

ORDINANCE 20-11

AN ORDINANCE TO AMEND ORDINANCE NO. 18-19 TO WILKERSON PLACE PLANNED UNIT DEVELOPMENT (RZN 493-2018), TO REMOVE REQUIREMENT FOR INSTALLATION OF TEMPORARY TRAFFIC SIGNAL

WHEREAS, on July 16, 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 to amend Ordinance 86-47 by rezoning with certain conditions a 90.62-acre parcel, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agriculture, to R-2, Planned Unit Development containing 301 residential dwelling units and associated open space and amenities; and

WHEREAS, the applicant/developer, Crescent Homes, as part of the approval of the R-2, Planned Unit Development, committed to contribute \$2,000 per residence to the City of Spring Hill ("City") in addition to required development fees and taxes to be utilized for the improvements to Buckner Lane being planned by the City; and

WHEREAS, the Board of Mayor and Aldermen included as a condition of approval the installation of a temporary traffic signal by applicant/developer at the intersection of Spring Station Drive and Buckner Lane utilizing a portion of monies to be contributed to the City; and

WHEREAS, the City has determined as preliminary design advances for the Buckner Lane widening project that the installation of a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 would not be prudent given the likely conflicts the temporary signal system including pole placement could present during the construction of the widening project and that it would be more advantageous for the monies that were be spent for the temporary traffic signal instead to be applied to the installation of the permanent traffic signal at this location.

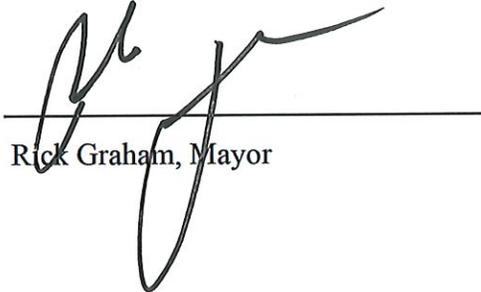
WHEREAS, the City of Spring Hill Planning Commission unanimously approved Planning Commission Resolution 20-47 to recommend removal of the condition of approval for the installation of a temporary traffic signal and to instead utilize those monies toward the installation of the permanent traffic signal at the intersection of Spring Station Drive and Buckner Lane.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN:

1. Delete in its entirety the condition of approval and requirement for Crescent Homes to install a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 to avoid potential conflicts signal placement may have during the construction of the Buckner Lane widening project and for the City to utilize those monies for the installation of the permanent traffic signal at this location.

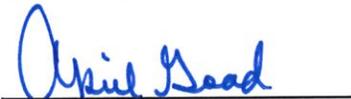
2. All ordinances or parts of ordinances in conflict herewith, be and the same hereby, repealed or modified as the case may be.
3. This ordinance shall become effective immediately upon its adoption.

Passed and adopted by the City of Spring Hill Board of Mayor and Alderman, this 17th day of August, 2020.



Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

Passed on First Reading: July 20, 2020

Passed on Second Reading: August 17, 2020



REQUEST: Ordinance 20-11 –Amendment to Wilkerson Place PUD to Remove Requirement to Install Temporary Traffic Signal

SUBMITTED BY: Chuck Downham, Assistant City Administrator

DATE: August 17, 2020

ATTACHMENTS: Ordinance 20-11 and Supporting Documents

PURPOSE:

To approve Ordinance 20-11 to amend Wilkerson Place PUD (RZN 493-2018) to remove the requirement to install a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane and to instead utilize those monies toward the installation of the permanent traffic signal at this location.

BACKGROUND:

In July 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 (attached) approving the rezoning of the 90.62-acre parcel from AG, Agricultural, to R-2 PUD. The Final Master Development Plan for Wilkerson Place provides for the development includes a combination of 244 single family detached dwellings and 57 attached dwelling units for a total of 301 residential dwelling units (see attached). The master plan also provides for the designation of 29.75 acres of common open space. The development plan also provided for various infrastructure improvements including the installation of a southbound left turn lane, installation of a northbound deceleration/turn lane, and the installation of a sidewalk/walking trail along the frontage of Wilkerson Place.

The developer of Wilkerson Place as part of their development commitment to the City offered to provide the City with a contribution above and beyond required development fees and taxes in the amount of \$2,000 per residence for a total contribution of \$602,000 to be utilized toward the Buckner Lane widening project.

As a condition of approval of the zoning designation as R-2 PUD, the Board of Mayor and Aldermen also included a requirement for the developer to install a temporary signal at the intersection of Spring Station and Buckner Lane. The developer was planning to utilize a portion of the \$602,000 contribution for the installation of the temporary traffic signal. The estimated cost for the temporary traffic signal is \$70,000 to \$80,000.

Planning Commission Recommendation

In accordance with the regulations in effect at the time of approval of Wilkerson Place PUD, a Resolution 20-47 (attached) was approved unanimously on Consent Agenda of the Planning Commission whereby the Planning Commission provided a recommendation to remove the condition of approval for the installation of the temporary signal and to instead utilize those monies from the temporary traffic signal toward the installation of the permanent traffic signal at Spring Station Drive.

Wilkerson Place – Phase 1

The main access from Buckner Lane serving Wilkerson Place will be constructed as will all improvements within Phase 1. Right-of-way improvements for Buckner Lane will be made with Phase 1 as shown on the construction plans including the construction of a center turn lane and a deceleration lane at the main entrance. Current City plans for the widening of Buckner Lane include the construction of a 5-ft concrete sidewalk along the entire property frontage comprising an estimated 1,450 linear feet on the east side of Buckner Lane. Due to the upcoming road construction for the widening of Buckner Lane by the City, staff recommended consideration be given to defer construction of the 5-ft concrete sidewalk along the frontage of Buckner Lane until a later phase of development at which time the developer/applicant would install the sidewalk to coincide with the Buckner Lane widening project so as to avoid damage or potential removal and replacement of the sidewalk due to conflicts in grade that may occur during the construction of the widening project by the City.

The developer is in agreement to install the 5-foot concrete sidewalk along the Buckner Lane frontage during a later phase of development in coordination with the Buckner Lane widening project and will be posting a Performance Bond as surety for the construction of the sidewalk during a later phase of development. A letter was received from the developer/applicant signifying their concurrence with this approach to defer construction of the sidewalks until a later phase where the construction of the sidewalk can be coordinated with the construction of the Buckner Lane widening project and that the developer/applicant will obtain and maintain an appropriate performance bond until such time as the sidewalk has been satisfactorily installed as determined by the City Engineer. As a condition of approval by the Planning Commission, the applicant was permitted to defer construction of the 5-ft concrete sidewalk along the entire frontage of Buckner Lane. The applicant was required by the Commission to begin construction of the sidewalk and related improvements including ADA compliant pedestrian crossings within thirty (30) days written notification from the City. Lastly, the applicant was required to obtain and maintain a performance bond for the construction of the sidewalk as surety until the sidewalk has been satisfactorily constructed as determined by the City Engineer.

FINANCIAL IMPACT:

The developer of Wilkerson Place committed to contribute \$2,000 per dwelling unit in addition to the customary fees and taxes to be paid for traffic impact, adequate facilities, and water and sewer development fees that totaled \$600,000. During approval of the Planned Development by the Board of Mayor and Aldermen, a condition of approval was included for the installation of a temporary traffic signal at the intersection of Spring Station and Buckner Lane that utilized a portion of the \$600,000 contribution to cover the expenditure for the signal. The estimated cost for the initial installation of temporary traffic signal is \$70,000 to \$80,000 (this does not include repositioning of poles following initial installation). The initial consensus of the Board of Mayor and Aldermen during a recent Work Session was to forego the installation of the temporary traffic signal with an estimated valuation of \$70,000 to \$80,000 and instead redirected that expenditure for the installation of the permanent traffic signal at this intersection along with other expenses associated with the Buckner Lane widening project in order to optimize the developer contribution toward the permanent public infrastructure improvements.

STAFF RECOMMENDATION:

The Planning Commission unanimously recommended approval to remove the condition of approval for the installation of the temporary traffic signal and instead to utilize those monies toward the construction of the permanent traffic signal at Spring Station Drive. Staff recommends approval of Ordinance 20-11 to amend Wilkerson Place PUD (RZN 493-2018) to remove the condition of approval for the installation of a temporary traffic signal at the intersection of Spring Station and Buckner Lane. Removal of the condition of approval will provide the opportunity for the expenditure associated with the temporary traffic signal to instead be applied toward the installation of the permanent traffic signal at Spring Station and Buckner Lane while also removing potential construction conflicts during the Buckner Lane widening project.

PLANNING COMMISSION NOTES:

- Traffic calming measures shall be provided along the primary street running east-west through the development including calming measures at intersections. In the event the City facilitates the granting of access across the conservation easement for public street access to one or both emergency access locations, all traffic calming measures shall be installed and operational prior to opening access points as public streets onto Spring Station Drive.
- The two connections depicted as emergency access points onto Spring Station Drive shall be designed and constructed to City street standards to facilitate future opening of one or both access points as public streets accessing directly upon Spring Station Drive.
- Based upon the Traffic Impact Study the following shall be required:
 - Buckner Lane is designated as an Arterial street according to Major Thoroughfare Plan and applicant shall dedicate required right-of-way measured a minimum of 47.5 feet from existing centerline of road.
 - The project access shall be constructed to include one eastbound entering lane and two westbound exiting lanes, striped as separate left and right turn lanes. The westbound left turn lane should include at least 150 feet of storage, and the westbound right turn lane should include at least 100 feet of storage. Also, the project access shall be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles.
 - A southbound left turn lane and a northbound right turn lane should be provided on Buckner Lane at the project access. Each of these turn lanes should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards and shall include a four-foot shoulder on the east side of Buckner Lane to facilitate turning movements into and out of the project site until Buckner Lane is widened to a five-lane cross-section.

PROPOSED LOTS:

SINGLE-FAMILY: 244 DETACHED HOMES
TOWNHOMES: 57 ATTACHED UNITS
TOTAL: 301

SEE SHEET A1.0 AND A2.0 FOR TYPICAL LOT DIAGRAMS

PARKING CHART

SPACES PER UNIT	TYPE OF UNIT	TOTAL SPACES
4	DETACHED SINGLE FAMILY	976
3	ATTACHED TOWNHOME	171
	OVERFLOW PARKING	35
TOTAL		1,182

OPEN SPACE TAKEDOWN CHART

	DEVELOPABLE ACREAGE	PROPOSED OPEN SPACE ACRES
PHASE 1	31.47	9.91
PHASE 2	40.93	14.35
PHASE 3	18.26	5.49
FMDP TOTAL	90.66	29.75

SITE DATA:

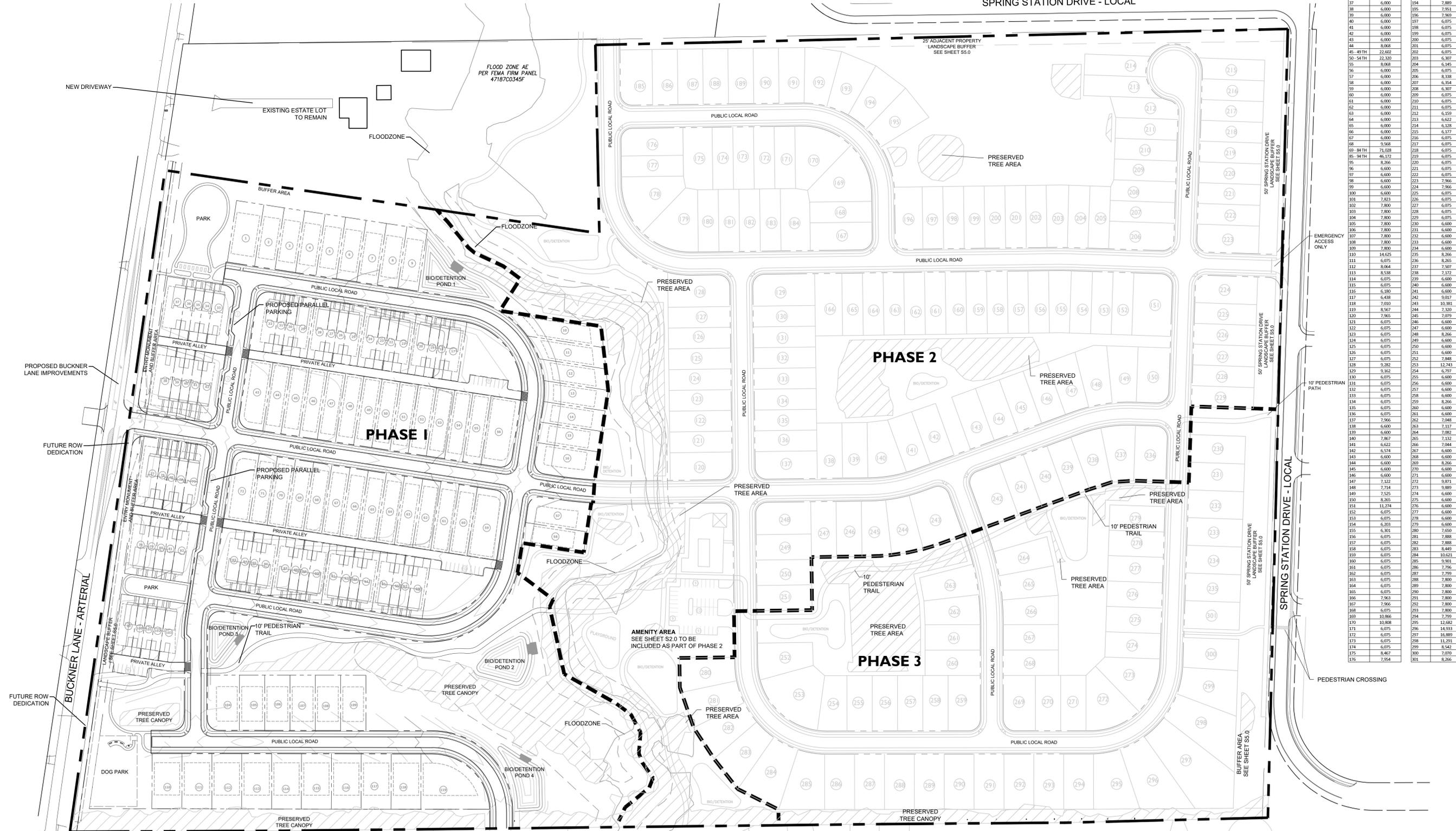
TOTAL ACREAGE: 91.0 AC
EXISTING ZONING: AG (AGRICULTURE)
PROPOSED ZONING: R-2 PUD
MAP/PARCEL NUMBERS: MAP 166, PARCEL 22
PROPOSED USE: RESIDENTIAL HOMES

TOTAL UNITS: 301
TOTAL OPEN SPACE: 29.75 AC (32.7% OF SITE)
TOTAL ROW AREA: 14.3 AC
TOTAL AREA IN FLOODZONE: 1.99 AC
TOTAL AREA IN STREAM BUFFER: 2.80 AC
TOTAL BIODETENTION AREA: 1.62 AC
NET RESIDENTIAL AREA: 47.93 AC
GROSS DENSITY: 3.31 D.U./A.
NET DENSITY: 4.28 D.U./A.

EXISTING TREE CANOPY: 18.98 AC
PRESERVED CANOPY: 7.77 AC (41%)

INDIVIDUAL LOT ACREAGE CHART

Lot #	Square Footage	Lot #	Square Footage
1	8,100	177	6,074
2	6,075	178	10,968
3	6,075	179	10,811
4	6,075	180	6,075
5	6,075	181	6,075
6	6,075	182	6,075
7	6,075	183	6,075
8	6,075	184	6,075
9	6,075	185	8,256
10-14TH	13,307	186	6,000
15-30TH	71,229	187	6,000
31	3,960	188	6,000
32	6,000	189	6,000
33	6,000	190	6,000
34	6,000	191	6,729
35	6,000	192	7,869
36	6,000	193	7,889
37	6,000	194	7,889
38	6,000	195	7,951
39	6,000	196	7,969
40	6,000	197	6,075
41	6,000	198	6,075
42	6,000	199	6,075
43	6,000	200	6,075
44	6,000	201	6,075
45-49TH	22,602	202	6,075
50-54TH	22,320	203	6,307
55	8,008	204	6,145
56	6,000	205	6,075
57	6,000	206	8,338
58	6,000	207	6,354
59	6,000	208	8,309
60	6,000	209	6,075
61	6,000	210	6,075
62	6,000	211	6,075
63	6,000	212	6,159
64	6,000	213	6,622
65	6,000	214	6,128
66	6,000	215	6,177
67	6,000	216	6,075
68	3,568	217	6,075
69-84TH	71,028	218	6,075
85-94TH	46,172	219	6,075
95	8,266	220	6,075
96	8,266	221	6,075
97	6,000	222	6,075
98	6,000	223	7,966
99	6,000	224	7,966
100	6,000	225	6,075
101	7,823	226	6,075
102	7,800	227	6,075
103	7,800	228	6,075
104	7,800	229	6,075
105	7,800	230	6,000
106	7,800	231	6,600
107	7,800	232	6,000
108	7,800	233	6,600
109	7,800	234	6,600
110	14,625	235	8,266
111	6,075	236	8,266
112	8,064	237	7,507
113	8,538	238	7,172
114	6,075	239	6,000
115	6,075	240	6,600
116	6,180	241	6,600
117	6,488	242	9,011
118	7,010	243	10,981
119	8,567	244	7,320
120	7,965	245	7,079
121	6,075	246	6,600
122	6,075	247	6,600
123	6,075	248	8,266
124	6,075	249	6,000
125	6,075	250	6,600
126	6,075	251	6,600
127	6,075	252	7,948
128	9,282	253	12,743
129	9,162	254	6,797
130	6,075	255	6,600
131	6,075	256	6,600
132	6,075	257	6,600
133	6,075	258	6,600
134	6,075	259	8,266
135	6,075	260	6,600
136	6,075	261	6,600
137	7,566	262	7,048
138	6,600	263	7,117
139	6,600	264	7,082
140	7,867	265	7,132
141	6,624	266	6,044
142	6,574	267	6,600
143	6,600	268	6,600
144	6,600	269	8,266
145	6,600	270	6,600
146	6,600	271	6,600
147	7,122	272	9,871
148	7,714	273	7,889
149	7,525	274	6,600
150	8,265	275	6,600
151	11,274	276	6,600
152	6,075	277	6,600
153	6,075	278	6,600
154	6,201	279	6,600
155	6,301	280	7,600
156	6,075	281	7,888
157	6,075	282	7,888
158	6,075	283	8,445
159	6,075	284	10,621
160	6,075	285	9,901
161	6,075	286	7,796
162	6,075	287	7,259
163	6,075	288	7,800
164	6,075	289	7,800
165	6,075	290	7,800
166	7,863	291	7,800
167	7,566	292	7,800
168	6,075	293	7,800
169	10,866	294	7,259
170	10,808	295	12,682
171	6,075	296	14,933
172	6,075	297	16,089
173	6,075	298	11,251
174	6,075	299	8,542
175	8,467	300	7,070
176	7,564	301	8,266



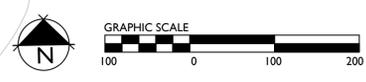
WILKERSON PLACE R-2 PUD
FINAL MASTER DEVELOPMENT PLAN - PHASE 1
Spring Hill, Tennessee



Revision	Date

DEVELOPMENT PLAN

SHEET
S3.0





Revision	Date
△	_____
△	_____
△	_____
△	_____



LEGEND

- TOWN HOME
 - 40' SINGLE FAMILY
 - 45' SINGLE FAMILY
 - 55' SINGLE FAMILY
 - 65' SINGLE FAMILY
- TOTAL HOMES : 301**

SEE SHEET A1.0 FOR ARCHITECTURAL ELEVATIONS AND OTHER ARCHITECTURAL INFORMATION

ILLUSTRATIVE MASTER PLAN
Note: Street trees are graphically shown. Final location to be determined.



**RESOLUTION 20-47
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RECOMMEND TO THE BOARD OF MAYOR AND
ALDERMEN AN AMENDMENT TO WILKERSON PLACE PLANNED
UNIT DEVELOPMENT (RZN 493-2018), TO REMOVE REQUIREMENT
TO INSTALL TEMPORARY TRAFFIC SIGNAL**

WHEREAS, on July 16, 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 to amend Ordinance 86-47 by rezoning a 90.62-acre parcel, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agriculture, to R-2, Planned Unit Development containing 301 residential dwelling units and associated open space and amenities; and

WHEREAS, Crescent Homes as part of the approval of the R-2, Planned Unit Development, committed to contribute \$2,000 per residence to the City of Spring Hill ("City") in addition to required development fees and taxes to be utilized for the improvements to Buckner Lane being planned by the City; and

WHEREAS, the Board of Mayor and Aldermen included as a condition of approval the installation of a temporary traffic signal by applicant/developer at the intersection of Spring Station Drive and Buckner Lane utilizing a portion of monies to be contributed to the City; and

WHEREAS, the City has determined as preliminary design advances for the Buckner Lane widening project that the installation of a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 would not be prudent given the likely conflicts the temporary signal system including pole placement could present during the construction of the widening project and that it would be more advantageous for the monies that were be spent for the temporary traffic signal instead to be applied to the installation of the permanent traffic signal at this location.

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the following recommendation to the City of Spring Hill Board of Mayor and Aldermen:

1. Delete in its entirety the condition of approval and requirement for the installation by applicant/developer of a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 to avoid potential conflicts signal placement may have during the construction of the Buckner Lane widening project and for the City to utilize those monies for the installation of the permanent traffic signal at this location.

Passed and adopted this 13th day of July, 2020.

Paul Downing, Chairman

Steve Foote, Secretary

CRESCENT HOMES

April 3, 2020

Mayor Rick Graham
Spring Hill City Hall
199 Town Center Parkway
Spring Hill, TN 37174

Dear Mayor Rick Graham,

Given changes in plans for road improvements, please accept this request to modify conditions related to the development of the Wilkerson R-2 PUD approval.

- 1. Temporary signal modification** – As part the initial phase, The Board of Mayor and Alderman requested the installation of a “temporary’ traffic signal at the intersection of Buckner Lane and Spring Station Drive. This was agreed to and became a requirement of the approved PUD with the understanding that the portion spent would be credited out of the \$600,000 developer traffic contribution which was to be paid as an additional \$2000 per lot fee at building permit. We have been advised that that the City intends to move forward with the widening of Buckner Lane in the near future and that the temporary signal as placed could ultimately be an obstruction to the construction zone that will be needed for the widening project, and as such could involve yet more expense in the repositioning of temporary poles to accommodate the widened street. Rather than installing a temporary signal that could ultimately result in additional installation expense if there is need for repositioning, it may be more prudent financially to forego the installation of the temporary signal and instead apply the developer contribution to the permanent signal system at this intersection along with other related expenses associated with the widening project. We will still pay the \$600,000 contribution to be paid in \$2000 increments per lot at building permit and will request no credits.
- 2. Traffic Impact Improvements** – Based on a traffic impact study, a southbound left turn lane and a northbound right deceleration turn lane was required on Buckner Lane in addition to a 4-foot paved shoulder as an interim measure toward the future widening of the road as a major arterial street. In addition, we have planned to install a sidewalk/walking trail along the edge of the right-of-way to Wilkerson. These improvements were part of the initial phase of development. Spring Hill has informed us that the widening project is imminent, and the preliminary engineering performed to date on the widening project has noted a potential change in the grade/elevation along the frontage that likely will result in the removal/alteration of road and walkway surfaces. To avoid investing in certain infrastructure by the developer that would later be altered due to the widening project, a more prudent approach would be to consider allowing us to provide a payment in lieu of such improvements so those monies could be put toward the widening project. To properly memorialize such understanding on these improvements along financial considerations, it is recommended a development agreement be

prepared between the developer and City. Our contractor has itemized these costs and our engineer is verifying them. I propose that we issue a two-year Letter of Credit from Pinnacle Bank in the certified amount of these improvements, and we will be required to send payment in the future when the widening occurs and The City of Spring Hill calls for payment.

- 3. Process Microphase** – The traffic improvements addressed above were conditions of phase 1 of Wilkerson, which includes 119 lots and is currently under construction. In order to be able to launch a sales program and activity in the spring market of 2020, we have carved out a microphase (Phase 1A) of 16 lots, which is currently in the final platting process. While we work with Spring Hill to modify the traffic requirements and complete our phase, I respectfully ask you to allow the microphase to complete the platting process and be recorded without delay. If any lingering conditions are not finalized in April, please do not hold up the microphase since the larger phase 1B is to follow. Thank you for this consideration.

I have discussed these solutions with Chuck Downham, Assistant City Administrator, and believe that we are headed in the right direction. We value our positive working relationship that we have with Spring Hill, and we look forward to building beautiful, timeless homes and neighborhoods in Spring Hill for many years to come.

Sincerely,



Edward M Terry

President, Crescent Homes Tn, LLC and Buckner Lane, LLC

ORDINANCE 18-19

AN ORDINANCE TO AMEND ORDINANCE NO. 86-47, THE SAME BEING THE ZONING ORDINANCE OF THE CITY OF SPRING HILL, BY REZONING 90.62 ACRES OF PROPERTY, BEING WILLIAMSON COUNTY PARCEL 166 02200, 2774 BUCKNER LANE, FROM AG, AGRICULTURAL, TO R-2, PLANNED UNIT DEVELOPMENT.

RZN 493-2018 (WILKERSON PLACE REZONING)

WHEREAS, the City of Spring Hill Zoning Ordinance, the same being Ordinance No. 86-47, and the zoning maps therein adopted be, and the same are hereby amended by rezoning the property herein described as 90.62 acres of property, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agricultural, to R-2, Planned Unit Development; and

WHEREAS, said portion of property to be rezoned from AG to R-2, PUD, is located within the corporate limits of the City of Spring Hill; and

WHEREAS, the Spring Hill Municipal Planning Commission forwarded the request to the Board of Mayor and Aldermen on May 14, 2018 with a recommendation for approval with conditions; and

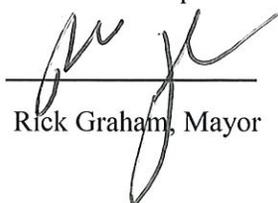
WHEREAS, that all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF SPRING HILL, TENNESSEE, BOARD OF MAYOR AND ALDERMEN, to amend Ordinance No. 86-47, the same being the Zoning Ordinance of the City of Spring Hill, by rezoning 90.62 acres of property, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agricultural, to R-2, Planned Unit Development, the public welfare requiring it.

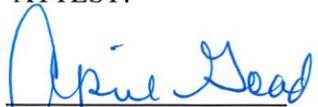
SECTION 1 - The development of the site shall be substantially consistent with the following Exhibit.

Exhibit A: Wilkerson Place R-2, PUD, Master Plan, dated April 2, 2018.

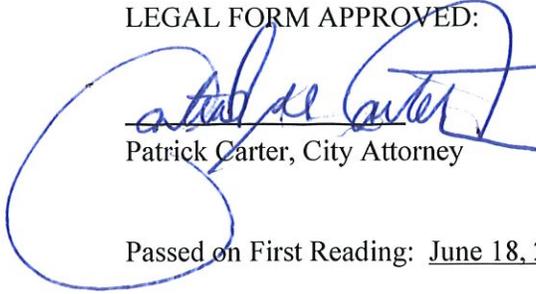
The rezoning of this site shall be subject to all City ordinances and regulations, and the condition of approval to add a traffic signal at Spring Station Drive upon construction.


Rick Graham, Mayor

ATTEST:


April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

Passed on First Reading: June 18, 2018

Passed on Second Reading: July 16, 2018

F. Consider Resolution 18-117, to authorize application for the 2018 TML Safety Partners Grant.

G. Consider Resolution 18-115, to authorize the Mayor to sign Ambulance Service Agreement Contract Amendment.

H. Consider Resolution 18-116, to authorize services agreement with reNOVA Janitorial and Site Maintenance, LLC, for temporary cleaning at the Northfield facility.

APPROVAL OF CONSENT AGENDA

Motion to approve was made by Alderman Fuqua, seconded by Alderman Zemek.
Motion carried 9/0.

PREVIOUS BUSINESS

1. Consider Second and Final Reading of Ordinance 18-11, adopting the 2018 Energy Conservation Code.

Alderman Whittenburg moved to approve, seconded by Alderman Fuqua. Alderman Whittenburg discussed Mr. Sheeley's comments. Mr. Downham discussed the latest information from state fire marshal and recommended deferral until staff can amend. Alderman Zemek discussed the deadline date. Alderman Gavigan stated he is ready to pass the 2018. Alderman Whittenburg moved to defer, seconded by Alderman Fuqua.

Roll call to defer Second and Final Reading of Ordinance 18-11: Chad Whittenburg, aye; Matt Fitterer, aye; Kevin Gavigan, nay; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, aye; Jeff Graves, aye; Amy Wurth, aye.
Motion carried, 8/1.

2. Consider Second and Final Reading of Ordinance 18-19, (RZN 493-2018, Wilkerson Place) to rezone 90.62 acres of property being Williamson County Tax Map 166, Parcel 02200m located at 2774 Buckner Lane from AG, Agricultural to R-2 PUD.

Alderman Fuqua made a motion to approve seconded by Alderman Graves. Discussion: Alderman Whittenburg does not support because of the volume on Buckner Lane. He does appreciate the provisions by the developer. Mr. Fuqua added a condition of approval, adding a traffic signal at Spring Station Drive upon construction. Motion seconded by Alderman Fitterer. (Cover Sheet)Wurth comments. Gavigan comments and Fitterer comments.

Roll call to amend Second and Final Reading of Ordinance 18-19: Chad Whittenburg, aye; Matt Fitterer, aye; Kevin Gavigan, nay; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, aye; Jeff Graves, aye; Amy Wurth, nay.
Motion carried 7/2. Alderman Whittenburg and Fitterer both comment.

Roll call to approve Second and Final Reading of Ordinance 18-19 as amended: Chad Whittenburg, nay; Matt Fitterer, aye; Kevin Gavigan, nay; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, nay; Jeff Graves, aye; Amy Wurth, nay.
Motion carried 5/4.

3. Consider Resolution 18-75, adopting the City of Spring Hill Capital Improvement Plan.

Alderman Wurth moved to defer, seconded by Alderman Graves. Mayor Graham stated we are having a work session on the 24th.

Roll call to defer Resolution 18-75: Chad Whittenburg, aye; Matt Fitterer, aye; Kevin Gavigan, aye; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, aye; Jeff Graves, aye; Amy Wurth, aye.
Motion carried, 9/0.

4. Consider Resolution 18-103, approving compensation adjustment for the City Administrator.

Alderman Wurth made a motion to defer, seconded by Vice Mayor Hull.

Roll call to defer Resolution 18-103: Chad Whittenburg, aye; Matt Fitterer, aye; Kevin Gavigan, aye; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, aye; Jeff Graves, aye; Amy Wurth, aye.
Motion carried, 9/0.

NEW BUSINESS

1. Consider Resolution 18-109, to appoint a Municipal Court Judge for the City of Spring Hill.

Chad Whittenburg: Deanna Hood

Matt Fitterer: Deanna Hood

Kevin Gavigan: Tom Dubois

Bruce Hull: Tom Dubois

Vincent Fuqua: Deanna Hood

Susan Zemek: Deanna Hood

Jeff Graves: Deanna Hood

Amy Wurth: Tom Dubois

Mayor Graham: Abstained

Chad Whittenburg made a motion to insert Judge Hood's name in the Resolution to begin August 1, 2018, motion seconded by Alderman Fuqua.

Motion carried 9/0.

Roll call to approve Resolution 18-109 as amended: Chad Whittenburg, aye; Matt Fitterer, aye; Kevin Gavigan, aye; Bruce Hull, aye; Mayor, aye; Vincent Fuqua, aye; Susan Zemek, aye; Jeff Graves, aye; Amy Wurth, aye.

Motion carried 9/0.

2. Consider Resolution 18-108, to appoint a member to the Tourism Council of the City of Spring Hill.

**RESOLUTION 20-47
OF THE PLANNING COMMISSION
OF THE CITY OF SPRING HILL, TENNESSEE**

**A RESOLUTION TO RECOMMEND TO THE BOARD OF MAYOR AND
ALDERMEN AN AMENDMENT TO WILKERSON PLACE PLANNED
UNIT DEVELOPMENT (RZN 493-2018), TO REMOVE REQUIREMENT
TO INSTALL TEMPORARY TRAFFIC SIGNAL**

WHEREAS, on July 16, 2018 the Board of Mayor and Aldermen approved Ordinance 18-19 to amend Ordinance 86-47 by rezoning a 90.62-acre parcel, being Williamson County Parcel 166 02200, 2774 Buckner Lane, from AG, Agriculture, to R-2, Planned Unit Development containing 301 residential dwelling units and associated open space and amenities; and

WHEREAS, Crescent Homes as part of the approval of the R-2, Planned Unit Development, committed to contribute \$2,000 per residence to the City of Spring Hill ("City") in addition to required development fees and taxes to be utilized for the improvements to Buckner Lane being planned by the City; and

WHEREAS, the Board of Mayor and Aldermen included as a condition of approval the installation of a temporary traffic signal by applicant/developer at the intersection of Spring Station Drive and Buckner Lane utilizing a portion of monies to be contributed to the City; and

WHEREAS, the City has determined as preliminary design advances for the Buckner Lane widening project that the installation of a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 would not be prudent given the likely conflicts the temporary signal system including pole placement could present during the construction of the widening project and that it would be more advantageous for the monies that were be spent for the temporary traffic signal instead to be applied to the installation of the permanent traffic signal at this location.

NOW, THEREFORE BE IT RESOLVED, that the Spring Hill Planning Commission forwards the following recommendation to the City of Spring Hill Board of Mayor and Aldermen:

1. Delete in its entirety the condition of approval and requirement for the installation by applicant/developer of a temporary traffic signal at the intersection of Spring Station Drive and Buckner Lane at an estimated installation cost of \$70,000 to \$80,000 to avoid potential conflicts signal placement may have during the construction of the Buckner Lane widening project and for the City to utilize those monies for the installation of the permanent traffic signal at this location.

Passed and adopted this 13th day of July, 2020.



Paul Downing, Chairman



Steve Foote, Secretary