in the Development Code and in City Planning documents, efforts continue to be made to have reduced widths for roadways, to reduce the speeds of cars through design.
- With all homes in the development having a 2-car garage as well as two off-street parking spaces, on-street parking will not be as prevalent.

CITY OF PIQUA DEVELOPMENT CODE



Image Credit: Michael Watkins Architects LLC

Effective Date: May 18, 2023

Also referred to as "Title XV: Land Use" of the
Piqua Code of Ordinances

Development Code Review

Improvements to Piqua-Clayton Road

- Necessary upgrades, including potential ROW acquisition will need to be determined prior to final development review

Parking Spaces in the ROW

- Details including size, spacing, and private maintenance of spaces will need to be finalized prior to final approval.

Utilities

- All utility standards must be met, including locations of utility mains not running between homes.

Stormwater Basin Safety

- Barriers, like guardrails, will be required next to basins that are directly adjacent to roadways to assure safety.

CITY OF PIQUA DEVELOPMENT CODE



Image Credit: Michael Watkins Architects LLC

Effective Date: May 18, 2023

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Planning Commission Recommendation

**Met on October 8, 2024, and voted 5-0 to
recommend APPROVAL.**

Development Application Process

Applicant applies to be heard by the Planning Commission

- The applicant submits an application and materials and pays a fee to be on the agenda

Staff Reviews the application, prepares materials, and advertises for the PC Meeting

- Staff supplies comments to the applicant and creates a staff report
- Staff creates an agenda and advertises the meeting per the City of Piqua standards.
- The agenda is placed on the City of Piqua website and mailed to properties within 200 feet.

Planning Commission hears case and has a public hearing to hear comments / concerns

- This includes the ability of the applicant to speak on their request, the staff's opportunity to explain comments included in the staff report, and to hear public comment.
- The application at this point isn't approved, and can be changed, modified, and improved based on the Commission feedback, resident feedback, and staff feedback.
- The Planning Commission has the ability to recommend approval, table the case with a request for more information or changes to documents, or to recommend denial.

Development Application Process, cont.

City Commission is forwarded PC Recommendation and Resolution is considered

- The Planning Commission recommendation is forwarded to the City Commission for consideration.
- The City Commission holds a public hearing on the Resolution to receive additional feedback from the applicant, the staff, and the community (**we are here!**)
- The City Commission has the ability to approve the PC recommendation, to modify the recommendation with conditions, or to deny the recommendation.

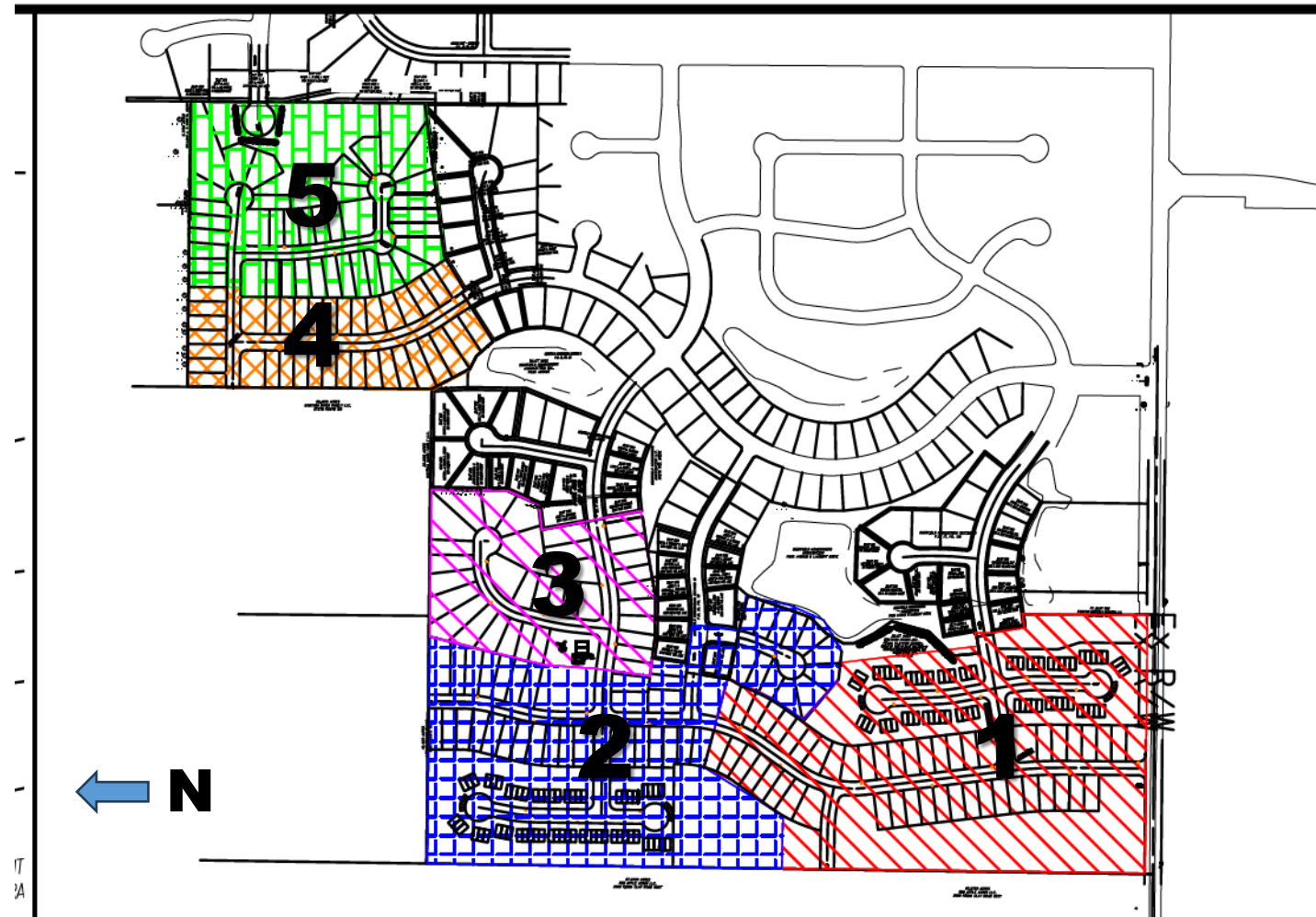
Important Note on Process

- The process includes feedback and public comment to help make development applications better.
- Just because an applicant applied, does not mean the application is approved, nor does it mean it cannot be modified or improved to meet the community's standards.
- This process is consistent for ALL applications, big or small.
- The City reviewed other jurisdictions to confirm their process for applications and found that some provide less distance for notices, some provide less time, and other provide little to no notice.
- 200' is pretty standard overall, and providing the mailing a week in advance is also very standard.

Questions Received

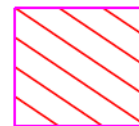
TIMING – How long will it take to build this development?

- The request is to complete the development over 5 phases
- These phases will begin along Piqua-Clayton and move forward
- The developer noted at the PC meeting that they would anticipate building roughly one phase per year at their fastest pace.
- Likely meaning they will be built:
 - **Phase 1** – 2025/2026
 - **Phase 2** – 2026/2027
 - **Phase 3** – 2027/2028
 - **Phase 4** – 2028/2029
 - **Phase 5** – 2029/2030

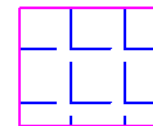


PHASING DEVELOPMENT PLAN

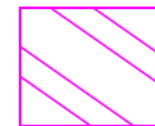
**** PHASES SUBJECT TO CHANGE BASED ON MARKET DEMAND**



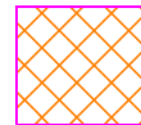
**** SECTION 1**



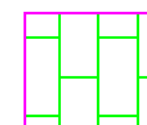
**** SECTION 2**



**** SECTION 3**



**** SECTION 4**



**** SECTION 5**

Questions Received

CUL-DE-SAC – Can the cul-de-sac be kept?

- Site Plan shows two cul-de-sacs with a gated emergency access to meet Fire / EMS code.
- No plans to connect the roadway.

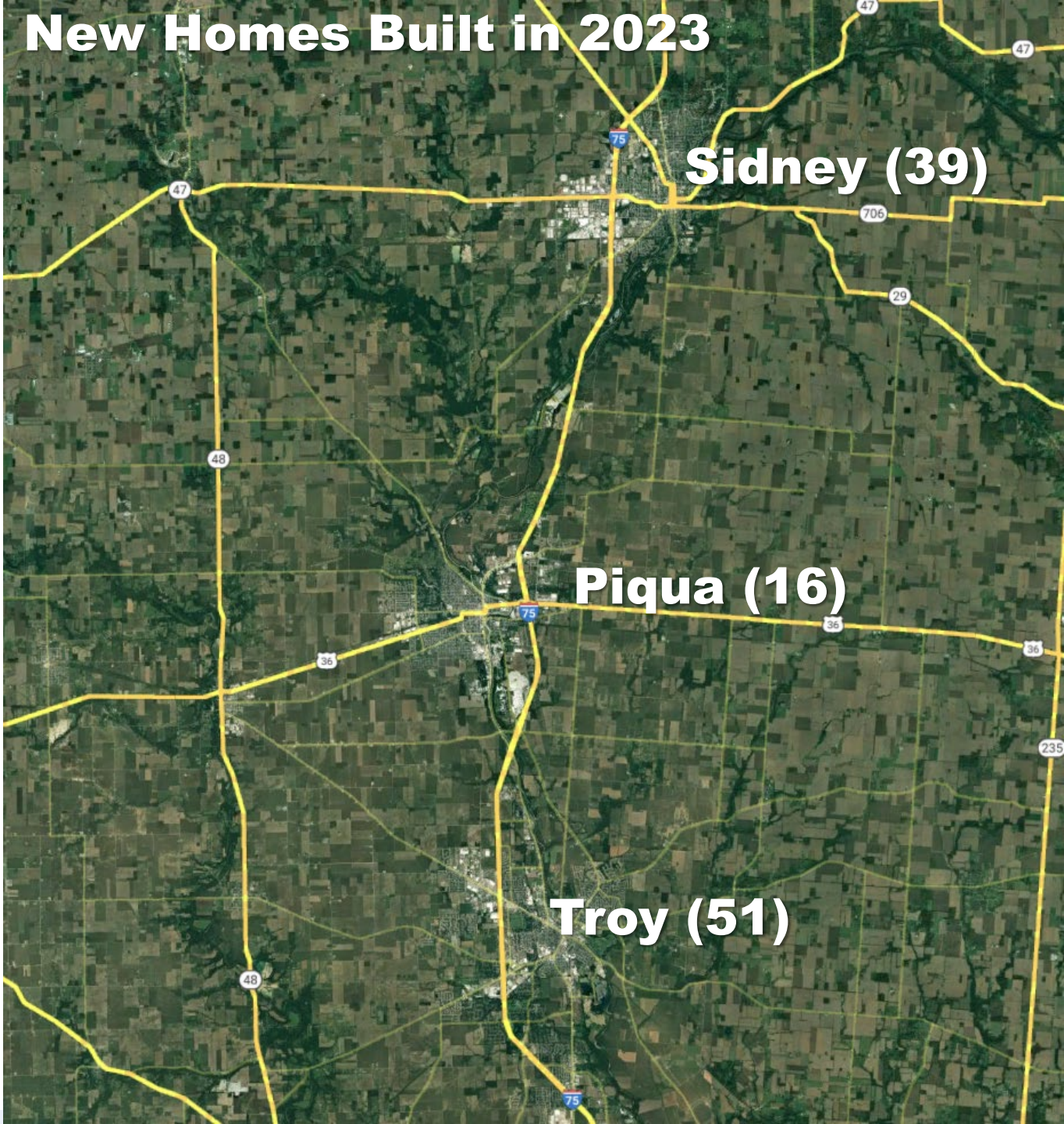


Questions Received

HOME VALUES - What is the price of the homes being proposed? Why not a higher price?

- The developer noted at the Planning Commission meeting that the general price points for the two types of housing products would be:
 - Single-Family Homes - \$280-400K
 - Townhomes - \$200-300K
- Housing prices are not mandated or required by the City, and generally the free-market dictates what price people will pay and what product people want to buy in an area.
- **American Community Survey – (Census)**
 - Piqua (Median Home Price) - 2022 - \$110,100
 - Troy (Median Home Price) – 2022 - \$176,000
 - Miami County (Median Home Price) - 2023 - \$255,500
- **Example Areas in Deerfield:**
 - Caribou Court (12 homes)
 - Average appraised value: \$232,600
 - Average market value: \$275,478
 - White Tail (16 homes)
 - Average appraised value: \$245,713
 - Average market value: \$302,858

*Market value calculated with inflation dependent on year last sold



Questions Received

SCHOOL - Can the School Handle more Children?

- The developer estimated the total number of children at buildout (likely 2030) at 100 based on the proposed housing types.
- Staff discussed the proposal in detail with PCS Superintendent after the Planning Commission meeting to better understand the challenges for the school related to the additional 100 children over the next 6+ years.
- The school noted their support for continued conversations and believe that they can manage the additional children, but want to be part of the discussions earlier, which is completely understandable.

COSTS - Who pays for the roads / utilities / etc.

- Roads, water lines, sewer lines, sidewalks, etc. are all paid for and built by the developer and then donated to the city for long-term maintenance.
- All properties within the development will pay property taxes and those new residents will pay income tax. Those funds will be utilized to support the new infrastructure costs associated with the development.
- Generally, the denser development is, the more cost-effective it is in terms of city services provided.

TRAFFIC - Has a traffic study been completed?

- Based on the development code a traffic study is not required.
- Engineering is completed as part of the final development plan phase and more information will be required as part of that final development plan approval process including general traffic counts and final approval of roadway widths, etc.

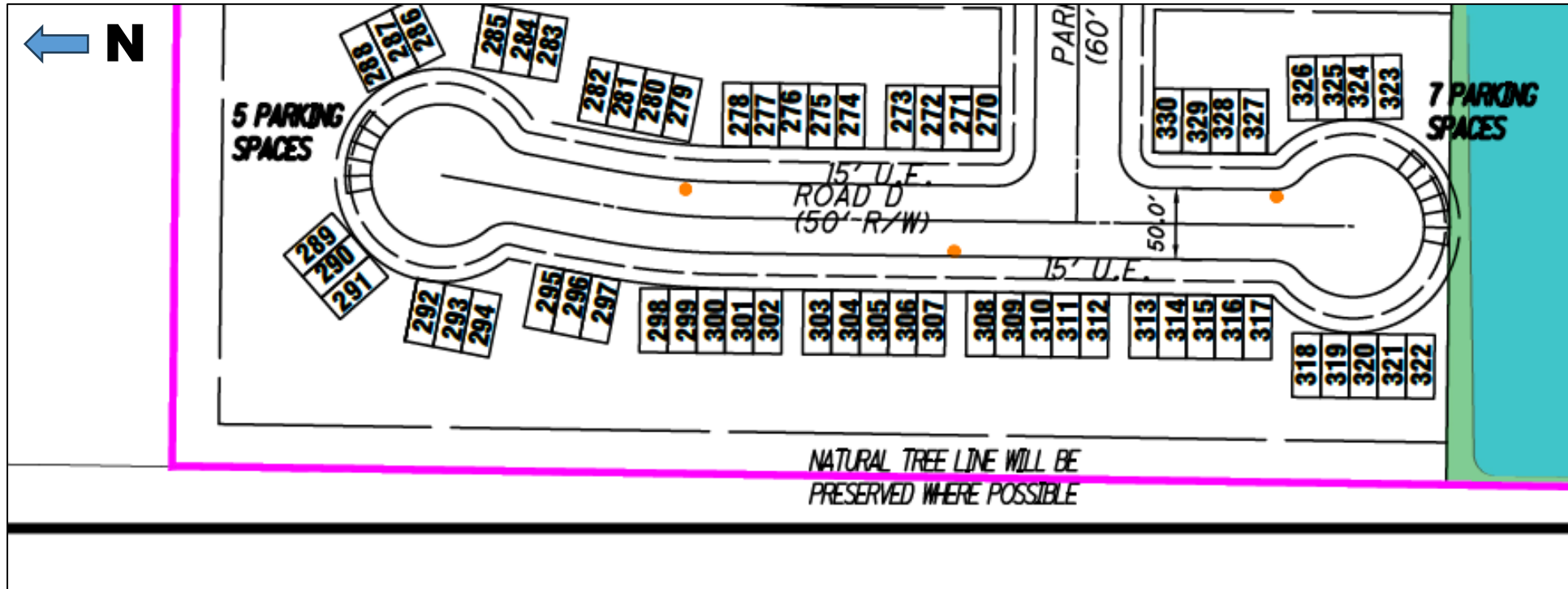
Commissioner Requests

At the meeting on October 15th, the City Commission tabled the Resolutions, requesting that four items be addressed:

1. Keep Existing Tree Lines where possible
2. Keep some Buffer Lots between development
3. Confirm Retention Ponds are meeting EPA Requirements
4. Keep Parking on Both Sides of the Street

Commissioner Request #1

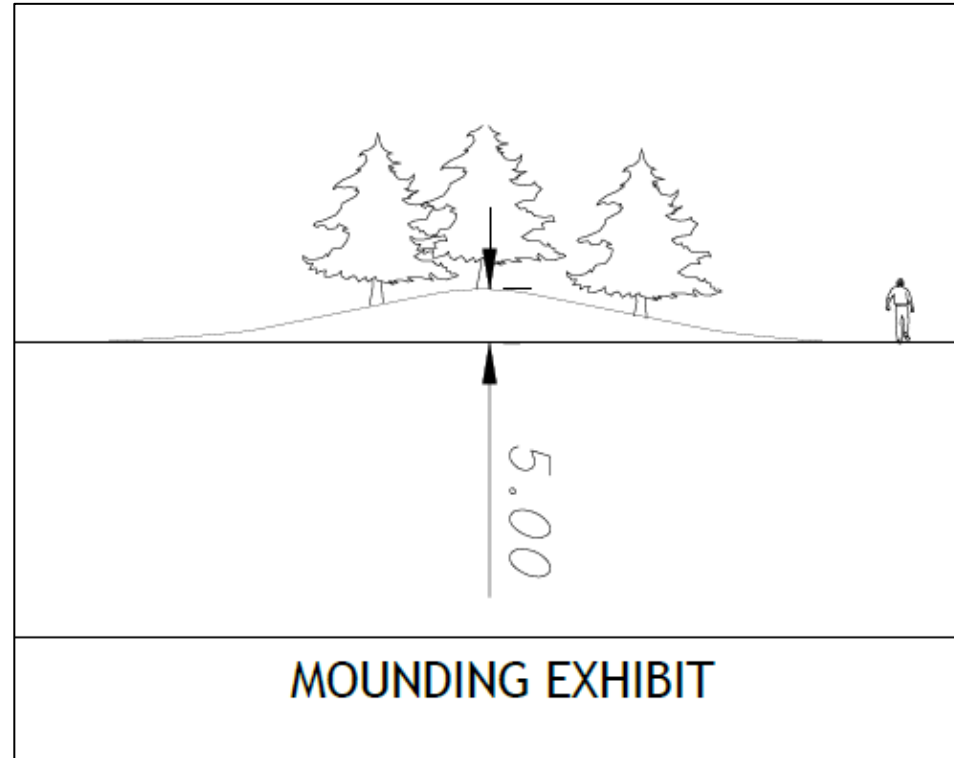
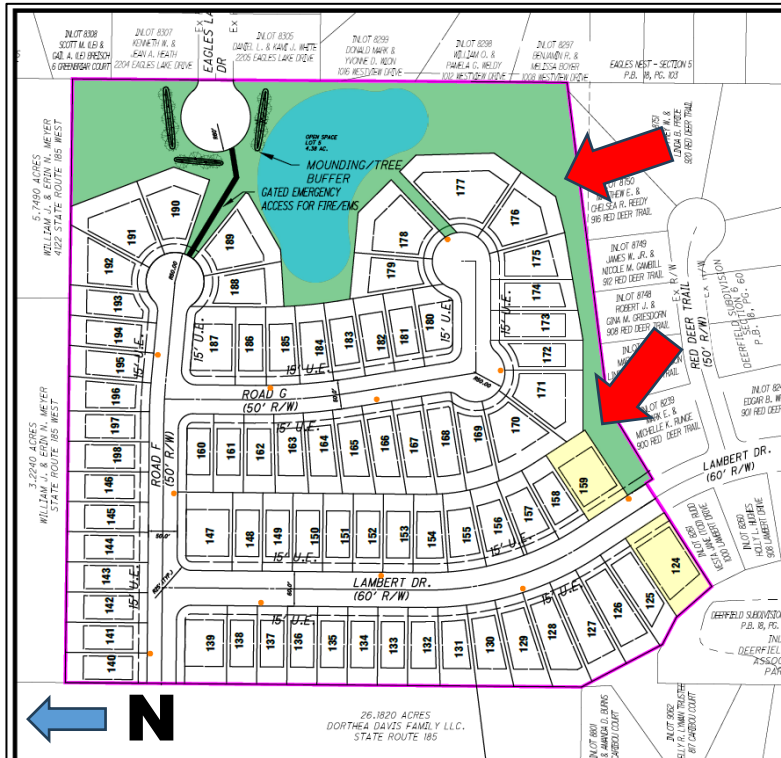
Keep Existing Tree Lines where possible



The developer has provided a note on the new plan sets that reflect “Natural Tree line will be preserved where possible”. This is noted on the western edge of the property specifically, where it is also noticeable that the developer has moved the ponds to the east to accommodate potentially protecting tree lines near the ponds as well

Commissioner Request #1

Keep Existing Tree Lines where possible

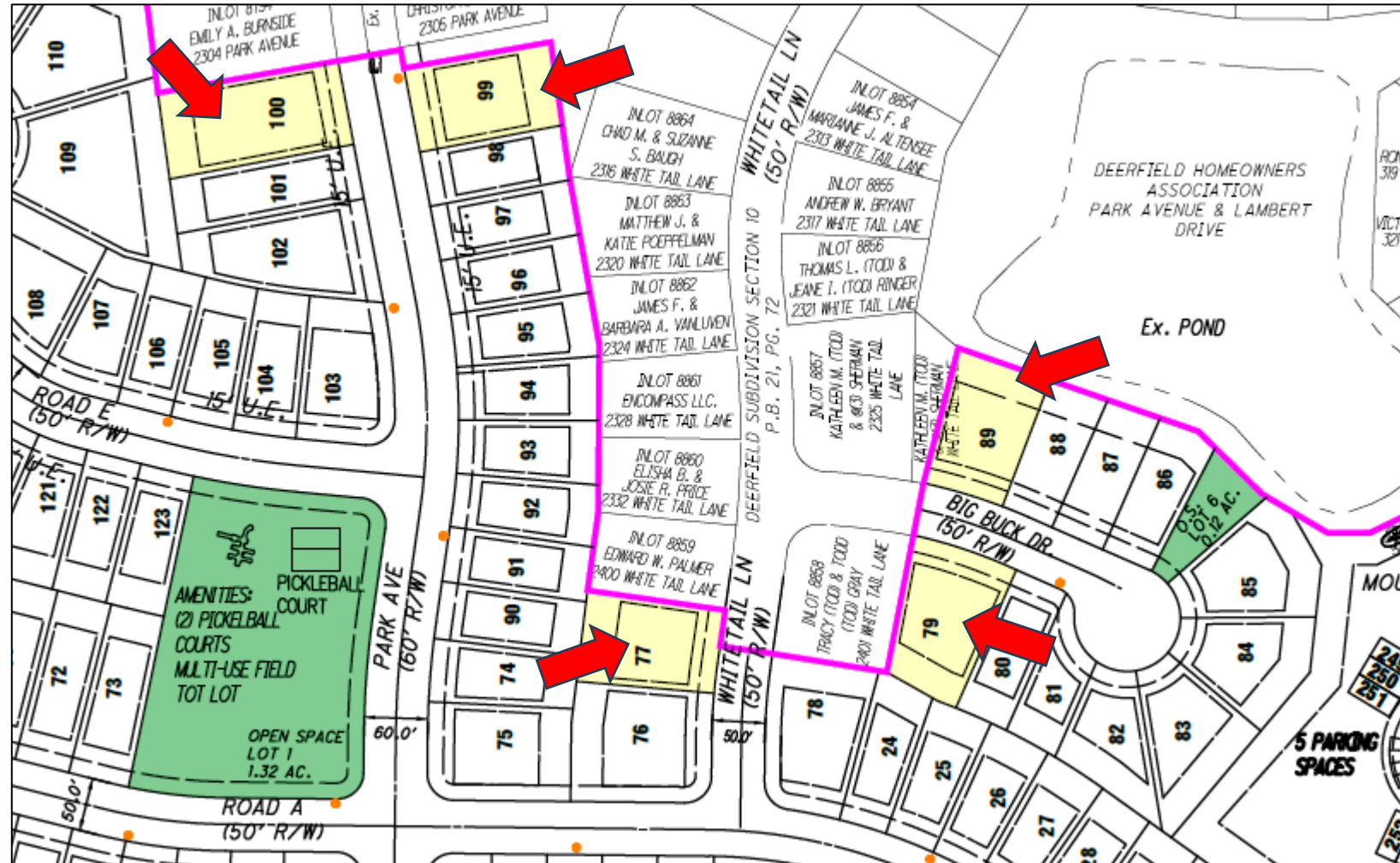


In Phase 5, the developer is now showing a large buffer area between the homes on Red Deer Trail and the new Road 'G'. This buffer includes a five (5) foot mound with trees on top. The noted green area also is preserved, which would likely allow for some of the existing tree buffer in this area to be preserved.

Commissioner Request #2

Keep some Buffer Lots between development

- The developer has called out in yellow seven (7) lots that are adjacent to the existing Deerfield subdivision and noted that these lots are the equivalent of RE-10 lots with at least 10,000 square foot lot and generally about 80' of frontage.
- This modification reduced the overall count of homes to 198 single-family homes, and 132 townhomes, which is a reduction of three (3) lots from the original plan.



Commissioner Request #3

Confirm Retention Ponds are meeting EPA Requirements

Existing Deerfield:

Total Area = 114.5 Acres

Total Pond Areas = 8.1 Acres

7.1% of the total area is pond area

Eagle's Nest:

Total Area = 74.6 Acres

Total Pond Area = 2.22 Acres

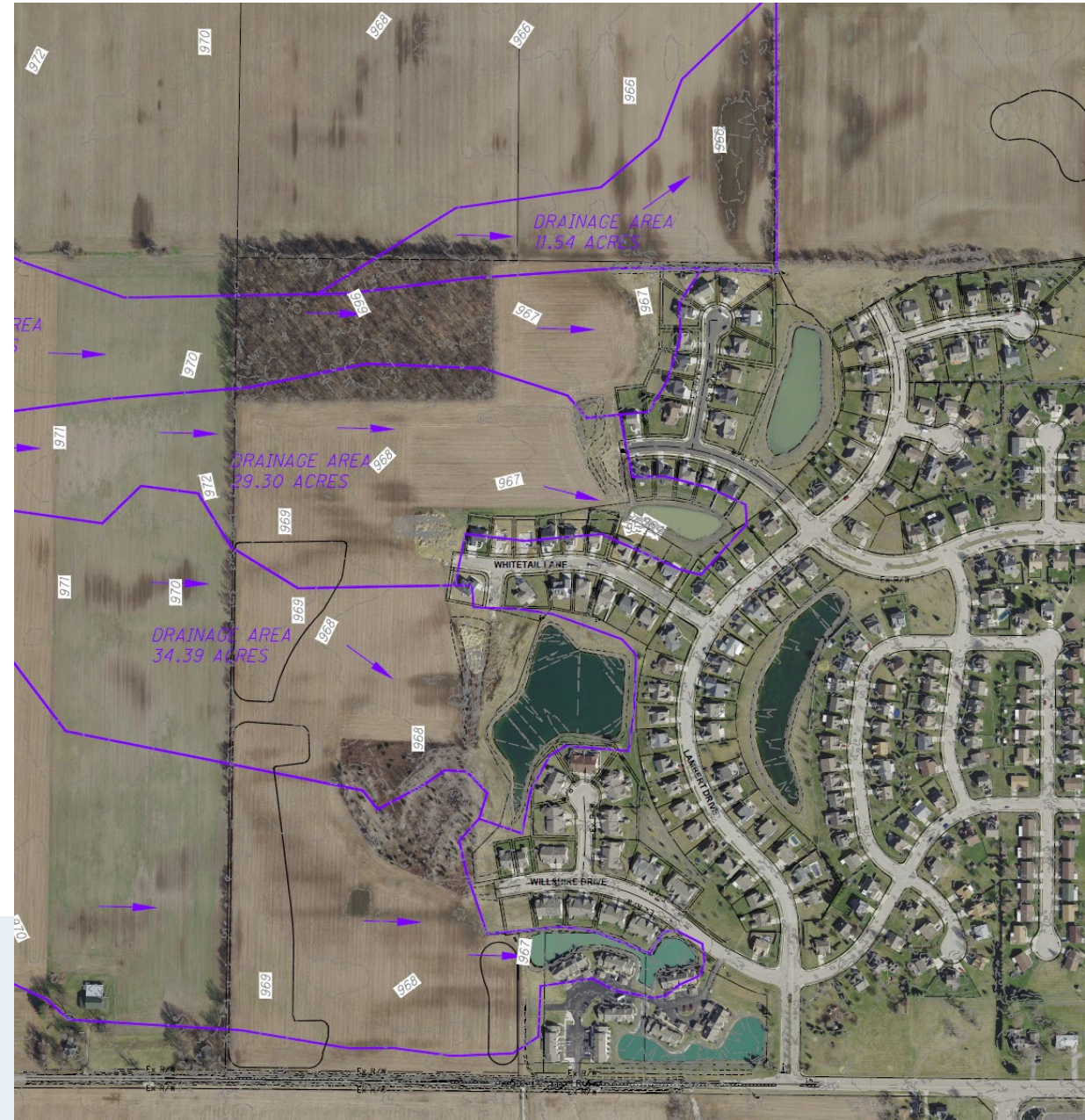
3.0% of total area is pond area

Proposed Deerfield:

Total Area = 83.7 Acres

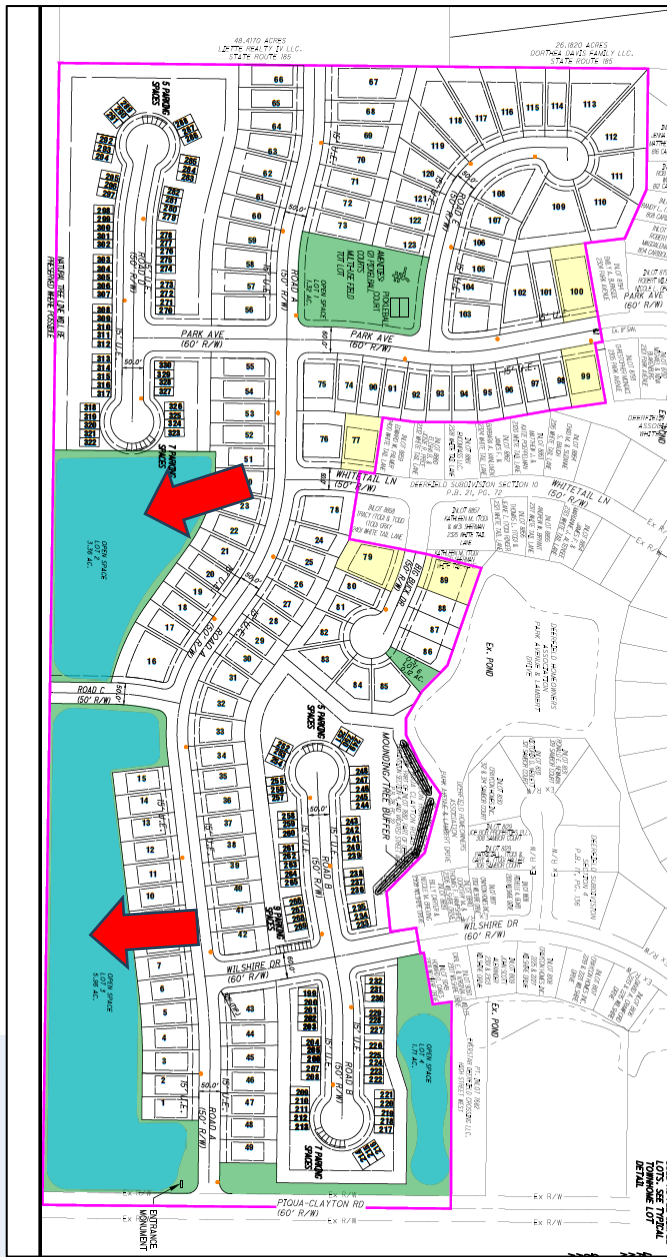
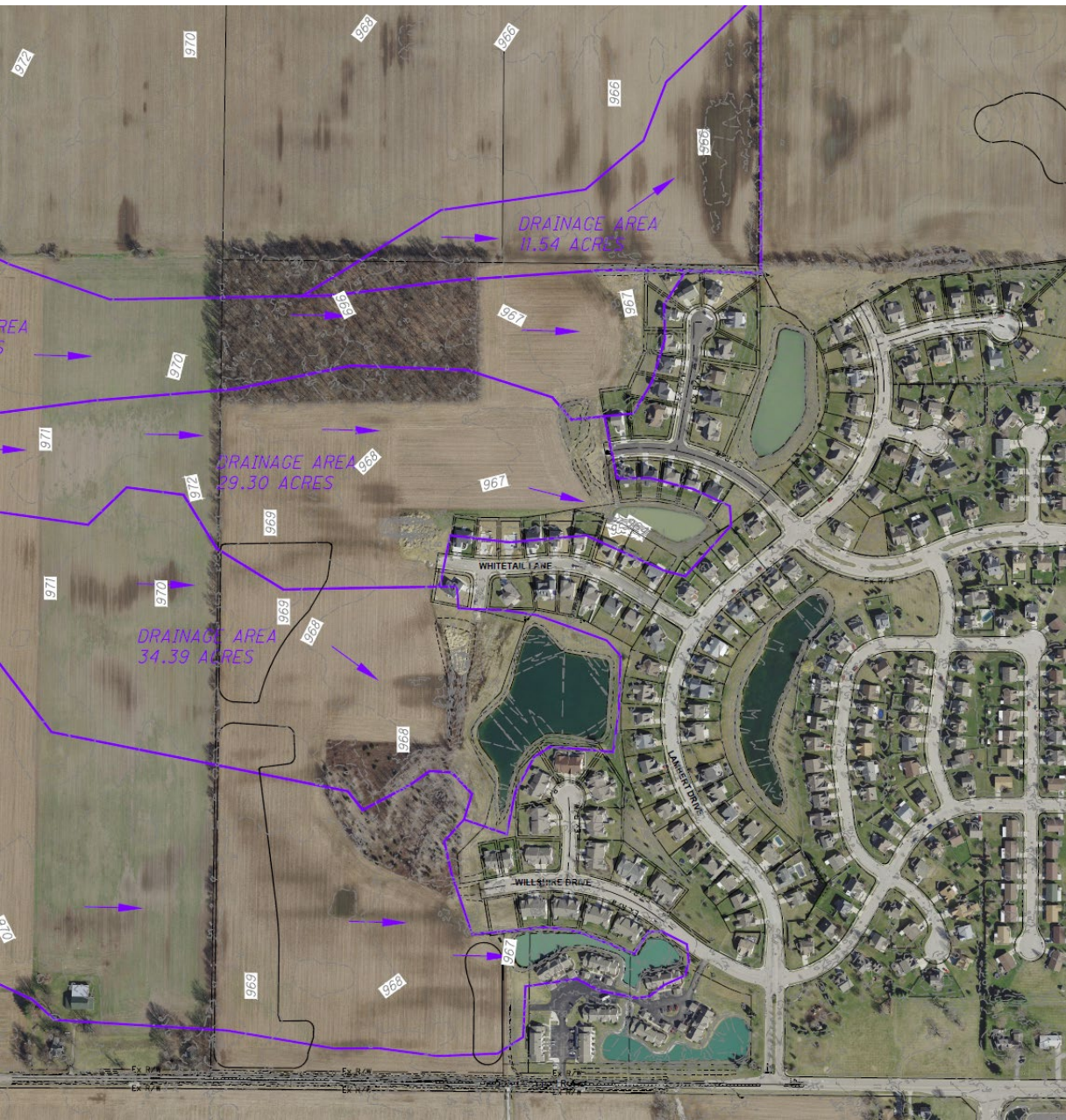
Total Pond Areas = 7.6 Acres

9% of total area will be pond area



Commissioner Request #3

Confirm Retention Ponds are meeting EPA Requirements



- New Ponds will mitigate existing drainage
- Curbs, gutters, roadway will mitigate existing drainage
- Development is required by EPA to manage stormwater drainage on site

Commissioner Request #4

Keep Parking on Both Sides of the Street

ROAD NAME	RIGHT-OF-WAY	B/B CURB	SIDEWALK WIDTH	CURB LAWN	ON STREET PARKING
ROADS A, C, E, G, F	50'	31'	5'	4.5'	BOTH SIDES
ROAD B, ROAD D	50'	27'	5'	6.5'	NONE
LAMBERT DRIVE, WILLSHIRE DRIVE	60'	31'	5'	9.5'	BOTH SIDES
WHITETAIL LANE, BIG BUCK DRIVE	50'	31'	5'	4.5'	BOTH SIDES
PARK AVE (TIE IN TO ROAD E)	60'	37'	5'	6.5'	BOTH SIDES
PARK AVE (ROAD E TO ROAD D)	60'	31'	5'	4.5'	BOTH SIDES

- The developer has widened the roadways from 28' b/b curb to 31' b/b curb, which is the general City standard for that classification of roadway.
 - Similar to new roadways in Arrowhead Subdivision
 - Similar to Carlyle, Beckert, Carol, Spotted Doe, Deerwood, etc.
- They have widened the townhome roadways (B & D) from 24' to 27' – no parking is permitted on these roadways due to the number of curb cuts.
- Parking is now permitted on both sides of all roadways, except the townhome roadways.