

In keeping with the Comprehensive Plan's guidance, new development should be master-planned at a moderate density in these areas, with a greater focus on traditional neighborhood development residential subdivisions; including compatible architecture styles to maintain the regional character of the area, and as a way to capitalize on the recent investment in water and sewer infrastructure.

The TRC reviewed the application and had no technical objections, and Staff finds the request consistent with the Comprehensive Plan and land use patterns, and therefore recommends Approval with the following condition:

Lots abutting Clyattstone Road shall be a minimum of 0.5 acres in size.

Commissioner Steve Miler asked if the second access point is through the Ballantyne Subdivision. Mr. Dillard confirmed.

Speaking in favor of the request:

- Ferrell Scruggs, Representing Applicant – 502 Eager Rd.
- Stephen Cooper – 4709 Summerfield Dr.

Mr. Scruggs stated the infrastructure is in place to support the request. He further stated some residents of the Meadow Wood subdivision are supportive of the development.

Commissioner James Miller asked if there is a plan to sell the development to a national development firm. Mr. Scruggs replied there have been no talks about that at this point.

Mr. Cooper stated he has been in discussions with Mr. Scruggs regarding mirroring the Ballantyne Restrictive Covenants prohibiting vinyl siding and other requirements.

Chairman Hightower asked if there are Covenants in place yet. Mr. Scruggs stated those are being created.

Speaking in opposition to the request:

- Larry Kean – 4903 Meadowood Cir.

Mr. Kean was concerned about already heavy traffic being added to and asked if there would be some sort of landscaping requirements included in the Covenants. Additionally, he inquired about whether or not turn lanes or ingress/egress lanes would be created off Clyattstone Rd. and is concerned about overcrowding the schools.

Chairman Hightower asked staff if there are plans for turn lanes. Mr. Dillard explained the Engineering Department factored in the potential growth of R-10 density when Clyattstone Rd. was paved.