

project, referring to Flynn’s presentation, meeting discussion and the online packet:

- The property is west of I-25, north of Baptist Road—it is composed of just over 109 acres, divided into 372 lots, 38 tracts, and 16 streets.
- Gross density for these lots is expected to be at 1.83 dwelling units per acre.
- The applicant is listed in the meeting packet as Drexel, Barrell & Co., and the property owner is Willow Springs Ranch LLC.
- At the moment, there is a guarantee that the town can provide enough water for 335 lots. This leaves 37 unprovided lots. If enough water can’t be procured, the building agreement won’t be signed. There is a well site on the development.

Tim McConnell represented the applicant, in order to address any questions. Some of the MPC’s questions/discussion points included:

- A question about what the setbacks would be for the lots—it was answered that the setbacks should be 20 feet.
- There was concern about whether there are expected to be homeowners association (HOA) guidelines for street parking, and whether or not people

- will be made to use their garages as parking. It was answered that there are not anticipated to be any parking restrictions, as long as cars aren’t blocking residents’ driveways. It was suggested that guest parking can be considered in the future.
- It was established that tract “KK” was expanded by 20 feet to the south to provide enough space for a lift station.
- Two-bedroom and potentially three-bedroom homes are expected to be available on this property’s smaller lots. The end product was described as contemporary, with pitched roofs and substantial backyards. Examples of similar homes can be found on the Richmond Homes website.

Concerns about the look and appeal of the project were expressed by a citizen during public comment, followed by questions about parking, including whether the HOA rules about parking are likely to be different at night. It was established that no restrictions for parking at night are expected at this time, and the roads will be full public right-of-way with the exception of one that wouldn’t allow for street parking anyway.

Before voting on this proposal, the MPC discussed how it would like to go forward with

other future developments. Some members believe that this project came back to them without addressing or bringing up any previous concerns, and wanted it “on record” that ideally “more appealing”

proposals would be brought before them in the future in regard to lot size and fencing. The idea was to re-emphasize feelings previously expressed during other meetings.

In the end, White moved

to approve the proposal, with the following condition: that the developer consider design elements for fencing and parking accommodations to enhance street appeal for the development. The vote passed

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