



Agenda for the City Council Regular Meeting
Tuesday, March 10, 2026 6:00 PM
Council Chambers at City Hall 101 West Gold Street Kings Mountain, NC 28086

1. Call to Order and Determination of a Quorum - Robert C. Wagman, Mayor
2. Invocation - Chaplain James Waseman, Kings Mountain Fire Department. *(Please stand for Invocation and remain standing for Pledge of Allegiance)*
3. Pledge of Allegiance - Robert C. Wagman, Mayor
4. Motion to adopt the proposed Agenda *(Only emergency items shall be added to the agenda. Emergency shall be defined and requested by the City Manager. Upon approval of the Mayor and City Council the item will be added. Consent Items will be adopted with a single motion, second, and vote unless a request for removal from the Consent agenda is heard from a Councilmember)*
5. Citizen Recognition *Persons wishing to appear before Council during this portion of the meeting are required to sign up prior to the start of the meeting. In an effort to maintain order and decorum, we would encourage speakers to be courteous and respectful while citizen input is heard. Please refrain from profanity, inappropriate gestures, insults, personal attacks, or accusations. Citizens should not expect Councilmembers to respond to their comments during the course of the meeting. If follow up is needed, the Mayor, or presiding officer may ask the speaker to provide contact information to the City Clerk so that Staff may assist. In an effort to allow for a fair allotment of time, each Speaker will be limited to three (3) minutes. Based upon the number of people signed up to speak, Council may elect to adjust the time limitations for all speakers or assign a time limit for the entire Citizen Recognition period.*
6. Mayor, Councilmember and City Manager Remarks
7. Program and Project Updates
 - A. Presentation and quarterly update from KM Forward - David Stone, President.
 - B. Presentation regarding a proposed amendment to the Unified Development Ordinance to revise sidewalk and fee-in-lieu standards - Henry Earle, Planning Director.
8. Motion to Adopt the Following Consent Agenda:
 - A. Adopt the Minutes of the Regular Meeting of January 13, 2026.
 - B. Accept a Certificate of Sufficiency from the City Clerk and adopt a Resolution setting the date for a Public Hearing for Tuesday, March 24, 2026, at 6:00 p.m. at City Hall to consider a voluntary contiguous annexation for property located at 416 Dixon School Road - Cleveland County parcel 59453.
9. Regular Meeting

- A. Motion to adopt a Resolution accepting the Safe Streets for All grant in the amount of \$140,000, authorize the City Manager to sign the agreement on behalf of the city of Kings Mountain, and appropriate \$35,000 from the general fund balance to cover the City's portion and obligation to the grant agreement - Mark Breen, City Engineer.
- 10. Motion to close the Regular Meeting and enter into a Closed Session to consult with the City Attorney regarding M.E. Brown Enterprises, LLC vs. City of Kings Mountain, under N.C.G.S. 143-318.11(a)(3).
- 11. Closed Session
- 12. Motion to close the Closed Session and re-enter the Regular Meeting.
- 13. Motion to adopt an Ordinance repealing Ordinance 26-02 Ordering the Demolition of 200 East King Street.
- 14. Motion to Adjourn

The City of Kings Mountain would like to ensure that people with disabilities have the ability to access its meetings, programs, and activities. Should you require assistance to participate in a meeting of the City of Kings Mountain City Council, please contact the City Clerk at least 5 business days before the event.



STAFF REPORT

For the Regular Meeting Meeting of: March 10, 2026

DATE: March 10, 2026

TO: Regular Meeting

FROM: Henry Earle, Planning Director

PREPARED BY: Madeline Grigg

TITLE

Presentation regarding a proposed amendment to the Unified Development Ordinance to revise sidewalk and fee-in-lieu standards - Henry Earle, Planning Director.

PURPOSE:

To consider amending Section 156.50.03(J) General Provisions and 156.70.02.J, Sidewalks and Accessibility, of the Unified Development Ordinance (UDO) to determine where sidewalks are required for minor subdivisions and review the City's fee-in-lieu program as requested by City Council.

BACKGROUND AND FINDINGS:

City Council has requested staff to review Performance Flex for smaller developments under five lots.

Staff originally presented Council with proposed standards in late 2025. Council gave staff direction and comments to consider. Staff is bringing the item back to Council for its feedback and to receive direction about moving forward with an official amendment that would first go to the Planning and Zoning Board and then back to City Council.

Sidewalks are required on all new builds, expansions of over 50%, and changes in use. Staff has proposed standards that would eliminate sidewalk requirements from infill development (unless there is an existing sidewalk already) while keeping requirements for commercial and industrial development along arterial roads or adjacent to existing sidewalks. Below are staff's proposed standards.

UDO:156.50.03(J) – General Provisions, Sidewalks.

· Generally, sidewalks will be required for:

o New construction on vacant property, reconstruction of property, or renovation/expansion if the total expansion footprint is 50% or 50,000 square feet, whichever is less.

o Change of use without a change in structures will not result in a sidewalk requirement.

o Unless otherwise noted, sidewalks will be six feet in width and built to the road cross-section standards found in Section 156.70.02.D, Street Cross Sections

o Corner lots are expected to install sidewalks along both sections of right-of-way bordering the property.

o Sidewalk construction is not required on property in the ETJ.

o See below for more specific details related to the type of use.

· Zoning District Standards:

o Residential

§ Major Subdivisions

· Sidewalks are required on both sides of the new right-of-way when constructing new roads.

· If the subdivision is along an existing road, sidewalks are required only on the side of the road on which the development is occurring.

· On an existing road, sidewalk width can be reduced at the Planning Director's discretion if parcel characteristics (topography, existing utilities, etc.) make installing six-foot wide sidewalks prohibitive, or the developer may request for a payment in lieu.

§ Minor Subdivisions and Infill

· In residential zoning districts, for minor subdivisions and infill development of a single-family home, duplex, or townhome, sidewalks are required if there is an existing sidewalk on an adjacent parcel. The sidewalk must be extended at the width listed above.

· If there is no existing sidewalk on the adjacent property, on the same side of the street, no sidewalk will be required.

· For minor subdivisions, pre-subdivision property lines will be used to determine adjacent sidewalks.

§ Multifamily development (apartments, townhomes)

· Sidewalks are required at the road right-of-way for all multifamily developments.

· In the case of apartments, an internal network of sidewalks is required, connecting parking lots to buildings at the same width as sidewalks along the right-of-way.

o Commercial and Industrial

§ Sidewalks will be constructed on all commercial and industrial projects that meet the above required standards on arterial roads, regardless of the status of sidewalks on adjacent property. This standard does not apply to parcels fronting on Shelby Road.

§ For commercial or industrial projects on Shelby Road or non-arterial roads, sidewalks will be required if there is an existing sidewalk on adjacent property, or if the city has existing plans to develop sidewalks on adjacent property within two years of the date of commercial site plan submittal.

Payment in Lieu Program: The last item for Council's consideration is a description of how the payment in lieu program would work. The UDO states that the city can use a payment in lieu for sidewalks if a developer requests it and has justification for it. Developers have inquired with staff regarding this item

but there is no process for how this would be implemented. Below is the staff's proposal for how this would work if requested.

UDO: 156.70.02.J(E) - Fee-in-lieu Sidewalk Construction Option.

I. There may be development projects where sidewalk construction is impractical due to topography, insufficient right-of-way width, existing infrastructure, or distance from existing sidewalk. When applicable, the following regulations shall govern the payment in lieu program.

A. Justification. The developer of the project must submit to the Planning Office a justification for requesting payment in lieu of building required sidewalks, explaining the impracticalities of building a sidewalk for this project. The request will also include the following:

i. A site plan showing any hindrance to sidewalk development on this property. The hindrance must be at least one of the following:

1. Topography: The terrain on the property has drainage concerns, stream buffers, or other natural features within the right-of-way that would make it impractical to build sidewalks.

2. Right of way width: The right of way is forty (40) feet in width or less, with less than ten (10) feet of ROW on the side of the street in question.

3. Existing infrastructure: Drainage ditches, buried infrastructure (electrical, gas, sewer, water, and/or fiber lines) that would be cost-prohibitive.

4. Distance from existing sidewalk: The property, measured from the nearest point on the property line, is more than 1000 feet away from any existing sidewalk.

ii. A detailed cost estimate with the following information:

1. Engineering costs for the design of the sidewalk.

2. 110% of the actual cost of installation. The actual cost will be established by the City as a price per linear foot of construction.

3. The City Engineer, Public Works Director, and/or Planning Director will review the proposed estimate for accuracy.

B. Approval. The payment in lieu request for any project must be approved by the City Engineer, the Public Works Director, and the Planning Director. The approval will be presented to the developer in writing.

C. Payment. The payment in lieu payment will be paid to the city, in full, before any certificate of occupancy shall be issued.

D. Use of funds. The funds paid to the city in lieu will be put into a sidewalk master fund and will be used, at the city's discretion, for sidewalk projects. Paying the payment in lieu does not guarantee that the city will build a sidewalk on the property for which the fee was paid, at the time of construction or at any point in the future.

FINANCIAL IMPACTS:

This text amendment would allow for the development of more lots, adding to the tax bracket while preserving core sidewalk standards.

ALTERNATIVES:

Council can ask staff to amend standards before going to the Planning and Zoning Board.

RECOMMENDATION:

Staff recommends that Council ask staff to take this amendment to the Planning and Zoning Board for official review and to bring back a recommendation for Councils approval.

CONSENT/STAND-ALONE Presentation and Discussion Items

ATTACHMENTS:

[Z-26-2 Staff Report Planning Board.docx](#)



STAFF REPORT

For the Kings Mountain City Council Meeting of:

DATE: March 10, 2026

CASE: Z-26-2

TO: Kings Mountain City Council

FROM: Development Services

PREPARED BY: Jaylon M. Smallwood, Planner II

TITLE

Consider an Amendment to the Unified Development Ordinance to Revise Sidewalk and Fee-in-lieu Standards

PURPOSE:

To consider amending Section 156.50.03(J) *General Provisions* and 156.70.02.J, *Sidewalks and Accessibility*, of the Unified Development Ordinance (UDO) to determine where sidewalks are required for minor subdivisions and review the City's fee-in-lieu program as requested by City Council.

BACKGROUND AND FINDINGS:

City Council has requested staff to review Performance Flex for smaller developments under five lots.

Staff originally presented Council with proposed standards in late 2025. Council gave staff direction and comments to consider. Staff is bringing the item back to Council for its feedback and to receive direction about moving forward with an official amendment that would first go to the Planning and Zoning Board and then back to City Council.

Sidewalks are required on all new builds, expansions of over 50%, and changes in use. Staff has proposed standards that would eliminate sidewalk requirements from infill development (unless there is an existing sidewalk already) while keeping requirements for commercial and industrial development along arterial roads or adjacent to existing sidewalks. Below are staff's proposed standards.

UDO:156.50.03(J) – General Provisions, Sidewalks.

- **Generally, sidewalks will be required for:**
 - New construction on vacant property, reconstruction of property, or renovation/expansion if the total expansion footprint is 50% or 50,000 square feet, whichever is less.
 - Change of use without a change in structures will not result in a sidewalk requirement.

- Unless otherwise noted, sidewalks will be six feet in width and built to the road cross-section standards found in Section 156.70.02.D, Street Cross Sections
 - Corner lots are expected to install sidewalks along both sections of right-of-way bordering the property.
 - Sidewalk construction is not required on property in the ETJ.
 - See below for more specific details related to the type of use.
- **Zoning District Standards:**
 - **Residential**
 - Major Subdivisions
 - Sidewalks are required on both sides of the new right-of-way when constructing new roads.
 - If the subdivision is along an existing road, sidewalks are required only on the side of the road on which the development is occurring.
 - On an existing road, sidewalk width can be reduced at the Planning Director’s discretion if parcel characteristics (topography, existing utilities, etc.) make installing six-foot wide sidewalks prohibitive, or the developer may request for a payment in lieu.
 - Minor Subdivisions and Infill
 - In residential zoning districts, for minor subdivisions and infill development of a single-family home, duplex, or townhome, sidewalks are required if there is an existing sidewalk on an adjacent parcel. The sidewalk must be extended at the width listed above.
 - If there is no existing sidewalk on the adjacent property, on the same side of the street, no sidewalk will be required.
 - For minor subdivisions, pre-subdivision property lines will be used to determine adjacent sidewalks.
 - Multifamily development (apartments, townhomes)
 - Sidewalks are required at the road right-of-way for all multifamily developments.
 - In the case of apartments, an internal network of sidewalks is required, connecting parking lots to buildings at the same width as sidewalks along the right-of-way.
 - **Commercial and Industrial**
 - Sidewalks will be constructed on all commercial and industrial projects that meet the above required standards on arterial roads, regardless of the status of sidewalks on adjacent property. This standard does not apply to parcels fronting on Shelby Road.
 - For commercial or industrial projects on Shelby Road or non-arterial roads, sidewalks will be required if there is an existing sidewalk on adjacent property, or if the city has existing plans to develop sidewalks on adjacent property within two years of the date of commercial site plan submittal.

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UDO: 156.70.02.J(E) - Fee-in-lieu Sidewalk Construction Option.

- I. There may be development projects where sidewalk construction is impractical due to topography, insufficient right-of-way width, existing infrastructure, or distance from existing sidewalk. When applicable, the following regulations shall govern the payment in lieu program.
 - A. Justification. The developer of the project must submit to the Planning Office a justification for requesting payment in lieu of building required sidewalks, explaining the impracticalities of building a sidewalk for this project. The request will also include the following:
 - i. A site plan showing any hindrance to sidewalk development on this property. The hindrance must be at least one of the following:
 1. Topography: The terrain on the property has drainage concerns, stream buffers, or other natural features within the right-of-way that would make it impractical to build sidewalks.
 2. Right of way width: The right of way is forty (40) feet in width or less, with less than ten (10) feet of ROW on the side of the street in question.
 3. Existing infrastructure: Drainage ditches, buried infrastructure (electrical, gas, sewer, water, and/or fiber lines) that would be cost-prohibitive.
 4. Distance from existing sidewalk: The property, measured from the nearest point on the property line, is more than 1000 feet away from any existing sidewalk.
 - ii. A detailed cost estimate with the following information:
 1. Engineering costs for the design of the sidewalk.
 2. 110% of the actual cost of installation. The actual cost will be established by the City as a price per linear foot of construction.
 3. The City Engineer, Public Works Director, and/or Planning Director will review the proposed estimate for accuracy.
 - B. Approval. The payment in lieu request for any project must be approved by the City Engineer, the Public Works Director, and the Planning Director. The approval will be presented to the developer in writing.
 - C. Payment. The payment in lieu payment will be paid to the city, in full, before any certificate of occupancy shall be issued.
 - D. Use of funds. The funds paid to the city in lieu will be put into a sidewalk master fund and will be used, at the city's discretion, for sidewalk projects. Paying the payment in lieu does not guarantee that the city will build a sidewalk on the property for which the fee was paid, at the time of construction or at any point in the future.

COMPREHENSIVE PLAN:

When considering any text amendment, the Comprehensive Plan must be considered. Staff find that the proposed text amendment supports the following goals:

1. **Housing**
 - a. **Housing Goals for Kings Mountain:**

- i. **D:** Promote connectivity through design and open space encouragement to allow for walking trails, sidewalk development, and overall pedestrian access through neighborhoods.
- b. **Policies for Housing:**
 - i. **G:** Continue to improve permitting processes to avoid denial of potential projects that would benefit and promote the overall goals of the community and this plan.

FINANCIAL IMPACTS:

This text amendment would allow for the development of more lots, adding to the tax bracket while preserving core sidewalk standards.

RECOMMENDATION:

Staff recommends that Council ask staff to take this amendment to the Planning and Zoning Board for official review and to bring back a recommendation for Council's approval.

ALTERNATIVES:

Council can ask staff to amend standards before going to the Planning and Zoning Board.

ATTACHMENTS:

- 1.) Staff Report

Department Head Signature: Henry Earle



STAFF REPORT

For the Regular Meeting Meeting of: March 10, 2026

DATE: March 10, 2026

TO: Regular Meeting

FROM: Karen A. Tucker, City Clerk

PREPARED BY: Karen Tucker

TITLE

Adopt the Minutes of the Regular Meeting of January 13, 2026.

PURPOSE:

The purpose of this item is to allow City Council to approve the minutes of the of the Regular Meeting of January 13, 2026. Once adopted by Council the minutes will be uploaded to the website for public view.

RECOMMENDATION:

It is the recommendation of the City Clerk that the minutes from the Regular Meeting of January 13, 2026, be adopted in order to publish the minutes on the website for public view.

CONSENT/STAND-ALONE Consent

ATTACHMENTS:

[Regular Meeting 01132026.pdf](#)

REGULAR MEETING OF JANUARY 13, 2026

The City of Kings Mountain, North Carolina met in Regular Meeting at 6:00 p.m. on Tuesday, January 13, 2026 in the Council Chambers of City Hall.

Call to Order and Determination of a Quorum

The following Councilmembers were present: Tyler Fletcher, Heather Lemmond, Jimmy West, Annie Thombs, Jay Rhodes, Shearra Miller, Scott Neisler. Mayor Robert Wagman presided over the meeting.

Also present: Todd Carpenter, City Manager; Mickey Corry, City Attorney; Karen Tucker, City Clerk; and Aisha Pierre-Louis, Deputy City Clerk.

Invocation

The Invocation was given by Rev. Dennis Smith of the Church for the Broken, C4TB in Kings Mountain, NC.

Pledge of Allegiance

The Pledge of Allegiance was led by Mayor Robert Wagman.

Motion to adopt the proposed Agenda

Upon Motion by Councilmember Jay Rhodes, seconded by Councilmember Jimmy West it was voted unanimously to adopt the proposed Agenda.

Citizen Recognition

The following citizen addressed City Council:

Dale Greene, 235 Landry Drive

Tiffany Bird, 816 E. King Street

Christina Hilderbrand, 446 Alex D. Owens Drive

Gina Collias, 315 Garrison Drive

Connie Greene, 235 Landry Drive was signed up to speak but declined.

Mayor, Councilmember and City Manager Remarks

Councilmember Scott Neisler addressed Council and the citizens of Kings Mountain about his current legal matter, assuring them that the situation is being handled and offering his apologies.

Councilmember Annie Thombs extended her gratitude to all City employees, with a special thanks to the Water Resources Department for their dedication and hard work, encouraging them to remember their importance and to continue persevering despite social media criticism.

Councilmember Jay Rhodes concurred with Councilmember Thombs and expressed his

appreciation for the Water Resources Department, noting their dedication and resilience in working through cold conditions into the late hours. He also extended his gratitude to Director William Nash for his leadership.

Councilmember Shearra Miller thanked all city employees and reassure them that their work does not go unnoticed or unappreciated.

Program and Project Updates

Presentation and update from the Moss Lake Commission

Carmen Scism, Vice Chairperson of the Moss Lake Commission addressed Council updating them regarding the upcoming year and emphasized the importance of an ongoing partnership with between the commission and Council. The commission is eager to provide feedback regarding upcoming budget and capital planning for Moss Lake.

Presentation regarding the Everbridge Notification System

Gabriel Thomas Communications Specialist gave a brief presentation regarding upcoming plans to expand the reach of the Everbridge emergency mass notification system. This system has been in place for just over ten years, and currently has a little over 8,000 subscribers, which includes white and yellow page listings. At the present time, Everbridge is mainly for severe weather notifications, urgent public safety messages, and other emergency notifications. Expanding the reach of Everbridge would maximize tools that the City already has in place, while providing notifications to citizens in real time, especially those who do not utilize social media. A campaign is being launched this year to expand both awareness and participation with the goal of significantly increasing the number of residents who sign up. The key shift will be that Everbridge will no longer be viewed as an emergency only notification system but will also provide service updates and other important notices that might otherwise end up on social media.

Presentation and update regarding Performance Flex Standards

Henry Earle, Planning Director addressed Council requesting consideration of a staff proposal regarding Performance Flex Standards for minor subdivisions. The current standards, relating to lot size and setbacks, only apply to major subdivisions in the Suburban Residential (SR) zoning district.

Staff's proposal is to the amend the major subdivision flex point scale currently in the Uniform Development Ordinance to better reflect the City's desire to see more emphasis on home improvement; create the minor subdivision flex point scale; explore adding these standards to the Semi-Urban residential zoning classification; and creation of a development agreement to hold developers accountable to promised land standards. The next step in this process will be to develop an ordinance and take it the Planning and Zoning Board to refine and recommend a text change to Council. A public hearing will be held then Council will take action on the proposed changes. This presentation is for information only and the PowerPoint presentation is attached.

[Flex Points Presentation](#) 

Consent Agenda

Upon Motion by Councilmember Scott Neisler, seconded by Councilmember Shearra Miller, it was unanimously voted to adopt the following Consent Agenda item:

- 8.A) Approve a Budget Amendment in the amount of \$100,000 to account for a restricted donation and a grant received by the Kings Mountain Fire Department.

Public Hearing

Mayor Wagman opened the Public Hearing to consider an amendment to the City of Kings Mountain zoning map changing parcel 7884 from Suburban Commercial (SC) to Semi-Urban Residential (SU) - Case Z-25-13.

Brad Lagano, Sr. Planner addressed Council regarding this matter. The subject property is located at 104 N. Dilling Street and is approximately .21 acres. The property has been used for commercial purposes in the past. He gave a brief overview of a recent request heard by Board of Adjustment for a Special Use permit for a funeral home. After hearing the facts of the case, this request was denied based upon the idea that commercial use would not provide the support needed in this particular area due to the fact that it is primarily residential. The property owner has attempted to lease this property to a commercial tenant, as well as sell the property for commercial purposes; however, they have been unsuccessful. The owner has applied to rezone this property because they believe that a residential use would be more harmonious to this area. The property is bounded on the north by residential, east undeveloped land, south residential and commercial, and west new townhome development under construction. Adjacent properties are zoned Semi-Urban Residential. This request aligns with the Future Land Use Map's designation of Semi-urban. Planning staff supports the rezoning request due to this property's alignment with existing Semi-Urban Residential (SU) zoning and with the Future Land Use Map. The Planning and Zoning Board voted unanimously to recommend approval of the rezoning request. The Board stated that the rezoning was reasonable and the uses permitted in the Semi-Urban Residential (SU) zoning district were consistent with existing zoning around the parcel and the Future Land Use Map.

Mayor Wagman opened the floor for public input and there was none. The public hearing was closed.

Upon Motion by Scott Neisler, seconded by Councilmember Heather Lemmond it was voted unanimously to adopt **Ordinance 26-01** amending the zoning map of the City of Kings Mountain to rezone Parcel 7884, located at 104 N. Dilling Street from Suburban Commercial (SC) to Semi-urban Residential (SU). This request is reasonable and is consistent with the Future Land Use Map.

Ordinance 26-01 

Regular Meeting

Authorization to apply for a grant via the North Carolina Governors Highway Safety Program for federal funds to support the hiring of two (2) new Police Officers to be used strictly as traffic safety and enforcement officers

Chief Gerald Childress addressed Council regarding this request. This grant will support allowable salaries and benefits of two new full-time officers who will be assigned strictly for traffic safety and enforcement. This is a three-year project, which if awarded, will go into effect October 1, 2026. Funds will be available to the City on a reimbursement basis via submission of appropriate supporting documentation and is a four-year commitment for the City. A match is required by the City annually (October 1 - September 30) on a gradually increased basis as follows: Year 1 - fifteen percent (15%) cash match/eight-five (85%) reimbursement of allowable expenses; Year 2 - thirty percent (30%) cash match/seventy

percent reimbursement of allowable expenses; and Year 3 - fifty percent (50%) cash match required/fifty percent (50%) reimbursement of allowable expenses. The City must retain the positions at one hundred percent funding for twelve months from October 1, 2029, until September 30,2030. This request is for authorization to apply for the grant. If funds are awarded, staff will come before Council for authorization to accept the grant funds and acknowledge appropriation of required matching funds.

Upon Motion by Councilmember Jimmy West, seconded by Councilmember Annie Thombs it was voted unanimously to apply for a grant via the North Carolina Governors Highway Safety Program for federal funds to support the hiring of two (2) new Police Officers to be used strictly as traffic safety and enforcement officers.

Adopt an Ordinance to demolish and remove the dilapidated dwelling and accessory structure located at 200 E. King Street

Clint Houser, Director of Inspections and Codes addressed Council regarding the matter and gave a brief review of this process and Housing Code authority. As to this particular request, an inspection was performed on the interior and exterior of the property last summer and the inspection revealed that the dwelling and the accessory building are in violation of the City's Code of Ordinance. The hearing was held with the owner on October 10, 2025. At the conclusion of the hearing, an Order to Repair was issued, which gave the owner ninety days to make repairs, which was up January 8th of this year. As of this date, the owner has not complied with the Order to Repair, and the structures are still in violation of the Housing Code. There is an accessory building on the property that is falling in. There are large holes and a lot of rot inside. Mr. Houser shared photographs of all views of the subject property, which included various examples of deterioration and safety issues. Failure to take action will result in the continuation of a public nuisance to the surrounding properties and conditions that render the dwelling unsafe and unsanitary are dangerous to the health and safety of the occupants.

The request is for Council to adopt an Ordinance for the Code Enforcement Officer to cause the dwelling to be vacated and posted as "Unfit for Human Occupancy" forty-five days from today, as well as to cause the dwelling and accessory building to be demolished within ninety days from today. There are tenants who live in the homes currently.

Mr. Houser explained the "fifty percent rule," stating that state law says that if the cost for repairs are more than fifty percent of the value of the house, then the Code Enforcement Officer can request demolition. If the repairs to be made are less than fifty percent of the value of the home, there cannot be a request for demolition, but instead a request for repairs to be made.

Upon Motion by Councilmember Jimmy West, seconded by Councilmember Jay Rhodes it was voted unanimously to move forward with the demolition. **(Ordinance 26-02)**

Ordinance 26-02 

Adopt an Ordinance to demolish and remove the partially burned and dilapidated dwelling located at 304 Waco Rd.

Clint Houser, Director of Inspections and Codes addressed Council regarding this request. This dwelling suffered fire damage back in April 2023. A hearing was held with the owner in September 2025. At that time, an Order to Repair was issued ordering repairs to be made by December 18, 2025. As of this date, there have been no repairs, no efforts or communication from the owner after regarding intent to repair. Mr. Houser shared photographs of all views of

the property stating that the entire upstairs had been burned. Staff requests that Council adopt an Ordinance to allow for the Building Inspector to cause demolition. There is no one living in the house.

Upon Motion by Councilmember Shearra Miller, seconded by Councilmember Annie Thombs it was voted unanimously to adopt the Ordinance to demolish and remove the dilapidated dwelling located at 304 Waco Road. **(Ordinance 26-03)**

Ordinance 26-03 

Adopt an Ordinance to cause repairs to the dwelling located at 813 N. Piedmont Ave.

Clint Houser, Director of Inspections and Codes addressed Council regarding this matter. A case was opened on this matter due to the dwelling's exterior siding and other exterior elements being severely deteriorated. This house in violation of the Housing Code, per Section 152.13 (6) and (32); however, staff is not seeking demolition due to the fact that repairs can be made at a cost less than fifty percent of the value of the home. A hearing was held with the owner of the property in June 2025 at which time an Order was issued for repairs to be made before August 4, 2025. Staff has worked with the owner and extended the deadline to October 31, 2025. To date, the dwelling still remains in violation and is subject to further rot and decay. Staff is requesting that an Ordinance be adopted to allow the Code Enforcement Officer to cause repairs to be made.

Upon Motion by Councilmember Jay Rhodes, seconded by Councilmember Shearra Miller it was voted unanimously to adopt the Ordinance to cause repairs to the dwelling located at 813 N. Piedmont Avenue. **(Ordinance 26-04)**

Ordinance 26-04 

Adopt an Ordinance to authorize the notice and enforcement of No Trespassing on City owned property

Matt Blackwell, Asst. City Manager addressed Council regarding this request. In response to unauthorized access on City owned property and to protect City owned assets and limit liabilities for the City, staff is requesting Council approve an Ordinance amending Chapter 130 of the Code of Ordinance to include a "No Trespassing" provision for properties owned by or under the control of the City of Kings Mountain. If approved, staff will be authorized to install no trespassing signage on the properties. Examples of properties that may be posted, if authorized, include, but are not limited to Public Works, Water Treatment Plant, Wastewater Treatment Plant, and Electric and Natural Gas facilities.

Upon Motion by Councilmember Jay Rhodes, seconded by Councilmember Annie Thombs, it was voted 5-2 to adopt an Ordinance to authorize the notice and enforcement of "No Trespassing on City owned property. Councilmember Neisler and Fletcher cast the dissenting votes. **(Ordinance 26-05)**

Ordinance 26-05 

Approve a budget amendment in the amount of \$60,000.00 for the purchase of a replacement police patrol vehicle and necessary patrol equipment to replace patrol vehicle No. 13, which was declared a total loss by U.S. Specialty Insurance Company following a crash on October 21, 2025

Chief Gerald Childress addressed Council regarding this matter. This request is to replace a vehicle that was totaled in a single car crash on October 21, 2026.

Upon Motion by Councilmember Scott Neisler, seconded by Councilmember Tyler Fletcher it was voted unanimously to approve a budget amendment in the amount of \$60,000 for the purchase of a replacement police patrol vehicle.

Motion to Adjourn

Upon Motion by Councilmember Heather Lemmond, seconded by Councilmember Shearra Miller it was unanimously voted to adjourn the meeting at 8:25 p.m.

ATTEST:

Karen Tucker, City Clerk

BY: _____
Robert C. Wagman, Mayor



STAFF REPORT

For the Regular Meeting Meeting of: March 10, 2026

DATE: March 10, 2026

TO: Regular Meeting

FROM: Karen Tucker, City Clerk

PREPARED BY: Karen Tucker

TITLE

Accept a Certificate of Sufficiency from the City Clerk and adopt a Resolution setting the date for a Public Hearing for Tuesday, March 24, 2026, at 6:00 p.m. at City Hall to consider a voluntary contiguous annexation for property located at 416 Dixon School Road - Cleveland County parcel 59453.

PURPOSE:

The purpose of this item is to accept a Certificate of Sufficiency from the City Clerk, as well as set the date for the public hearing.

BACKGROUND AND FINDINGS:

A petition for voluntary contiguous annexation has been received from Roadside Truck Plaza, Inc. for property located at 416 Dixon School Road, consisting of 2.72 acres, more or less. This property is contiguous to others annexed into the corporate limits. At the regular meeting of February 24, 2026, Council directed the City Clerk to investigate the sufficiency of the petition. This action accepts the Certificate of Sufficiency issued by the Clerk, as well as adopts a Resolution setting the date of Tuesday, March 24, 2025, for the public hearing.

FINANCIAL IMPACTS:

Financial impacts resulting from this action include an increase in the City's tax base upon annexation of this property. Other impacts to be considered would be the responsibility of the City to provide rolling services such as Police and Fire services, as well as other services. Additionally, this area is

served by the Bethlehem Volunteer Fire Department, therefore the City must comply with provisions requiring the assumption of debt, by reason of the reduction of its district.

RECOMMENDATION:

It is the recommendation of the Planning Director to accept the Certificate of Sufficiency and adopt the Resolution scheduling the public hearing.

CONSENT/STAND-ALONE Consent

ATTACHMENTS:

[COS-Roadside Truck Plaza 03022026.doc](#)

[Fix Date of PH - ROADSIDE.doc](#)



CERTIFICATE OF SUFFICIENCY
(Contiguous)
ROADSIDE TRUCK PLAZA, INC.
CASE NO. A-25-1

To the City Council of the City of Kings Mountain, North Carolina

I, Karen A. Tucker, City Clerk, do hereby certify that I have investigated the petition attached hereto for property located in Cleveland County, containing approximately 2.72 acres, more or less, also identified as Parcel Number 59453 and hereby make the following findings:

1. The petition includes an adequate metes and bounds description of the area proposed for annexation; and
2. The area described in the petition is contiguous to the City of Kings Mountain's primary corporate limits, as defined by G.S. 160A-31; and
3. The petition includes the signatures of all owners of real property lying in the area described therein; and
4. The petitioner has not declared such vested rights for the property subject to this petition.

In witness whereof, I have hereunto set my hand and affixed the seal of the City of Kings Mountain, this **10th** day of **March, 2026**.

Karen A. Tucker, City Clerk

(Seal)



**RESOLUTION 26-
FIXING DATE OF PUBLIC HEARING ON QUESTION
OF ANNEXATION PURSUANT TO G.S. 160A-31
ROADSIDE TRUCK PLAZA, INC.
CASE NO. A-25-1**

WHEREAS, a petition requesting annexation of the described herein has been received; and

WHEREAS, City Council has by resolution directed the City Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the City Clerk as to the sufficiency of the petition has been made.

NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Kings Mountain, North Carolina that:

Section 1. A public hearing on the question of annexation of the contiguous property described herein will be held at City Hall Council Chambers at **6:00 p.m.** on **Tuesday, March 24, 2026.**

Section 2. The area proposed for annexation is described as follows:

Cleveland County Parcel: 59453

BEGINNING on a ½" Rebar having NAD83/2011 State Plane Grid Coordinates of N: 534920.33 E: 1291410.94, and being located S 38-46-33 W 1289.51' from NCGS Monument "Dixon", same having NAD83/2011 State Plane Grid Coordinates of N: 535925.42 E: 1292218.36, and running thence from the point of beginning S 48-57-55 W 115.83' to an unmarked point; thence S 47-33-46 W 101.27' to an unmarked point; thence S 46-27-20 W 99.56' to a ½" Rebar, same being located N 45-48-43 E 43.95' from an NCDOT R/W Monument, thence B 47-47-33 W 336.11' to a ½" Rebar; thence N 47-42-46 E 267.95' to a ½" Rebar; thence S 57-54-20 E 145.33' to a ½" Rebar; thence N 62-28-06 E 45.98' to a ½" Rebar; thence S 43-17-34 E 119.98' to a ½" Rebar; thence S 37-56-30 E 63.19' to the point and place of beginning, containing 2.356 Acres according to a survey by TGS Engineers dated May 28, 2024 bearing map file Number 7377.

Section 3. Notice of the Public hearing shall be published once in the Kings Mountain Herald, a newspaper having general circulation in the City of Kings Mountain, North Carolina, at least ten (10) days prior to the date of the public hearing.

Adopted this **10th day of March, 2026.**

CITY OF KINGS MOUNTAIN, NORTH CAROLINA

BY: _____
Robert C. Wagman, Mayor

ATTEST:

Karen A. Tucker, City Clerk



STAFF REPORT

For the Regular Meeting Meeting of: March 10, 2026

DATE: March 10, 2026

TO: Regular Meeting

FROM: Mark Breen - City Engineer

PREPARED BY: Mark Breen

TITLE

Motion to adopt a Resolution accepting the Safe Streets for All grant in the amount of \$140,000, authorize the City Manager to sign the agreement on behalf of the city of Kings Mountain, and appropriate \$35,000 from the general fund balance to cover the City's portion and obligation to the grant agreement - Mark Breen, City Engineer.

PURPOSE:

The City of Kings Mountain has been awarded a \$140,000 grant through the Safe Streets for All (SS4A) program to create a new Safety Action Plan. Staff is requesting Council accept the grant award, authorize the City Manager execute the grant agreement, and appropriate the required local match from the General Fund Balance.

Safety Impact

The plan will address each of the program's selection criteria and provide a comprehensive approach to addressing the City's roadway safety needs.

During the 2017-2021 study period, Kings Mountain experienced a total of 1,638 crashes, with five being fatal and 587 causing injury (NCDOT Crash Facts, 2017 to 2021). Within the city limits, more than 4,100 people were involved in crashes. Tragically, among them were two bicyclists and 20 pedestrians who suffered fatal injuries or serious harm (NC Vision Zero). Kings Mountain has seen a steady, consistent rise in pedestrian-related crashes from 2017 to 2021. Pedestrian-related crashes ranked as the second most common harmful event during this period (NCDOT Crash Facts, 2017 to 2021). Of the crashes experienced in the City, the top contributing factors included, but are not limited to, inattentive driving, crossing the centerline or going the wrong direction, and exceeding authorized

speed limits (NC Vision Zero Safety Dashboard). Kings Mountain looks to develop a Safety Action Plan concentrating on reducing crashes resulting in fatalities or serious injuries for all users of the City's roadway network.

Equity

Approximately fifty percent of the Kings Mountain population resides in a disadvantaged census tract. The underserved populations of the City experience burdens related to transportation and social and health vulnerability. More than seventy percent of the population residing in a disadvantaged tract grapple with significant challenges related to transportation. These burdens encompass issues such as limited access, high costs, and safety concerns (ETC Explorer). Based on the transportation insecurity indicators defined by the USDOT ETC Explorer, a significant portion of the population does not have access to a vehicle, cannot afford the cost associated with a vehicle, and/or lives in an area with a proportionally high number of traffic fatalities per 100,000 people.

Additional Safety Context

As the population of Kings Mountain continues to grow alongside the Charlotte Metro region, the city has seen a consistent annual growth rate of two percent since 2020. As an integral part of the Safety Action Plan, the City will aim to expand and fortify the existing roadway network. The City's focus lies not only on preventing future congestion, but also on strategic planning to reduce the occurrence of crashes. Additionally, the City is committed to helping ensure transportation security for residents living in disadvantaged areas within the city limits. Through the Safety Action Plan, Kings Mountain aims to implement impactful techniques targeted at reducing crashes and providing accessibility to transportation security. The approach will be data-driven, utilizing evidence-based countermeasures to decrease the risk of severe injury and fatal crashes, ultimately benefiting the entire population of our city.

BACKGROUND AND FINDINGS:

On March 13, 2024, the City of Kings Mountain entered into an agreement with Kimley-Horn to prepare a 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant application for a Comprehensive Safety Action Plan (CSAP) for submittal by the City to the U.S. Department of Transportation (USDOT). The grant application was submitted on August 29, 2024. On December 13, 2024, the City was informed that they were selected as a grant recipient for the 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant. With staff changes, this agreement was left aside until more recently when the FHWA reached out to the City to inquire. The City, under current management, picked up the agreement, addressed comments by the FHWA, and have an approved agreement prepared for City Council consideration. The study will identify key transportation safety improvements related to the following:

Safety Impact

The plan will address each of the programs selection criteria and provide a comprehensive approach to

addressing the City's roadway safety needs.

During the 2017-2021 study period, Kings Mountain experienced a total of 1,638 crashes, with five being fatal and 587 causing injury (NCDOT Crash Facts, 2017 to 2021). Within the city limits, more than 4,100 people were involved in crashes. Tragically, among them were two bicyclists and 20 pedestrians who suffered fatal injuries or serious harm (NC Vision Zero). Kings Mountain has seen a steady, consistent rise in pedestrian-related crashes from 2017 to 2021. Pedestrian-related crashes ranked as the second most common harmful event during this period (NCDOT Crash Facts, 2017 to 2021). Of the crashes experienced in the City, the top contributing factors included, but are not limited to, inattentive driving, crossing the centerline or going the wrong direction, and exceeding authorized speed limits (NC Vision Zero Safety Dashboard). Kings Mountain looks to develop a Safety Action Plan concentrating on reducing crashes resulting in fatalities or serious injuries for all users of the City's roadway network.

Equity

Approximately fifty percent of the Kings Mountain population resides in a disadvantaged census tract. The underserved populations of the City experience burdens related to transportation and social and health vulnerability. More than seventy percent of the population residing in a disadvantaged tract grapple with significant challenges related to transportation. These burdens encompass issues such as limited access, high costs, and safety concerns (ETC Explorer). Based on the transportation insecurity indicators defined by the USDOT ETC Explorer, a significant portion of the population does not have access to a vehicle, cannot afford the cost associated with a vehicle, and/or lives in an area with a proportionally high number of traffic fatalities per 100,000 people.

Additional Safety Context

As the population of Kings Mountain continues to grow alongside the Charlotte Metro region, the city has seen a consistent annual growth rate of two percent since 2020. As an integral part of the Safety Action Plan, the City will aim to expand and fortify the existing roadway network. The City's focus lies not only on preventing future congestion, but also on strategic planning to reduce the occurrence of crashes. Additionally, the City is committed to helping ensure transportation security for residents living in disadvantaged areas within the city limits. Through the Safety Action Plan, Kings Mountain aims to identify and prioritize implementation of impactful techniques targeted at reducing crashes and providing accessibility to transportation security. The approach will be data-driven, utilizing evidence-based countermeasures to decrease the risk of severe injury and fatal crashes, ultimately benefiting the entire population of our city.

FINANCIAL IMPACTS:

City Funds Required: \$35,000.00

SS4A Grant Amount: \$140,000.00

Total Project Funding: \$175,000.00

ALTERNATIVES:

Not approving the grant agreement and moving forward with the study leaves the city without vital information to make informed decisions regarding future transportation safety improvements.

RECOMMENDATION:

Staff recommends that Council adopt the Resolution accepting the Safe Streets for All grant in the amount of \$140,000.00, authorize the City Manager to sign the agreement on behalf of the city of Kings Mountain, and appropriate \$35,000.00 from the general fund balance to cover the city's portion and obligation to the grant agreement.

CONSENT/STAND-ALONE Regular Meeting

ATTACHMENTS:

[Accept SS4A Grant.doc](#)

[ss4a_narrative_20240829.pdf](#)

[fmzfbmm9kmc9_screenshot_of_cejst_or_etc_explorer_maps_20240829.pdf](#)



**RESOLUTION 26-
TO ACCEPT THE "SAFE STREETS FOR ALL" GRANT**

WHEREAS, the City of Kings Mountain has been awarded funding from the U.S. Department of Transportation Federal Highway Administration Office of Safety to conduct and establish a citywide safety analysis to identify and prioritize current and future areas of focus to reduce fatalities and injuries from all modes of transportation for the purpose of creating an action plan; and

WHEREAS, the federal share of grant funding awarded is \$140,000 and requires a recipient match in the amount of \$35,000 to perform work detailed in the submitted application; and

WHEREAS, the City of Kings Mountain intends to perform said project in accordance with the agreed scope of work.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KINGS MOUNTAIN:

Section 1: That the City of Kings Mountain does hereby accept the U.S. Department of Transportation Federal Highway Administration Office of Safety offer of \$140,000.

Section 2: That the City of Kings Mountain does hereby agree to appropriate \$35,000 from the General Fund Balance to cover the recipient share and obligation to the grant agreement.

Section 3: That the City of Kings Mountain hereby provides assurance to the Department of Transportation Federal Highway Administration Office of Safety that any Terms and Conditions contained in the Award Offer will be adhered to.

Section 4: That V. Todd Carpenter, City Manager, and successors so titled, is hereby authorized and directed to execute the grant agreement; to furnish such information as the appropriate Federal agency may request in connection with this project; to make the assurances as contained above; and to execute such other documents as may be required by the Department of Transportation Federal Highway Administration Office of Safety.

PASSED and ADOPTED this 10th day of March, 2026.

City of Kings Mountain, North Carolina

ATTEST:

By: _____
Robert C. Wagman, Mayor

Karen A. Tucker, City Clerk

Narrative

SAFETY IMPACT

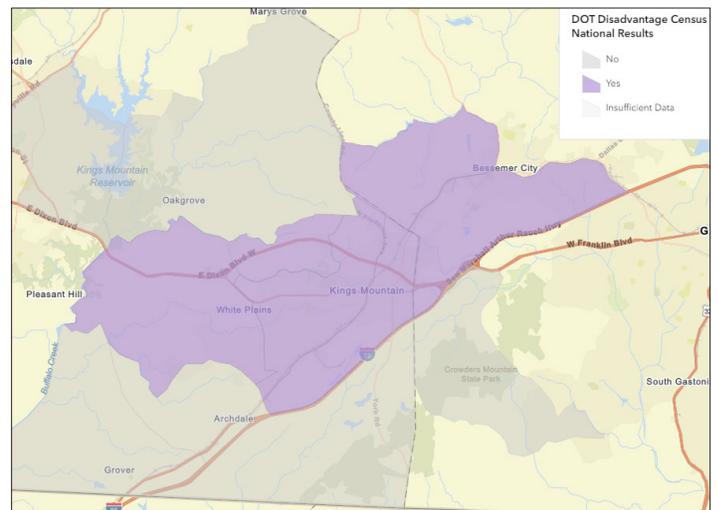
The City of Kings Mountain, NC is pleased to submit this request for \$140,000 through the SS4A program to create a new Safety Action Plan. The plan will address each of the program’s selection criteria and provide a comprehensive approach to addressing the City’s roadway safety needs.

During the 2017-2021 study period, Kings Mountain experienced a total of 1,638 crashes, with five being fatal and 587 causing injury (NCDOT Crash Facts, 2017 to 2021). Within the city limits, more than 4,100 people were involved in crashes. Tragically, among them were two bicyclists and 20 pedestrians who suffered fatal injuries or serious harm (NC Vision Zero). Kings Mountain has seen a steady, consistent rise in pedestrian-related crashes from 2017 to 2021. Pedestrian-related crashes ranked as the second most common harmful event during this period (NCDOT Crash Facts, 2017 to 2021). Of the crashes experienced in the City, the top contributing factors included, but are not limited to, inattentive driving, crossing the centerline or going the wrong direction, and exceeding authorized speed limits ([NC Vision Zero Safety Dashboard](#)). **Kings Mountain looks to develop a Safety Action Plan concentrating on reducing crashes resulting in fatalities or serious injuries for all users of the City’s roadway network.**



EQUITY

Approximately 50% of the Kings Mountain population resides in a disadvantaged census tract. The underserved populations of the City experience burdens related to transportation and social and health vulnerability. More than 70% of the population residing in a disadvantaged tract grapple with significant challenges related to transportation. These burdens encompass issues such as limited access, high costs, and safety concerns (ETC Explorer). Based on the transportation insecurity indicators defined by the USDOT ETC Explorer, a significant portion of the population does not have access to a vehicle, cannot afford the cost associated with a vehicle, and/or lives in an area with a proportionally high number of traffic fatalities per 100,000 people.



ADDITIONAL SAFETY CONTEXT

As the population of Kings Mountain continues to grow alongside the Charlotte Metro region, the city has seen a consistent annual growth rate of 2% since 2020. As an integral part of the Safety Action Plan, the City will aim to expand and fortify the existing roadway network. **The City’s focus lies not only on preventing future congestion, but also on strategic planning to reduce the occurrence of crashes.** Additionally, the City is committed to helping ensure transportation security for residents living in disadvantaged areas within the city limits. Through the Safety Action Plan, Kings Mountain aims to implement impactful techniques targeted at reducing crashes and providing accessibility to transportation security. **The approach will be data-driven, utilizing evidence-based countermeasures to decrease the risk of severe injury and fatal crashes, ultimately benefiting the entire population of our city.**

