



## Meeting Minutes

### Work Session

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Tuesday, May 26, 2026

5:00 PM

Williamson County  
Auditorium

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#### CALL TO ORDER

Mayor Ken Moore called the meeting to order at 05:01 PM

Board Members Present: Ann Petersen, Greg Caesar, Clyde Barnhill, Beverly Burger, Matt Brown, Alderman Potts, Patrick Baggett

Board Members Absent: Brandy Blanton

Staff Present: Eric Stuckey, Shauna Billingsley, Walter Denton, Mark Hilty, Kristine Brock, Cayce Anderson

#### CITIZEN COMMENTS

Comments on agenda items may be made in person or by emailing [recorder@franklintn.gov](mailto:recorder@franklintn.gov) before noon on the day of the meeting. Comments will be submitted for the record.

#### WORK SESSION DISCUSSION ITEMS

##### 1. Small Business Administration Office Of Disaster Recovery Presentation

**Sponsors:** Tracy Gale

Tracy Gale, Public Information Officer with the U.S. Small Business Association, noted that three programs have been made available to citizens affected by winter storm Fern: business disaster loans, home disaster loans, and mitigation assistance. Full benefits are available for renters as well. Economic injury disaster loans are offered through the U.S. Treasury. There is no fee to apply. The SBA disaster loan has a low fixed interest rate with no interest and no payments for 12 months.

Anyone who wishes to begin an application can do so by calling 1-800 659 2955 or by visiting [lending.sba.gov](http://lending.sba.gov), clicking "check my eligibility," and selecting "Tennessee" from the dropdown menu. The representatives who answer the phone are empathetic and helpful.

Alderman Brown inquired whether HOAs can apply for loans to cover critical projects.

Ms. Gale responded that they cannot; the loans are for individual homeowners, renters, and business owners.

##### 2. Innovation Center Presentation

**Sponsors:** Kris Schneider

Jeremy Qualls, Executive Director of the Entrepreneurship and Innovation Center (EIC), noted that the EIC has now been open for eight years, and the new Innovation Center will open in August of 2026 at the former animal control facility near the EIC. The main goal of the Center is local workforce development.

Kris Schneider, Assistant Director of the Innovation Center, noted that the new Innovation Center will have five programs: advanced power and machinery, cybersecurity and AI, hospitality and tourism, fire management, and aviation.

Alderman Burger requested information regarding job searches for students.

Mr. Qualls responded that the programs have several exit ramps. Technical certification and two-year college degrees are embedded in the program. A student can then choose to join the workforce or attend a four-year college. The workforce partnerships facilitate the job search for students who wish to immediately join the workforce.

Alderman Burger inquired whether the aviation program would allow students to join the military.

Mr. Qualls responded that students would earn a private piloting license, which would allow them to join the military or continue with aviation. Pathways within aviation include air traffic control, commercial pilot, private pilot, and unmanned aerial systems.

Alderman Caesar expressed appreciation for the program, noting that two of his sons are in the EIC program. He inquired regarding the role of corporate partnerships in the project.

Mr. Qualls responded that corporate partnerships make the training real rather than hypothetical; for example, partnership with Caterpillar allows students to seek internships and possible employment there. In a traditional learning environment, courses on cybersecurity would lag behind current technology; businesses can provide the most current information.

### 3. **Development Activity Report**

**Sponsors:** Michael Walters Young, Katherine Harelson

Katherine Harelson, Budget and Performance Analyst, presented the development activity report for the first quarter of 2026, beginning January 1 and ending March 31. Regarding permitting activity, the city issued 230 building permits, 1,044 trade permits, and 80 fire permits. Regarding permit and impact fee collections, the city collected slightly less than \$500,000 in permit fees, approximately \$452,000 in road impact fees, slightly less than \$40,000 in water impact fees, approximately \$354,000 in sewer impact fees, and approximately \$257,000 in facilities tax. Regarding housing and construction cost, the city permitted 57 new single-family dwelling units, three townhome units, and no multi-family units. Construction values were approximately \$66 million for residential and approximately \$33 million for nonresidential, totaling slightly more than \$100 million in permitted development.

A total of 57 responses have been received to the mini development customer survey since its inauguration in October of 2025, with an average rating of 4.7 stars. Responses indicate that the portal is easily navigable and that staff members are helpful and make individuals feel as if they are the only customer. Approximately 27 comments have been submitted via the open-ended box, and they are overwhelmingly positive.

Staff has drafted a growth communication strategy to help spread valuable information to residents. Presentations have been made to local groups; other local groups who would like to hear the presentation should contact Walter Denton, Assistant City Administrator of Community and Economic Development.

Alderman Burger cited a response to a survey that expressed appreciation for the "human response." She suggested that this be continued.

### 4. **\*Consideration Of Resolution 2026-32, A Resolution Authorizing The Use Of Competitive Sealed Proposal Procurement Method For Selecting Sanitary Sewer Pretreatment Program Support Services**

**Sponsors:** Michelle Hatcher

Michelle Hatcher, Director of Water Management, noted that Resolution 2026-32 would authorize the bidding process to bring pretreatment services in-house. The Board had no questions.

*The item is planned for the May 26, 2026 Board of Mayor and Aldermen Meeting for consideration.*

5. **\*Consideration Of Ordinance 2026-13, An Ordinance To Amend The City Of Franklin Municipal Code, Title 12, Chapter 1 And Appendix A – Comprehensive Fees And Penalties, Chapter 12, Building, Utility, Etc. Codes To Increase Minimum Nonresidential Plan Review Fees And Establish A Residential And Fire Protection Plan Review Fee. Establishing A Public Hearing On June 9, 2026**

**Sponsors:** Tom Marsh, Alex Brown, Alex Bearden

Tom Marsh, Director of Building and Neighborhood Services, noted that the nonresidential plan has not been increased in approximately 20 years. Ordinance 2026-13 would increase the minimum starting fee for a project from \$50 to \$250, with escalation based on the project value. This would increase the anticipated collection per project from an average of \$255 to an average of approximately \$1,045. A flat plan review fee of \$100 is proposed for residential plans for construction of 2,000 square feet or larger. A flat plan review fee of \$50 is proposed for fire protection.

Vice Mayor Baggett inquired whether the resubmittal review fees would apply to all plans.

Mr. Marsh responded that they are currently enforced for nonresidential projects but proposed to apply to all types. The goal is that the fee will incentivize applicants to submit complete plans.

Vice Mayor Baggett inquired whether the resubmittal fee could be waived under special circumstances. Shauna Billingsley, City Attorney, responded that this option would need to be written into the ordinance. Vice Mayor Baggett requested that this language be included for the second reading.

Alderman Potts inquired why the plan had not been reviewed in 20 years and whether there is a plan to revisit it before 20 more years elapse.

Mr. Marsh responded that the assumption was that as building values increase, the plan review fee would also increase; further, some of these services are included in property taxes.

Alderman Caesar inquired whether the state regulates the upper fee limit and regarding the amount generated from the four noted fees in 2025.

Mr. Marsh responded that the state does not regulate the fee. Approximately \$114,000 was generated in 2025; with the proposed increase, this amount would have been approximately \$470,000.

Mayor Moore expressed approval of the ordinance and of the staff, noting that some applicants seem to believe staff should be completing the plans for them.

*The item is planned for the May 26, 2026 Board of Mayor and Aldermen Meeting for consideration on First Reading. Public Hearing and Second Reading will be on June 9, 2026.*

6. **\*Consideration Of COF Contract No. 2026-0148, With Lodestar (Previously PMA Management Group) Regarding Third-Party Administrator Services For City Of Franklin Self-Insured Workers Compensation Program**

**Sponsors:** Kristine Brock, Sara Sylvis

*The item was acknowledged and is planned for the May 26, 2026 Board of Mayor and Aldermen Meeting for consideration.*

7. **Consideration Of Resolution 2026-13, A Resolution Acknowledging A Concept Plan For The Former DePriest Property And Closure Of A Portion Of Strahl Street And Future Unification Of The Property As Park Space**

**Sponsors:** Lisa Clayton, Heather Eusebio

Lisa Clayton, Parks Director, presented the concept plan for the proposed park, noting that alignment may be needed to allow for Americans with Disabilities Act (ADA)-compliant parking. Residents of the area are not in favor of closing a portion of Strahl Street; they cited emergency access concerns and noted they use the road every day. Some residents suggested allowing Strahl Street to be one-way at least until Reddick Street.

**Public Comment:**

Tony Morreale, 1408 Clairmonte Circle, Franklin, TN, emphasized the need for ADA-compliant parking, citing an encounter he had with a disabled resident who did not believe he would be able to use the park.

**Board Comments:**

Alderman Caesar inquired where citizens would park to visit the park.

Ms. Clayton responded that neighbors would walk into the park. Others can park at the future visitor center or the public library.

Alderman Caesar expressed concern that the library would be inconvenienced by the excess parking and that there is a lack of crosswalks on Columbia Avenue.

Ms. Clayton responded that the lack of crosswalks may be resolved once Cleburne and Granbury Streets are realigned. She acknowledged that crosswalks would need to be added to the plan.

Vice Mayor Baggett suggested that the Tennessee Heritage Protection Act be reviewed, as it should be possible to move the cannonballs to better facilitate realignment. He noted that the best place for a crosswalk would be at Granbury Street. He acknowledged the concerns of residents regarding the closure of Strahl Street but noted this would be necessary to make the park more accessible. The current configuration of roads presents safety issues, including at the intersection of Strahl Street and Columbia Avenue, and the network of cut-through streets that results in drivers cutting through the parking lot of the Reddick Senior Residence.

Ms. Clayton responded that residents of the Reddick Senior Residence are concerned with drivers cutting through their parking lot and suggested additional signage, education, and police involvement; they are also concerned that visitors to the park may park in their lot.

Alderman Barnhill noted that the closure of Strahl Street and the alignment of Cleburne and Granbury Streets would be important. He requested clarification regarding the plan.

Ms. Clayton responded that the parks on either side of the street would be connected. Trails and fencing with strategic openings would be added. Neighbors requested easy ingress into the park, with lighting for safety, so that they can continue to walk their dogs there.

Alderman Burger inquired whether parking could be cut in if Cleburne and Granbury Streets were connected. Ms. Clayton responded that she believes so. The plan is to leave an area for maintenance, and there may be space for parking.

Alderman Potts expressed approval of the plan to close Strahl Street and connect the two parks, noting that the intersection of Strahl Street and Columbia Avenue is inefficient and unsafe. He suggested that one standard and one ADA-compliant parking spot be added at the end of Strahl Street.

Vice Mayor Baggett requested that an emergency-vehicle-only access on Strahl Street be explored.

Ms. Clayton responded that she could speak with the Fire Chief. It was suggested to make Strahl Street a private drive.

*The item is planned for the June 9, 2026 Board of Mayor and Aldermen Meeting for consideration.*

## 8. Discussion Of Updated E-Bike Legislation Changes

**Sponsors:** Eric Stuckey, Shauna Billingsley

Ms. Billingsley shared the Tennessee State Law on bicycles and play vehicles, noting that both standard and e-bikes have the same rights and duties as motor vehicles and must comply with all signals and signage. She

shared the Tennessee E-Bike Law enacted in 2016 for Class 1, 2, and 3 e-bikes, noting that law enforcement often cannot readily identify differences between classes of e-bikes. She shared the new law, Tennessee Public Chapter 651, enacted April of 2026, which amends TCA Title 55, Chapter 8. Notably, it would allow the city to formally prohibit Class 1 and 2 e-bikes on greenways and park paths, provided the prohibition is enacted by an ordinance or resolution and filed with the state. If e-bikes are prohibited in some locations and allowed in others, it will be necessary to consider how riders will get from one place to another. It is also important to ensure riders of Class 3 e-bikes are 16 years or older.

Ms. Billingsley shared a gap analysis of the current Franklin Municipal Code versus the state law, noting areas where the code may need to be updated. A local e-bike ordinance and a rule regarding e-bikes on sidewalks are needed. Regulations for play vehicles align with state law but need to be more specific. She shared the following options:

- A. No action
- B. Enact an e-bike ordinance based on the state defaults
- C. Prohibit e-bikes on specific greenways and park paths
- D. Full code modernization

**Board Comments:**

Alderman Brown noted that education is needed, including on different types of e-bikes, as many parents do not know the differences between them, as well as between e-bikes and electronic motorcycles (e-motos). He suggested that e-motos be regulated, and e-bikes not be overregulated. The most common comments regarding drivers of e-bikes and e-motos cite lack of courtesy. Drivers also do not follow roadway laws. Additional stakeholder and public comment is needed.

Ms. Billingsley inquired whether it would be sufficient to initiate conversations between her, City Administrator Eric Stuckey, and a small group of interested citizens and stakeholders. Alderman Brown responded that it would.

Alderman Burger noted that she has seen youth on e-bikes weaving along residential streets, often without helmets, which presents a safety issue and should be regulated. She noted that children riding bicycles with training wheels or learning to roller-skate should use the sidewalks.

Vice Mayor Baggett noted that he is more concerned with e-motos than e-bikes, and how police can enforce rules regarding them. He requested clarification regarding whether, under current law, a person under the age of 16 could be pulled over for driving an e-moto on a public road.

Ms. Billingsley responded that they could, as an e-moto is a motorized vehicle. E-motos are also not allowed on sidewalks, trails, or bicycle paths, per state law.

Vice Mayor Baggett suggested that regulations of e-motos be drafted with care and enforced, as it is likely that a child will die from an e-moto injury if this does not happen.

Alderman Caesar noted that e-bikes also need to be regulated, as a friend of his lost a son due to an e-bike accident. He noted the importance of education on e-bike and e-moto safety. Reputable retailers often provide some education, but many people do not purchase e-bikes from these retailers. He suggested initiating e-bike safety classes at a civic level, as is done for standard bicycle safety. He has nearly hit e-bikes at night in his neighborhood three times because they had no reflectors, and the riders were wearing black clothing. He suggested that riders be required to wear helmets and install front and back reflectors, and that e-bikes not be allowed to exceed 13 miles per hour on sidewalks and trails.

Ms. Billingsley responded that Class 1 and 2 e-bikes likely lack speedometers; however, many cities stipulate that riders must turn off the electricity and pedal an e-bike on sidewalks and trails.

Alderman Caesar noted that he does not wish to restrict a rider who cannot easily pedal but requested that the issue be considered.

Alderman Barnhill noted that many riders do not stop at stop signs even though they are required to do so, and this needs to be enforced.

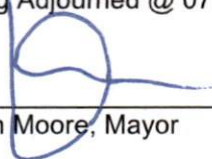
Alderman Potts noted that he has spoken with Police Chief Deborah Faulkner regarding an education and enforcement program; multiple HOAs in Ward 3 have volunteered their clubhouses and parking lots for this purpose. He has shared the slide deck with 22 HOAs, and most of them prefer Option B. He suggested that additional public feedback be solicited and that e-bike safety be taught in schools.

Alderman Burger expressed agreement, suggesting that e-bike safety training be done in school assemblies. She noted that, when she was young, children had to acquire bicycle licenses for a nominal fee and display them on the bicycle; otherwise, parents were fined.

## OTHER BUSINESS

### ADJOURN

Meeting Adjourned @ 07:00 PM



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Dr. Ken Moore, Mayor

Minutes Prepared by Lori Goshert, Minutes Solutions, Inc., and Reviewed by Sarah Schilling, Sr. Deputy City Recorder - City Recorder's Office - 6/3/26, 11:18 AM

**The above minutes should be used as a summary of the motions passed and issues discussed at the meeting. This document shall not be considered a verbatim copy of every word spoken at the meeting.**