



**CITY COUNCIL
BUSINESS MEETING AGENDA
KANNAPOLIS CITY HALL
401 LAUREATE WAY, KANNAPOLIS, NC
NOVEMBER 24, 2025
6:00 PM**

Please Turn off Cell Phones or Place on Silent Mode.

MINUTES

A. November 24, 2025 (Pam Scaggs, City Clerk)

CALL TO ORDER AND WELCOME

MOMENT OF SILENT PRAYER AND PLEDGE OF ALLEGIANCE

ADOPTION OF AGENDA - Motion to Adopt Agenda or make revisions

PROCLAMATIONS AND RECOGNITIONS

A. **RECOGNITION** - Kannapolis 101 Participants (Annette Privette Keller, Director of Communications)

CONSENT AGENDA - Motion to Adopt Consent Agenda or make revisions

- A. **BID AWARD** - 2026 City of Kannapolis Resurfacing Project - **UNANIMOUSLY APPROVED** (Michael Rattler, Director of Transportation & Environmental Services)
- B. **VOLUNTARY ANNEXATION** - (A-2025-11) 0.35 +/- acres of noncontinuous property located at 5516 Randolph Road - **UNANIMOUSLY APPROVED** (Richard Smith, Planning Director)
- C. **VOLUNTARY ANNEXATION** - (A-2025-12) 4.11 +/- acres of noncontiguous property located at 9172 Davidson Highway - **UNANIMOUSLY APPROVED** (Richard Smith, Planning Director)
- D. **ORDINANCE** - Budget Amendment #26-28 appropriating CDBG Program Income Funds - **UNANIMOUSLY APPROVED** (Sherry Gordon, Community Development Program Administrator, Kristin Jones, Budget and Strategy Director)
- E. **FIRST READING TA-2025-07** - Kannapolis Development Ordinance (KDO) Text Amendment to Article 4, Table 4.2.B(3), and Section 4.3.D(8), Standards Specific to a Drive-through facility in the Center City (CC) Zoning District - **RECEIVED** (Richard Smith, Planning Director)

- F. **VOLUNTARY ANNEXATION** - (A-2025-13) 109.166 +/- acres of noncontiguous property located at 6304 and 6320 Mooresville Road, and 6165 Pagemont Road - **UNANIMOUSLY APPROVED** (Richard Smith, Planning Director)
- G. **AGREEMENT** - City and Kannapolis City Schools Joint Agreement - **UNANIMOUSLY APPROVED** (Becky Tolle, Assistant Parks and Recreation Director)
- H. **REPORT** - Monthly Wastewater Allocations Report - **RECEIVED** (Alex Anderson, Director of Water Resources, Gerald Faulkner, Water Treatment Manager)
- I. **MINUTES** - August 11, 2025 (Closed Session); August 25, 2025 (Closed Session); August 25, 2025 (Business Meeting); September 22, 2025 (Business Meeting) - **UNANIMOUSLY APPROVED** (Pam Scaggs, City Clerk)

BUSINESS AGENDA

- A. **PUBLIC HEARING** - Safe Streets Grants for All Safety Action Plan - **UNANIMOUSLY APPROVED** (Kristin Jones, Budget and Strategy Director)
- B. **ORDINANCE** - Budget Amendment #26-27 appropriating cash reserves for the Axon lease agreement - **UNANIMOUSLY APPROVED** (Terry Spry, Chief of Police, Kristin Jones, Budget and Strategy Director)
- C. **DISCUSSION:** Policing Strategies in Downtown Kannapolis (Terry Spry, Chief of Police)

CITY MANAGER REPORT

CITY COUNCIL COMMENTS

SPEAKERS FROM THE FLOOR

MOTION TO ADJOURN

ADA Notice

In accordance with Title II of the Americans with Disabilities Act (ADA), any person requiring an accommodation to participate in a function or program of the City of Kannapolis should contact Daniel Jenkins, Assistant Human Resources Director & ADA Coordinator by phone at 704-920-4312, email adacoordinator@kannapolisnc.gov, or in person at Kannapolis City Hall as soon as possible, but not later than forty-eight (48) hours prior.

**CITY OF KANNAPOLIS
CITY COUNCIL
BUSINESS MEETING MINUTES
November 24, 2025**

A business meeting of the Kannapolis City Council was held on Monday, November 24, 2025, at 6:00 P.M., Kannapolis City Hall located at 401 Laureate Way, Kannapolis, NC.

CITY COUNCIL MEMBERS PRESENT:

Council Members: Darrell Hinnant, Mayor
Dianne Berry, Mayor Pro Tem
Darrell Jackson
Doug Wilson
Jeanne Dixon
Tom Kincaid

Council Members Absent: Ryan Dayvault

City Manager: Mike Legg

Deputy City Manager: Eddie Smith

Assistant City Manager: Tina Cline

Assistant City Manager: Wilmer Melton

City Attorney: Andrew Kelly

City Clerk: Pam Scaggs

Staff Present:	Tracy Winecoff	Kristin Jones
	Kirk Beard	Becky Tolle
	Annette Privette-Keller	Alex Anderson
	Tony Eury	Terry Spry
	Greg Summitt	Michael Rattler
	Elizabeth McCarty	Irene Wong

Visitors Present:	Josh Teague	Zach Erwin
	Phil Goodman	Demetra Grigley
	Shakeeka Hopper	Holden Sides
	Cole Thomas	Robert Kellogg
	Naomi Hatchell	Robert Pinkston
	Sheila Pinkston	Andrew Josurat
	Sandra Singer	Shauna Cox
	Ashley Argueta	Courtney Burgin
	Mark Spitzer	Britney Thomas
	Joseph Deal	Baylen Hudson

Ayden Sniffin	Benjamin Vermine
Rishi Baggam	Janet Briggs
Sondra Merrill	Joe Hatley
Linda Allison	Darin Anderson
Ned Benfield	Sara Camuso
James Haney	Thomas Head
Justin Knoll	Jailene Lopez
Michael Molloy	Neha Motley
Bonita Richardson	Christine Roberts
Ann Marie Smith	Joseph Smith
Jim Stavros	Aaron Tallman
John Yarbrough	Jay McGinnis

CALL TO ORDER AND WELCOME

Mayor Hinnant called the meeting to order and welcomed all in attendance. He led a moment of silent prayer, followed by the Pledge of Allegiance by Councilmember Wilson.

ADOPTION OF AGENDA

Mayor Hinnant called for a motion regarding the Agenda. Councilmember Jackson made the motion to approve. Mayor Pro Tem Berry requested that Item E.H. (Monthly Wastewater Allocations Report) of the Consent Agenda be moved to the Business Agenda. Councilmember Dixon asked that Item E.F. (Annexation A-2025-13) of the Consent Agenda also be moved to the Business Agenda. Councilmember Jackson updated his motion to approve the amended Agenda, second by Councilmember Wilson and the motion was unanimously approved.

PROCLAMATIONS AND RECOGNITIONS

Director of Communications, Annette Privette-Keller provided a brief overview of the Kannapolis 101 program and recognized the 2025 program attendees. She and Community Engagement Specialist, Betsy Barnette, provided a certificate to each of the following: Linda Allison, Darin Anderson, Ned Benfield, Sara Camuso, Demetra Grigley, James Haney, Thomas Head, Shakeeka Hopper, Justin Knoll, Jailene Lopez, Michael Ann Molloy, Neha Motley, Bonita Richardson, Christine Roberts, Ann Marie Smith, Joseph Smith, Jim Stavros, Aaron Tallman and John Yarbrough.

The following were not present but also received certificates: Matthew Bradford, Sydney Bradford, Linda Jackson, Elizabeth Anne Perez, Jamie Richardson, and Robert Richardson.

CONSENT AGENDA

Mayor Hinnant called for a motion on the amended Consent Agenda. Councilmember Dixon made a motion to approve, second by Councilmember Jackson and unanimously approved.

Bid Award for the 2026 Resurfacing Project (Michael Rattler, Director of Transportation and Environmental Services) (Copy included as Agenda Item: E.A.).

Voluntary Annexation A-2025-11 – 0.35 +/- acres of noncontiguous property located at 5516 Randolph Road (Richard Smith, Planning Director) (Copy included as Agenda Item: E.B.).

Voluntary Annexation A-2025-12 – 4.11 +/- acres of noncontiguous property located at 9172 Davidson Highway (Richard Smith, Planning Director) (Copy included as Agenda Item E.C.). Ordinance for Budget Amendment #26-28 appropriating CDBG Program Income Funds for Urgent Repairs (Sherry Gordon, Community development Program Administrator; Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item E.D.).

First Reading TA-2025-07 Text Amendments to Article 4, Table 4.2.B(3), and Section 4.3.D(8), Standards Specific to a drive-through facility in the Center City (CC) Zoning District (Richard Smith, Planning Director) (Copy included as Agenda Item E.E.).

Voluntary Annexation A-2025-13 – 109.166 +/- acres of noncontiguous property located at 6304 and 6320 Mooresville Road, and 6165 Pagemont Road (Richard Smith, Planning Director) (Copy included as Agenda Item E.F.). UNANIMOUSLY MOVED TO THE BUSINESS AGENDA AS ITEM F.D.

Agreement between the City of Kannapolis and Kannapolis City Schools (Becky Tolle, Assistant Parks and Recreation Director) (Copy included as Agenda Item E.G.)

Monthly Wastewater Allocations Report (Alex Anderson, Director of Water Resources) (Copy included as Agenda Item E.H.) UNANIMOUSLY MOVED TO THE BUSINESS AGENDA AS ITEM F.D.

Minutes – August 11, 2025 (Closed Session); August 25, 2025 (Closed Session); August 25, 2025 (Business Meeting); and September 22, 2025 (Business Meeting) (Pam Scaggs, City Clerk) (Work Session Minutes included as Agenda Item E.I.)

BUSINESS AGENDA

Public Hearing – Safe Streets Grants for All Safety Action Plan (Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item F.A.).

Ms. Jones reminded Council that Jay McGinnis of DRMP provided a detailed overview of the City's Safety Action Plan at their November 10, 2025 meeting. She noted that the City received a \$200,000 Federal Highway Safety Administration Safe Streets grant, which funded DRMP's development of the plan. Since that meeting, Mr. McGinnis has revised the plan to incorporate Council's requested changes, including the addition of cost estimates and project prioritization. Ms. Jones then reintroduced Mr. McGinnis to review the amended plan and reminded Council that the grant requires a public hearing prior to adoption.

Mr. McGinnis briefly reviewed the purpose of the Safety Action Plan for those who were not present at the November 10, 2025 meeting. He stated that the plan uses a collaborative, data-driven approach to reduce and prevent fatal and serious injury crashes on all streets in Kannapolis by coordinating with transportation professionals, law enforcement, emergency responders, and the public. Mr. McGinnis stated that the plan's vision is to reduce transportation-related fatalities and serious injuries by 2050 to zero with three primary goals:

1. Identify five intersections or roadway segments with the highest number of fatal and serious injury crashes;

2. Develop countermeasures, conceptual designs, and cost estimates to address those locations; and
3. Pursue funding to implement the recommended projects.

A stakeholder committee representing City departments, local school systems, Cabarrus Rowan Metropolitan Planning Organization (CRMPO), NCDOT, and other agencies met four times to guide the process. Using crash data from NCDOT and the Kannapolis Police Department, DRMP conducted an initial analysis of 20 locations, narrowed them to the most critical sites, and developed recommended countermeasures with conceptual designs and cost estimates.

The plan identified three roadway segments and four intersections for improvement:

- Roadway segments: Dale Earnhardt Boulevard, Rainbow Drive/Bethpage Road, and West C Street.
- Intersections: NC 73 at Trinity Church Road, North Loop Road at West C Street, North Cannon Boulevard at East 22nd Street, and North Cannon Boulevard at Ebenezer Road.

Mr. McGinnis explained that projects were then organized into four implementation phases:

1. Phase 1 (within 1 year): Low-cost, quick improvements or studies which could include speed limit reductions, traffic signal warrant studies and landscaping improvements for visibility and estimated the cost at approximately \$48,000.
2. Phase 2 (1–2 years): Moderate improvements such as installing turn restrictions and signal backplates with an estimated cost of \$114,000.
3. Phase 3 (2–5 years): Larger construction projects such as improved signalized intersections and crosswalks with an estimated cost between \$1.5–\$1.8 million dollars.
4. Phase 4 (5–10 years): Major long-term projects consisting of roadway medians and proposed roundabouts with an estimated cost of approximately \$7.6 million.

Mr. McGinnis concluded his presentation and made himself available for questions.

Councilmember Dixon asked about the possibility of installing speed stripes. Mr. McGinnis responded that many of the affected roadways are state-maintained, and NCDOT does not permit the use of speed bumps on those roads.

Councilmember Jackson asked about the implementation process. Mr. McGinnis responded that the plan must first be approved, after which the City can begin identifying funding sources, including pursuing eligible federal implementation grants.

Mr. Legg noted that pursuing grants is up to Council and that, while the federally funded plan provides an advantage, funding is not guaranteed and will require applications and local matches. Councilmember Jackson asked whether applications would be handled internally or externally. Mr. Legg stated Council would need to add this to its action list, and Councilmember Jackson urged that implementation begin as soon as possible.

Mayor Pro Tem Berry asked about the cost to post new speed limit signs on Dale Earnhardt Boulevard and whether the City's sign shop could produce them. Mr. McGinnis explained that this action is typically handled by NCDOT; however, the City could request permission to install its own signage.

1 He also noted that several of the recommended projects could be implemented as part of the City's
2 normal operations.

3
4 Mayor Hinnant opened the Public Hearing which was subsequently closed with no public comment. He
5 then asked for a motion regarding the plan. Councilmember Jackson made the motion to approve,
6 second by Councilmember Wilson and was unanimously approved.

7
8 **Ordinance for Budget Amendment #26-27 appropriating cash reserves for the Axon lease**
9 **agreement (Terry Spry; Chief of Police) (Copy included as Agenda Item F.B.).**

10 Chief Spry provided an overview of the City's existing Axon equipment agreement which include body-
11 worn cameras, in-car cameras, and tasers, stressing that they are critical for officer safety, evidence
12 collection, and accountability. He stated that the current five-year agreement, which expires June 2026
13 at \$350,000 annually, would be replaced with a new five-year agreement starting July 2026 for \$3.5
14 million (\$710,000 annually), and would include equipment replacement and upgrades such as license
15 plate readers and virtual reality training tools.

16
17 Chief Spry emphasized that approving the agreement before the end of 2025 was critical to lock in
18 pricing, noting historical annual cost increases of 10–20%. He highlighted the importance of digital
19 evidence for civil and criminal matters, citing a recent officer-involved shooting, and confirmed that
20 supervisory staff now have access to downtown cameras for monitoring and investigations.

21
22 Councilmember Jackson referred to the cameras and asked if they are currently available for use. Chief
23 Spry responded that all supervisory personnel now have access to view them live, or to retrieve footage
24 as needed for investigative or evidentiary purposes.

25
26 There being no further questions or comments, Mayor Hinnant called for a motion regarding the
27 Ordinance for the Budget Amendment. Councilmember Dixon made the motion to approve, second by
28 Mayor Pro Tem Berry and unanimously approved.

29
30 **Discussion – Policing Strategies in Downtown Kannapolis (Terry Spry, Chief of Police) (Copy**
31 **included as Agenda Item F.C.).**

32 Chief Spry provided an overview of policing strategies for the downtown area, specifically Zone 9,
33 which includes Main Street from Dale Earnhardt Boulevard to North Loop Road. He explained that
34 Zone 9 was created in January 2021, after previously being part of Zone 1, to enhance police coverage
35 and better track crime trends as downtown development and activity increased. While staffing shortages
36 initially prevented full-time coverage, the department has maintained a dedicated Zone 9 officer on a
37 24/7 basis for the past six months, with occasional reassignment only for court obligations or high-
38 priority calls.

39
40 Chief Spry reported significant improvements in staffing, noting the department has grown from 81
41 officers in 2022 to 96 officers currently, with only six vacancies remaining. He explained that due to
42 training and certification requirements, new hires require approximately 8–10 months before becoming
43 fully operational. During this period, the department supplemented coverage by utilizing school
44 resource officers, reserve officers, and park rangers to maintain visibility and strengthen community
45 engagement.

1 Addressing public perception, Chief Spry stated that despite portrayals on social media, crime data
2 shows that calls for service and reported offenses in Zone 9 remain consistent and below citywide
3 averages, even with downtown foot traffic exceeding two million visits annually. Average response
4 times range between 4.5 and 5.5 minutes, which aligns with regional law enforcement standards. He
5 noted that there have been 10 firearm-related violent crime incidents in Zone 9 this year, three of which
6 involved the actual use of a firearm, and all resulted in arrests. Overall, Kannapolis crime rates remain
7 26% below the state average.

8
9 Looking ahead, Chief Spry outlined planned measures, which include maintaining two patrol vehicles
10 dedicated to Zone 9 to enhance police presence; implementing saturation patrols and surveillance
11 operations with unpredictable scheduling; and continuing the use of school resource officers, reserve
12 officers, and park rangers. He also discussed the development of an ordinance to address and reduce
13 unruly behavior while increasing parental accountability by unaccompanied minors as well as to
14 enhance public communication through real-time updates and quarterly crime reports.

15
16 The Chief emphasized the importance of collaboration with schools, churches, and community leaders
17 to address rising juvenile crime, highlighting the development of prevention programs alongside
18 enforcement efforts. He reaffirmed the department's commitment to ensure public safety through
19 proactive policing and strong community engagement.

20
21 Chief Spry addressed a recent downtown incident involving protesting students and an altercation with
22 police officers. He stated that a full administrative review will be conducted concerning the actions of
23 all Kannapolis Police Department personnel who responded. While reaffirming the department's
24 support for First Amendment rights, he emphasized that appropriate action will be taken to protect
25 people and property when conduct becomes unlawful. Chief Spry stressed that assault is never
26 acceptable and affirmed his support for appropriate enforcement actions to hold those responsible
27 accountable.

28
29 Referring to recent downtown incidents, Mayor Pro Tem Berry questioned being informed of them in
30 real time. Chief Spry responded that he will consult with the service provider to determine real-time
31 updates and that the department will ensure that significant public-interest incidents are communicated
32 promptly through official social media channels.

33
34 Councilmember Jackson inquired about the proposed ordinance for unaccompanied minors, expressing
35 concerns about property damage by skateboarders, profanity, and increased activity at the Dale
36 Earnhardt Memorial Park. Chief Spry explained that the ordinance would address disruptive behavior,
37 with de-escalation techniques used first, followed by holding parents or guardians accountable. He
38 noted ongoing discussions with the Cabarrus County District Attorney to ensure the ordinance is
39 enforceable and constitutionally sound. He also acknowledged the increase in nighttime activity and
40 confirmed that it is being addressed.

41
42 Councilmember Kincaid raised concerns about skateboarders with regard to pedestrian safety,
43 particularly for seniors. Mayor Pro Tem Berry suggested implementing a curfew. Chief Spry clarified
44 that the ordinance would address these concerns by holding parents accountable unless the offender is
45 over 18, in which case they would be cited immediately. He added that, since the downtown area is
46 designated as a park, the ordinance must be carefully crafted for enforceability and noted that there has

also been coordination with local schools to produce an education campaign. Further discussion followed regarding the age range of offenders and noise-related issues.

Monthly Wastewater Allocations Report (Alex Anderson, Director of Water Resources) (Copy included as Consent Agenda Item E.H.) Unanimously moved from the Consent Agenda

Mr. Anderson presented the wastewater allocation tracking report, starting with an overview of the current available allocation of approximately 109,000 gallons. He outlined project updates, including new, previously approved, and carryover items. The executive summary covered calculations from the original 950,000-gallon allocation from WASCC, along with subsequent distributions, anticipated 2027 allocations, and totals for restricted projects approved by City Council. Mr. Anderson noted that non-restricted reserves, earmarked for areas like downtown development, economic development, and affordable housing, are not yet legally obligated.

Mr. Anderson noted that Exhibit A, the official tracking sheet, is updated two to three times per year. He stated that the report also tracked restricted allocations for approved projects, non-restricted reserves for future development, and a waitlist for applicants seeking sewer service and that it summarizes recent distributions and remaining reserves for specific projects.

Voluntary Annexation A-2025-13 – 109.166 +/- acres of noncontiguous property located at 6304 and 6320 Mooresville Road, and 6165 Pagemont Road (Richard Smith, Planning Director) (Copy included as Consent Agenda Item E.F.) Unanimously moved from the Consent Agenda

Councilmember Dixon asked if there are other Kannapolis water tanks outside city limits that may need annexation. Assistant Planning Director Elizabeth McCarty clarified that Ms. Dixon is referring to annexation request A-2025-11 for property located at 5516 Randolph Road on which a City water tank is located. Ms. McCarty confirmed that, aside from Randolph Road, there are no other parcels with City water tanks that require annexation.

Following this clarification, Mayor Hinnant called for a motion regarding the Resolution Directing the City Clerk to Investigate an Intent to Annex and to Certify the Sufficiency of the Petition to Annex for A-2025-13. Motion to approve was made by Councilmember Kincaid, second by Councilmember Wilson and unanimously approved.

Mayor Hinnant called for a motion regarding the Resolution of Intent to Annex and Fix the Date of the Public Hearing for Monday, December 8th, 2025. Motion to approve was made by Councilmember Dixon, second by Mayor Pro Tem Berry and unanimously approved.

CITY MANAGER REPORT

Mr. Legg stated that a reception will be held prior to the next Council meeting on December 8th at 3:30 p.m. in the Laureate Center to welcome the incoming Mayor as well as new and re-elected City Council members. He added that the annual Christmas parade is approaching and that the City Clerk will coordinate participation with Council members. Mr. Legg noted that a reception occurred prior to this meeting honoring outgoing Mayor Darrell Hinnant for 24 years of service and Council Member Tom Kincaid for 15 years of service. He thanked both for their dedication and contributions to Kannapolis.

COUNCIL COMMENTS

Mayor Hinnant noted that both he and Councilmember Kincaid made remarks earlier during the reception and, rather than repeating them during the meeting, requested that his comments be attached

1 to the minutes as an exhibit. Hearing no objections, Mayor Hinnant stated he would provide an
2 electronic version to the City Clerk and Council members.

3
4 **SPEAKERS FROM THE FLOOR**

5 Courtney Burgin addressed Council about domestic violence legislation, sharing her personal
6 experience with abuse, legal challenges, and custody issues. She highlighted systemic barriers that
7 allow abusers to retain control and requested policy reviews on custody decisions, recognizing
8 coercive control, expanding survivor outreach, and improving legal resources for low-income victims.
9 She thanked Council for their time and service.

10
11 Sandra Singer spoke about the recent altercation between students and law enforcement, stressing the
12 need for dialogue to build trust between youth and police. While condemning the act of throwing
13 liquid at officers, she noted many students remain fearful and urged continued discussion for
14 accountability and positive relationships.

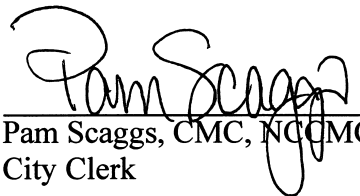
15
16 Zack Erwin thanked Mayor Hinnant and Council members Dixon, and Dayvault for meeting with
17 students at A.L. Brown High School and emphasized the need for better communication between
18 youth and officials. He commended Chief Spry's call for broader community dialogue and urged
19 Council to empower youth in decision-making. He concluded by stressing the importance of listening
20 to youth to understand their needs and thanked Council for their time.

21
22 **MOTION TO ADJOURN**

23 There being no further business, Councilmember Jackson made motion to adjourn, second by
24 Councilmember Dixon, and the motion was unanimously approved.

25
26 The meeting adjourned at 7:53 P.M. on Monday, November 24, 2025.
27
28
29

30
31 
32 George Douglas Wilson, Mayor
33 City of Kannapolis

34
35 
36 Pam Scaggs, CMC, NCCMC
City Clerk



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Annette Privette Keller, Director of Communications
Subject: **RECOGNITION** - Kannapolis 101 Participants

Recommended Action Requested by City Council

Presentation Only

Required Votes to Pass Required Action

Presentation Only. No Action Required

Background

The Kannapolis 101 program gives residents a behind-the-scenes look at how local city government works. This nine-week program begins in September and goes through November with classes being held from 6-8:30 p.m. at various City facilities. The program is free, and priority is given to Kannapolis residents.

Kannapolis 101 topics include:

- Overview of City Government
- Finance Department
- Public Works & Water Treatment
- Planning
- Police Department
- Parks & Recreation
- Fire Department
- Economic Development/Downtown Revitalization

2025 attendees include:

Linda Allison
Darin D Anderson
Ned Benfield
Matthew Bradford Sydney Bradford
Sara Camuso
Demetra Grigley
James Haney
Thomas Head
Shakeeka Hopper
Linda Jackson
Justin Knoll
Jailene Lopez
Michaele Ann Molloy

Neha Motley
Elizabeth Anne Perez
Bonita Richardson
Jamie Richardson
Robert Richardson
Christine Roberts
Ann Marie Smith
Joseph Smith
Jim Stavros
Aaron Tallman
John Yarbrought

Fiscal Implications

None

Alternate Courses of Action

Attachments

None



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Michael Rattler, Director of Transportation & Environmental Services
Subject: **BID AWARD** - 2026 City of Kannapolis Resurfacing Project - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

Motion to approve the project award to the low bidder, NJR Group, Inc. in the amount of \$1,034,467.59 and authorize the City Manager execute the Contract.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

The project consists of resurfacing six specified streets (or part thereof) totaling 2.09 miles of pavement.

Woodwind Court
 Dovefield Lane
 Frederick Avenue
 Elwood Street
 Colony Drive
 Windy Rush Road

Formal Bids for the project were obtained from 4 contractors. Bids were publicly opened on October 28, 2025, at 2 PM.

Bid results are as follows:

<u>Contractor</u>	<u>Bid Amount</u>
NJR Group	\$1,034,467.59
Blythe Construction	\$1,078,850.30
Ferebee Corporation	\$1,123,712.70
Carolina Siteworks	\$1,346,199.80

The Contractor is awaiting notice to proceed on the project to begin work. The contract time for completion of the work is 120 days from the notice to proceed.

Fiscal Implications

Funding for this project is approved in the FY2026 Budget.

Alternate Courses of Action

1. Reject the award.
2. Table action to a future meeting.
3. Take no action

Attachments

1. 2026 City of Kannapolis Resurfacing Certified Bid Tab 10 31 25
2. Resurfacing FY26 Map 1 Of 2
3. Resurfacing FY26 Map 02 of 02
4. City of Kannapolis 2026 Resurfacing - Affidavit C

PROJECT: CITY OF KANNAPOLIS 2026 RESURFACING CONTRACT

OWNER: CITY OF KANNAPOLIS

BID OPENING AT AWCK OFFICES, 120 S MAIN ST KANNAPOLIS NC 28081

BID DATE: October 28, 2025

PAGE 1 OF 1

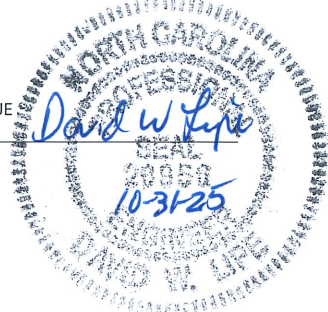
alley, williams, carmen, & king, inc.
CONSULTING ENGINEERS
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120 SOUTH MAIN STREET
P.O. BOX 1248
KANNAPOLIS, NC 28082
704/938-1515

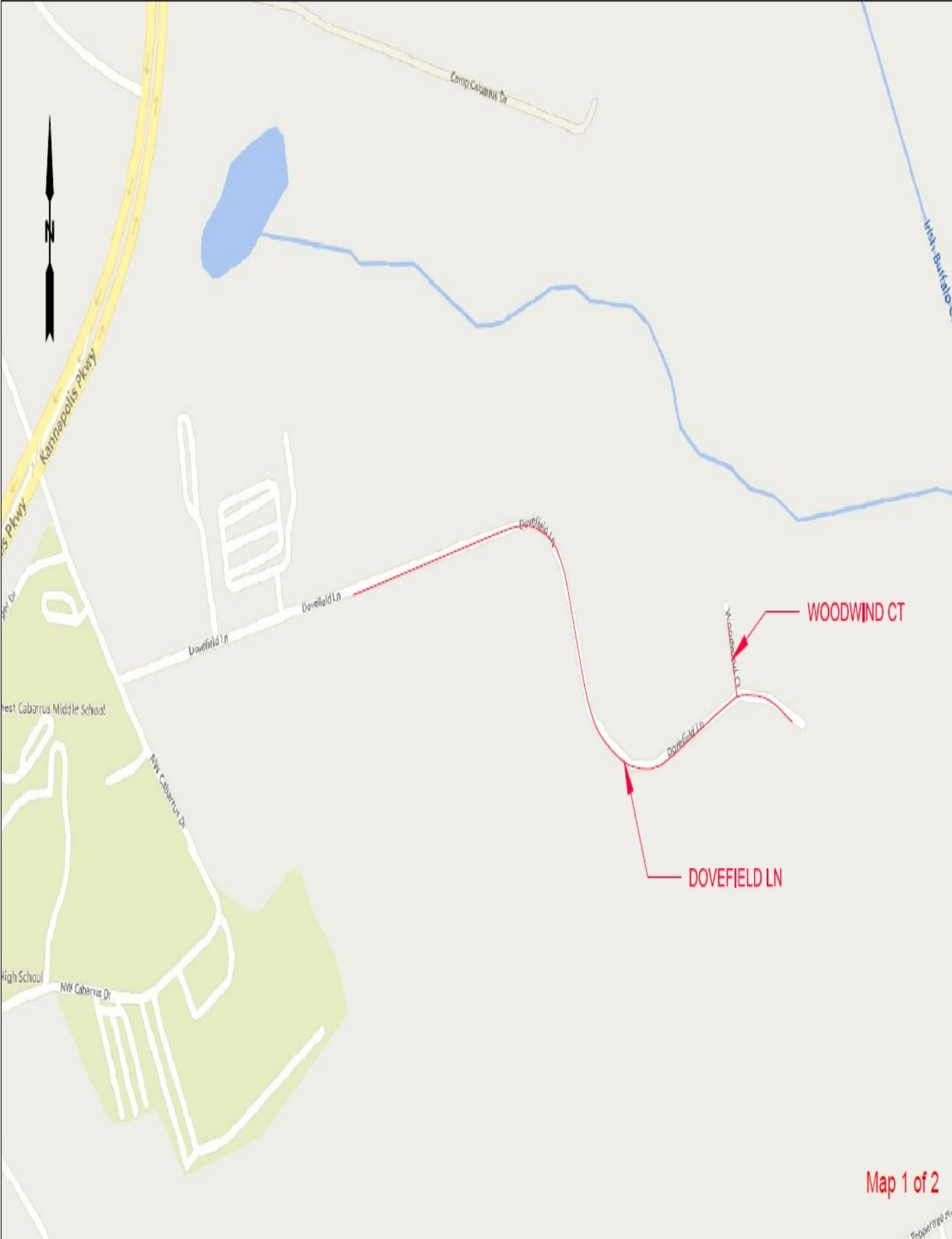
2026 CITY OF KANNAPOLIS RESURFACING PROJECT-UNIT PRICE SCHEDULE

						ENGINEER'S ESTIMATE		NJR GROUP PO BOX 924 ALBEMARLE NC 28002		BLYTHE CONSTRUCTION PO BOX 31635 CHARLOTTE, NC 28231		FEREBEE CORPORATION 10045 METROMONT INDUSTRIAL BLVD CHARLOTTE, NC 28269		CAROLINA SITEWORKS, INC PO BOX 280 CHINA GROVE, NC 28023	
ITEM	DESC	SECT	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION	UNIT PRICE	EXTENSION
1	NCDOT	800	MOBILIZATION	1	LS	LUMP SUM	\$ 47,106.38	LUMP SUM	\$ 51,000.00	LUMP SUM	\$ 49,000.00	LUMP SUM	\$ 51,000.00	LUMP SUM	\$ 15,000.00
2	NCDOT	226	FLEXIBLE PAVEMENT RELAMINATION USING PORTLAND CEMENT	10,492	SY	\$ 17.00	\$ 178,364.00	\$ 14.74	\$ 154,652.08	\$ 14.00	\$ 146,888.00	\$ 13.00	\$ 136,396.00	\$ 18.75	\$ 196,725.00
3	NCDOT	270	INCIDENTAL STONE BASE	180	TN	\$ 65.00	\$ 11,700.00	\$ 45.00	\$ 8,100.00	\$ 75.00	\$ 13,500.00	\$ 68.00	\$ 12,240.00	\$ 64.00	\$ 11,520.00
4	NCDOT	520	INCIDENTAL MILLING	487	SY	\$ 21.00	\$ 10,227.00	\$ 20.00	\$ 9,740.00	\$ 20.00	\$ 9,740.00	\$ 32.00	\$ 15,584.00	\$ 21.00	\$ 10,227.00
5	NCDOT	607	ASPHALT CONCRETE INTERMEDIATE COURSE, 119.0C	1,640	TN	\$ 79.00	\$ 129,560.00	\$ 63.00	\$ 103,320.00	\$ 80.00	\$ 131,200.00	\$ 70.50	\$ 115,620.00	\$ 102.50	\$ 168,100.00
6	NCDOT	607	ASPHALT CONCRETE SURFACE COURSE, S9.5B	2,680	TN	\$ 84.00	\$ 225,120.00	\$ 65.00	\$ 174,200.00	\$ 75.00	\$ 201,000.00	\$ 71.50	\$ 191,620.00	\$ 107.50	\$ 288,100.00
7	NCDOT	607, SP-1	ASPHALT BINDER FOR PLANT MIX	309	TN	\$ 653.00	\$ 201,777.00	\$ 650.00	\$ 200,850.00	\$ 615.00	\$ 190,035.00	\$ 646.00	\$ 199,614.00	\$ 830.00	\$ 256,470.00
8	NCDOT	610	PERMEABLE ASPHALT DRAINAGE COURSE, TYPE P- 78M	1,112	TN	\$ 114.00	\$ 126,768.00	\$ 80.00	\$ 88,960.00	\$ 95.00	\$ 105,640.00	\$ 108.50	\$ 120,652.00	\$ 113.00	\$ 125,656.00
9	NCDOT	610	SHOULDER RECONSTRUCTION PER SHOULDER MILE	2.06	SHLDR MILE	\$ 13,359.00	\$ 27,519.54	\$ 12,550.00	\$ 25,853.00	\$ 12,000.00	\$ 24,720.00	\$ 13,700.00	\$ 28,222.00	\$ 15,000.00	\$ 30,900.00
10	NCDOT	620, SP-2	PATCHING EXISTING PAVEMENT	293	TN	\$ 214.00	\$ 62,702.00	\$ 150.00	\$ 43,950.00	\$ 200.00	\$ 58,600.00	\$ 265.00	\$ 77,645.00	\$ 265.00	\$ 77,645.00
11	NCDOT	652	ADJUSTMENT OF MANHOLES	14	EA	\$ 1,255.00	\$ 17,570.00	\$ 1,400.00	\$ 19,600.00	\$ 1,350.00	\$ 18,900.00	\$ 1,385.00	\$ 19,390.00	\$ 1,000.00	\$ 14,000.00
12	NCDOT	SP-3	ADJUSTMENT OF VALVE BOXES	3	EA	\$ 1,271.00	\$ 3,813.00	\$ 1,400.00	\$ 4,200.00	\$ 1,350.00	\$ 4,050.00	\$ 1,385.00	\$ 4,155.00	\$ 825.00	\$ 2,475.00
13	NCDOT	654, SP-4	TEMPORARY TRAFFIC CONTROL	1	LS	LUMP SUM	\$ 77,717.76	LUMP SUM	\$ 56,000.00	LUMP SUM	\$ 27,500.00	LUMP SUM	\$ 49,419.00	LUMP SUM	\$ 27,000.00
						SUBTOTAL	\$1,119,944.68		\$940,425.08		\$980,773.00		\$1,021,557.00		\$1,223,818.00
						10% CONTINGENCY	\$111,994.47		\$94,042.51		\$98,077.30		\$102,155.70		\$122,381.80
						TOTAL BASE BID	\$1,231,939.14		\$1,034,467.59		\$1,078,850.30		\$1,123,712.70		\$1,346,199.80
						VARIANCE FROM ENGINEER'S ESTIMATE			-16.03%		-12.43%		-8.79%		9.27%

*NOTE: THIS DOCUMENT REPLACES THE ORIGINAL CERTIFIED BID TAB ISSUED AND SEALED ON 10/28/25 WHICH HAD AN ERROR INCORRECTLY LISTING THE BIDDER FOR CAROLINA SITEWORKS' BID

I HEREBY CERTIFY THIS BID TABULATION TO BE A TRUE
AND ACCURATE COPY OF THE BIDS RECEIVED:





Do not complete with bid Do not complete with bid Do not complete with bid Do not complete with bid

City of Kannapolis

- AFFIDAVIT C -

Portion of the Work to be

Performed by Historically
Underutilized Business Firms

(Note this form is to be submitted only by the apparent lowest responsible, responsive bidder.)

If the portion of the work to be executed by historically underutilized businesses as defined in GS143-128.4(b) is equal to or greater than 10% of the bidders total contract price, then the bidder must complete this affidavit.

This affidavit shall be provided by the apparent lowest responsible, responsive bidder within **72 hours** after notification of being low bidder.

Affidavit of NJR GROUP, INC I do hereby certify that on the
(Name of Bidder)
2026 Kannapolis Resurfacing Project

Project ID# 25501 (Project Name) . Amount of Bid \$ 1,034,467.59

I will expend a minimum of 10 % of the total dollar amount of the contract with historically underutilized business enterprises. Historically underutilized businesses will be employed as construction subcontractors, vendors, suppliers or providers of professional services. Such work will be subcontracted to the following firms listed below. Attach additional sheets if required

Name and Phone Number	*Category	Work description	Dollar Value
Dudco Inc. 336-591-5656	F	Adjustments	\$20,250
WG Lewis 336-880-8463	B	Hauling	\$50,000.00
Davis & Sons 704-925-3199	B	Hauling	\$34,000.00

*Categories: Black, African American (B), Hispanic (H), Asian American (A), American Indian (I), Female (F), Socially and Economically Disadvantaged (D), Disabled (D2)

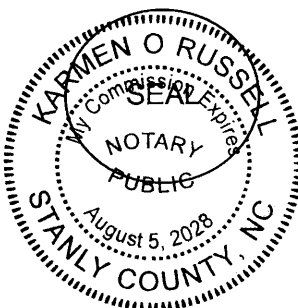
Pursuant to GS143-128.2(d), the undersigned will enter into a formal agreement with Historically Underutilized Business Firms for work listed in this schedule conditional upon execution of a contract with the Owner. Failure to fulfill this commitment may constitute a breach of the contract.

The undersigned hereby certifies that he or she has read the terms of this commitment and is authorized to bind the bidder to the commitment herein set forth.

Date: 10/29/25 Name of Authorized Officer: Nathaniel J Russell

Signature: [Signature]

Title: President



State of North Carolina, County of NC

Subscribed and sworn to before me this 29 day of October 2025

Notary Public Karmen O. Russell

My commission expires August 5 2028



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Richard Smith, Planning Director
Subject: **VOLUNTARY ANNEXATION** - (A-2025-11) 0.35 +/- acres of noncontinuous property located at 5516 Randolph Road - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

1. Hold a Public Hearing for Annexation Case A-2025-11 to consider the voluntary annexation of approximately 0.35 +/- acres of noncontiguous property located at 5516 Randolph Road.
2. Motion to approve the Ordinance to Extend the Corporate Limits of the City to 5516 Randolph Road.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

With the City as the applicant and property owner, we have an application for voluntary annexation of approximately 0.35 +/- acres of noncontinuous property located at 5516 Randolph Road. The property is further identified as Cabarrus County Parcel Identification Number 56032836260000. This site is the location of an existing city water tank.

Prior to considering the Annexation Ordinance, pursuant to NCGS Chapter 160A-58 et seq., City Council must first direct the Clerk to Investigate the Intent to Annex and to Certify the Sufficiency of the Petition. City Council must also fix a Public Hearing date for consideration of the petition. At their November 24, 2025 meeting, City Council took action on all aforementioned items and set a Public Hearing for December 8, 2025.

Fiscal Implications

None

Alternate Courses of Action

1. Table actions to a future meeting.
2. Take no action.

Attachments

1. Annexation Application - Non-Contiguous - Randolph 2025 - Completed
2. Black and White A-2025-11
3. Vicinity A-2025-11
4. Vicinity Color A-2025-11
5. Certificate of Sufficiency
6. 2025-83 Resolution Directing the Clerk to investigate an intent to annex A-2025-11 5516 Randolph Rd
7. 2025-82 Resolution of Intent to Annex and to set a public hearing A-2025-11 5516 Randolph Rd



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

Petition for Non-Contiguous Annexation

So that we may efficiently review your request in a timely manner, it is important that all required documents are submitted with your application. Submit digitals and 1 hard copy of applications and accompanying documents to the Planning Department at the address above.

ANNEXATION REQUEST

Approval authority – City Council.

Property Address: 5516 Randolph Rd. Kannapolis, NC 28081

Applicant: City of Kannapolis

Address: 401 Laureate Way City: Kannapolis State: NC Zip: 28081

Contact number: 704-920-4249 Email: gfaulkner@kannapolisnc.gov

SUBMITTAL CHECKLIST

- ☒ Pre-Application Meeting – send an email to planreviewappointment@kannapolisnc.gov
- ☒ Annexation Checklist and Application – Complete with all required property owner signatures
- ☒ Stamped, signed black and white 18 x 24" survey of subject property prepared by a registered engineer or surveyor (not preliminary)
- ☒ Metes and Bounds description of subject property

PROCESS INFORMATION

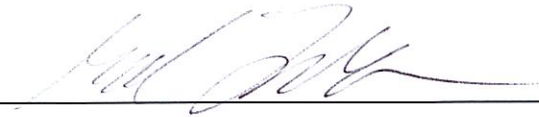
Annexation involves two (2) separate City Council meetings:

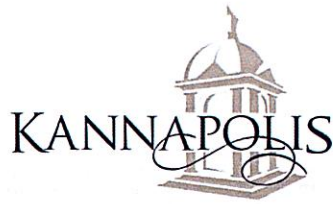
First meeting: The City Clerk will certify the sufficiency of the annexation and City Council will set a date for the public meeting.

Second meeting: City Council will review the petition and either approve or decline the annexation request:

1. Newspaper notification at least ten (10) days prior to the second Council meeting
2. Notification to the County or municipality from which the subject property is being annexed
3. Public Hearing
4. State recordation of the Resolution to Extend the Corporate City Limits, the signed/stamped 18X24" survey (can not be stamped as preliminary) and the Metes and Bounds Description.

By signing below, I acknowledge that I have reviewed the Submittal Checklist and have included the required submittal items and reviewed them for completeness and accuracy. I also acknowledge that my application will be rejected if incomplete.

Applicant's Signature:  Date: November 13, 2025



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

PETITION REQUESTING A NON-CONTIGUOUS ANNEXATION

Approval authority – City of Kannapolis City Council

DATE: November 13, 2025

To the City Council of the City of Kannapolis, North Carolina:

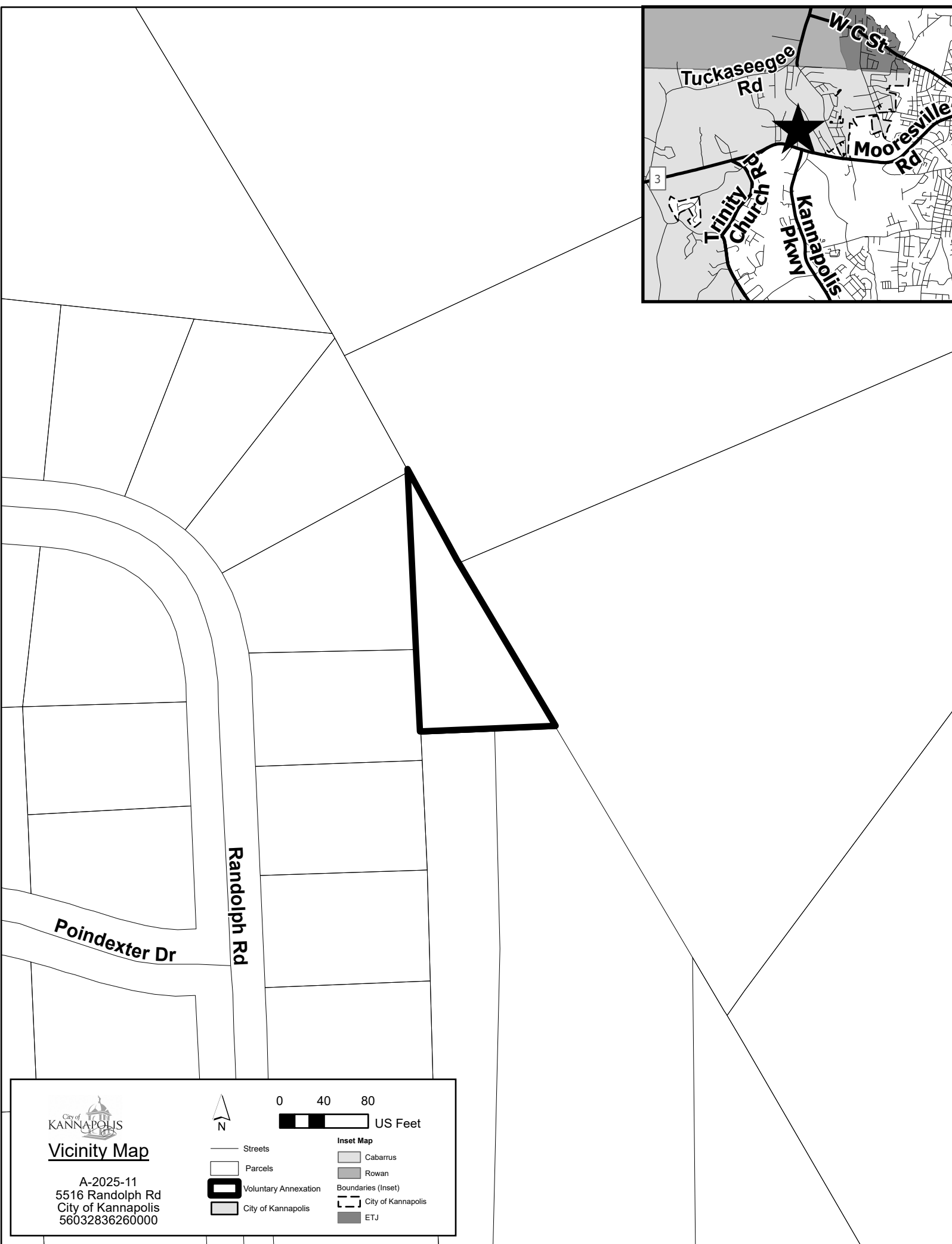
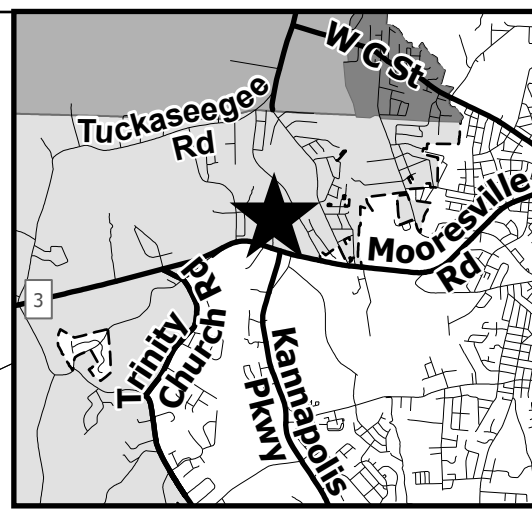
1. We, the undersigned owners of real property respectfully request that the area described in paragraph 2 below be annexed to the City of Kannapolis.
2. The area to be annexed, located at 5516 Randolph Rd. Kannapolis, NC, further identified as Cabarrus County Parcel Identification Number 5603 28 3626 0000, is non-contiguous to the primary limits of the City of Kannapolis, is approximately 0.35 acres, and the boundaries of such territory are as follows:

See Attached Signed, Stamped Survey Map and Metes and Bounds Description

3. This petition is signed by all property owners of the area to be annexed.
4. ☒ The undersigned owners acknowledge that the following City service(s) is (are) not presently available for immediate taps upon annexation: water ☐ sewer ☒; and, subsequently agree that the City shall not provide water and sewer service to the area to be annexed except in accordance with the City's standard water and sewer policy.
5. Please check ONE box below:
☐ The undersigned owners declare that zoning vested rights have been established on the area to be annexed under G.S. 160D-108 or G.S. 160D-108.1 and provide proof of such rights by attachment hereto.
☒ The undersigned owners hereby declare that no such vested rights have been established and that any vested rights previously acquired are hereby terminated.

	<u>Name</u> (print or type)	<u>Address</u>	<u>Signature*</u>
1.	<u>Gerald Faulkner</u>	<u>401 Laureate Way, Kannapolis, NC 28081</u>	<u></u>
2.	<u></u>	<u></u>	<u></u>
3.	<u></u>	<u></u>	<u></u>
4.	<u></u>	<u></u>	<u></u>

**Family members (e.g., husbands and wives) need to sign separately. Signatures for corporations, institutions, etc., are by those with the authority to sign legal documents.*



Vicinity Map

A-2025-11
5516 Randolph Rd
City of Kannapolis
56032836260000



0 40 80



US Feet

Streets

Parcels

Voluntary Annexation

City of Kannapolis

Inset Map

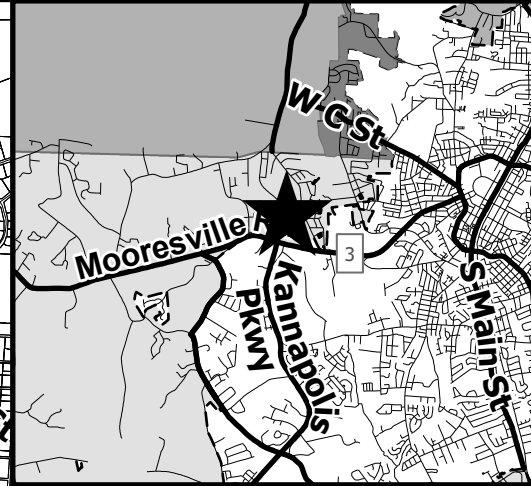
Cabarrus

Rowan

Boundaries (Inset)

City of Kannapolis

ETJ





Vicinity Map

A-2025-11
5516 Randolph Rd
City of Kannapolis
56032836260000



0 900 1,800 2,700
US Feet

Streets

Parcels

Voluntary Annexation

City of Kannapolis

Inset Map

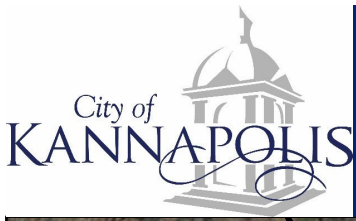
Cabarrus

Rowan

Boundaries (Inset)

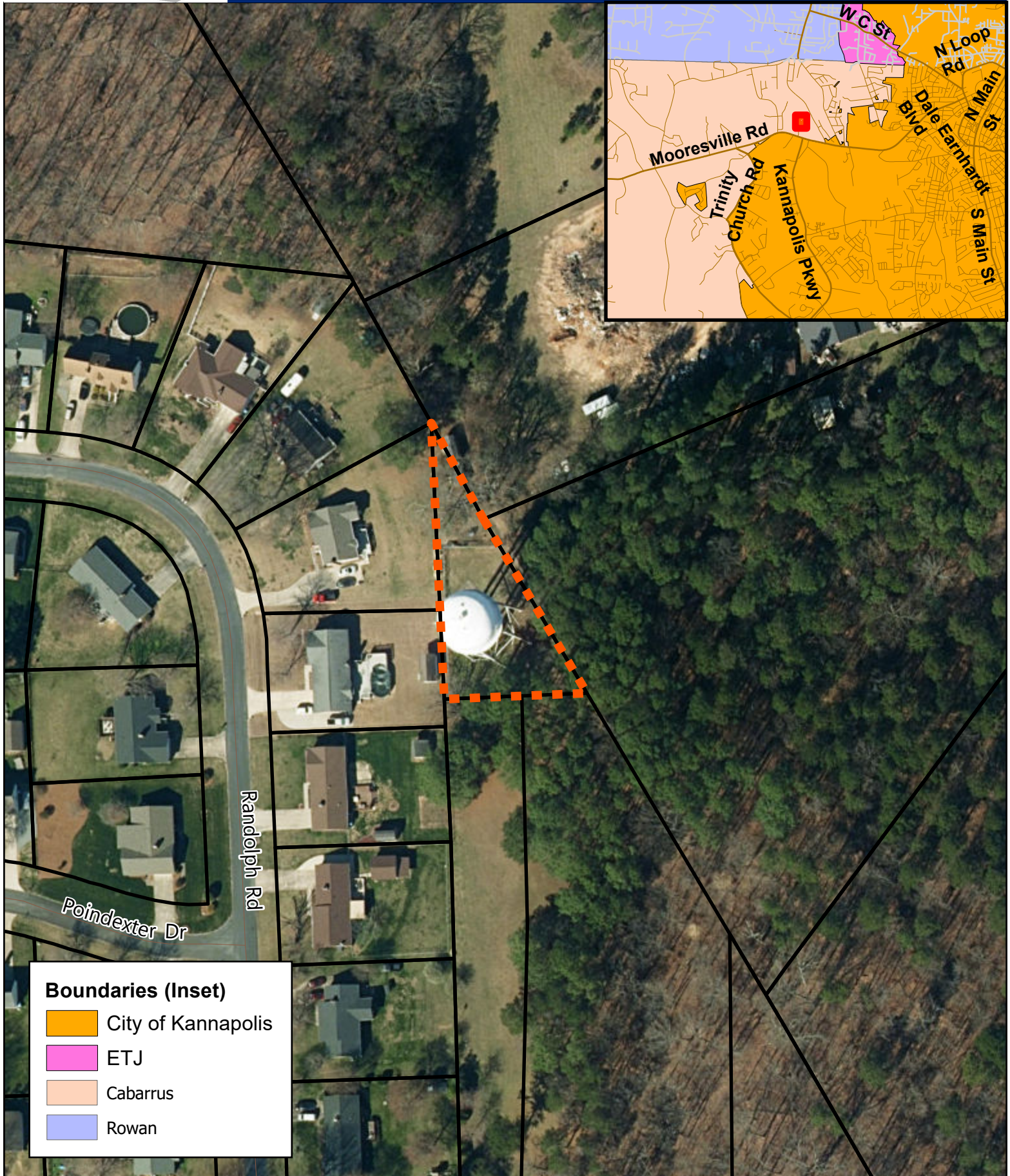
City of Kannapolis

ETJ



Vicinity Map

A-2025-11
5516 Randolph Rd
City of Kannapolis



Boundaries (Inset)

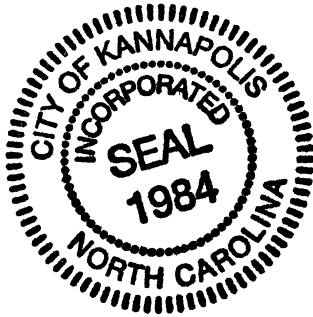
-  City of Kannapolis
-  ETJ
-  Cabarrus
-  Rowan

CERTIFICATE OF SUFFICIENCY
A-2025-11

To City Council of the City of Kannapolis, North Carolina.

I, Pam Scaggs, City Clerk, do hereby certify that pursuant to NCGS Chapter 160A-58 *et seq.*, I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the City of Kannapolis, North Carolina, this the 24th day of November 2025.




Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION DIRECTING THE CLERK TO
INVESTIGATE AN INTENT TO ANNEX**

A-2025-11 – 5516 Randolph Road

WHEREAS, City Council may initiate annexation of noncontiguous property owned by the petitioners by adopting a resolution stating its intent to annex the property of the area described herein; and

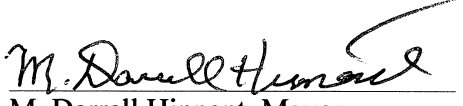
WHEREAS, N.C.G.S Chapter 160A-58 *et seq*, provide that the sufficiency of the petition shall be investigated by the City Clerk of the City of Kannapolis, North Carolina before further annexation proceedings consistent within the intent to annex can take place; and

WHEREAS, City Council of the City of Kannapolis, North Carolina deems it advisable to direct the City Clerk to investigate the sufficiency of the intent to annex.

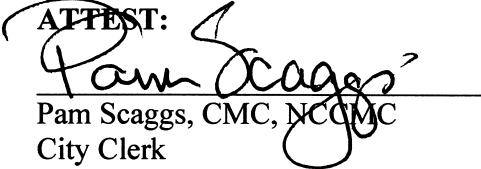
NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Kannapolis, North Carolina that:

The City Clerk is hereby directed to investigate the sufficiency of the above-described intent to annex under N.C.G.S. Chapter 160A-58 *et seq* and to certify as soon as possible to the City Council the result of the investigation.

ADOPTED this the 24th day of November 2025.


M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION OF INTENT TO ANNEX AND FIX DATE OF PUBLIC HEARING
ON QUESTION OF ANNEXATION**

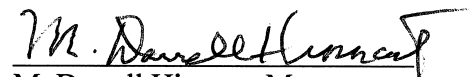
A-2025-11 – 5516 Randolph Road

WHEREAS, pursuant to N.C.G.S Chapter 160A-58 *et seq.*, City Council may initiate annexation of real property noncontiguous to the City's boundary pursuant to a Petition for Annexation by all property owners located therein by adopting a Resolution stating its intent to annex the property described.

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

- Section 1. A public hearing on the question of annexation of the area described herein will be held at the Laureate Center, 401 Laureate Way, Kannapolis, NC at 6:00 PM on the 8th day of December 2025.
- Section 2. The area proposed for annexation is described as follows:
- See attached Metes and Bounds Description and Annexation Survey.
- Section 3. Notice of public hearing shall be published in the Independent Tribune on Thursday, November 27th and Thursday, December 4th, 2025

ADOPTED this the 24th day of November 2025.


M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:

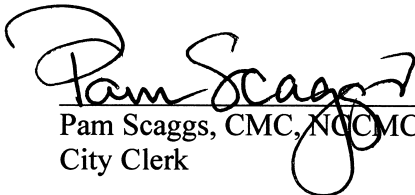
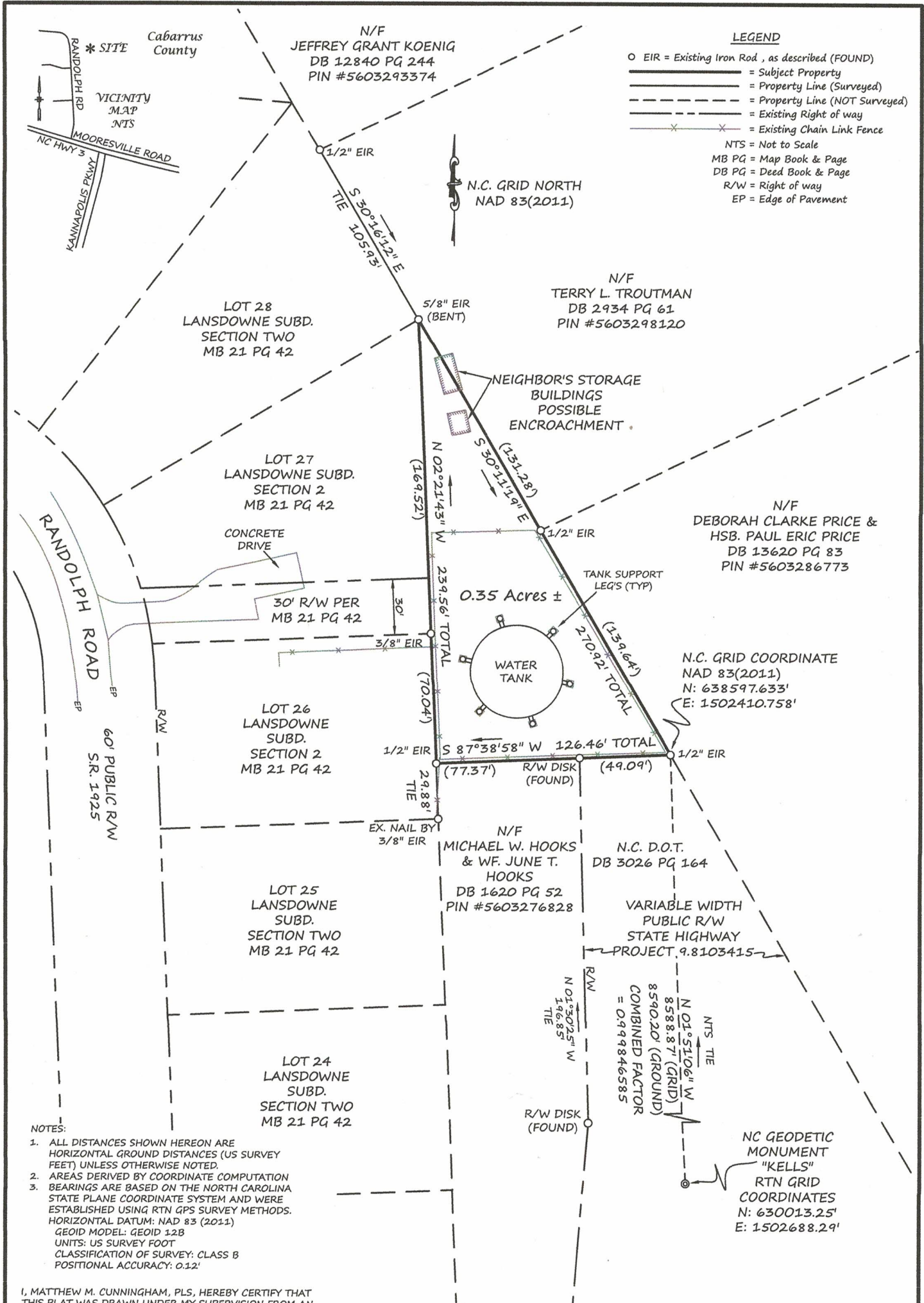

Pam Scaggs, CMC, NCCMC
City Clerk

EXHIBIT A ANNEXATION

Lying and being in Number 4 Township, Cabarrus County, North Carolina being east of but not adjoining Randolph Road, S.R. 1925, said parcel having a parcel identification number of 5603 28 3626 and being more particularly described as follows:

Beginning at an existing $\frac{1}{2}$ " iron rod in the westerly line of Deborah Clark Price and Husband Paul Eric Price now or formerly, (Deed Book 13620, Page 83) said iron also being the northern line of North Carolina Department of Transportation variable width public right-of-way (Deed Book 3026, Page 164), State Highway Project 9.8103415, said iron having North Carolina Grid Coordinates, North American Datum of 1983 (NAD 83/2011) of N:638597.633' and E:1502410.758' and being N01°51'06"W a ground distance of 8590.20' and grid distance of 8588.87' and a combined factor of 0.999846585 from North Carolina Geodetic Monument "Kells" with North Carolina Grid Coordinates N: 630013.25' and E: 1502688.29'; **Thence** with the Northern line of North Carolina Department of Transportation and the northern line of Michael W. Hooks and Wife June T. Hooks, Now or Formerly (Deed Book 1620, Page 52) **S87°38'58"W** a total distance of **126.46'**, (passing a Right-of-way disk at 49.09') to an existing $\frac{1}{2}$ " iron rod in the line of Lot Number 26 of Lansdowne Subdivision, Section 2 (Map Book 21, Page 42), said Iron having a tie of 29.88' from Southeasterly corner of Lot Number 26 of the aforementioned subdivision; Thence from said iron runs along the line of Lot 26 and Lot 27 of Lansdowne Section Two **N02°21'43"W** a total distance of **239.56'** (passing a $\frac{3}{8}$ " existing Iron rod at 70.04' and being the common corner of Lots 26 and 27) to a $\frac{5}{8}$ " existing iron rod (bent) common corner of Lot's 27 and 28, in the line of Terry L. Troutman, Now or formerly (Deed Book 2934, Page 61) said iron also having a tie from Troutman's Northeasterly corner of S30°16'12"E at 105.93'; Thence along the line of Troutman and Price, **S30°11'19"E** a Total distance of **270.92'** (passing a $\frac{1}{2}$ " existing iron at 131.28') to the point of **Beginning**.

Containing 0.35 Acres, more or less as surveyed by Alley, Williams, Carmen and King, Inc. dated November 5, 2025. For Title reference see Deed Book 1539, Page 56 in the Office of the Register of Deeds of Cabarrus County, North Carolina. Property Address: 5516 Randolph Road Kannapolis, NC 28081



Matthew M. Cunningham
PROFESSIONAL LAND SURVEYOR L-4393

alley, williams, carmen, & king, inc.
CONSULTING ENGINEERS
FIRM LICENSE No. F-0203
120 SOUTH MAIN STREET
KANNAPOLIS, NC 28082
P.O. BOX 1248
704/938-1515



Annexation Map
City of Kannapolis
5516 Randolph Road
Pin# 5603283626
DB 1539 PG 56, Tract 1
Twp. No. 4, Cabarrus Co.
Kannapolis, NC
Survey Date: October 31, 2025
Map Prepared: November 5, 2025

Scale: 1" = 50'
Job No. 25542



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Richard Smith, Planning Director
Subject: **VOLUNTARY ANNEXATION** - (A-2025-12) 4.11 +/- acres of noncontiguous property located at 9172 Davidson Highway - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

1. Motion to adopt a Resolution Directing the Clerk to Investigate an Intent to Annex and to Certify the Sufficiency of the Petition to Annex; and
2. Motion to adopt a Resolution of Intent to Annex and Fix Date of Public Hearing for Monday, December 8, 2025.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

The applicant, Sustar/Little, LLC, has submitted an application for voluntary annexation of approximately 4.11 +/- acres of noncontinuous property located at 9172 Davidson Highway. The property is further identified as Cabarrus County Parcel Identification Number 46823091760000. A veterinarian/animal hospital is located on the property.

Fiscal Implications

None

Alternate Courses of Action

1. Table action to a future meeting.
2. Take no action.

Attachments

1. 9172 Davidson Hwy - Noncontiguous Annexation Application
2. Black and White A-2025-12
3. Vicinity A-2025-12
4. Vicinity Color A-2025-12
5. Certificate of Sufficiency
6. Resolution Directing Clerk to Investigate Intent to Annex
7. Resolution of Intent to Annex and fix date of PH



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

Petition for Non-Contiguous Annexation

So that we may efficiently review your request in a timely manner, it is important that all required documents are submitted with your application. Submit digitals and 1 hard copy of applications and accompanying documents to the Planning Department at the address above.

ANNEXATION REQUEST

Approval authority – City Council.

Property Address: 9172 Davidson HWY, Concord N.C. 28027
 Applicant: Montrose LLC
 Address: 15905 Brookway Dr City: Huntersville State: NC Zip: 28078
 Contact number: 704 828 6096 Email: asloan@themontroseteam.com

SUBMITTAL CHECKLIST

- ☒ Pre-Application Meeting – send an email to planreviewappointment@kannapolisnc.gov
- ☒ Annexation Checklist and Application – Complete with all required property owner signatures
- ☒ Stamped, signed black and white 18 x 24" survey of subject property prepared by a registered engineer or surveyor (not preliminary)
- ☒ Metes and Bounds description of subject property

PROCESS INFORMATION

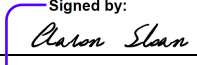
Annexation involves two (2) separate City Council meetings:

First meeting: The City Clerk will certify the sufficiency of the annexation and City Council will set a date for the public meeting.

Second meeting: City Council will review the petition and either approve or decline the annexation request:

1. Newspaper notification at least ten (10) days prior to the second Council meeting
2. Notification to the County or municipality from which the subject property is being annexed
3. Public Hearing
4. State recordation of the Resolution to Extend the Corporate City Limits, the signed/stamped 18X24" survey (can not be stamped as preliminary) and the Metes and Bounds Description.

By signing below, I acknowledge that I have reviewed the Submittal Checklist and have included the required submittal items and reviewed them for completeness and accuracy. I also acknowledge that my application will be rejected if incomplete.

Applicant's Signature:  Signed by: Aaron Sloan Date: 11/12/2025
BE8C44EC86C5425...



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

PETITION REQUESTING A NON-CONTIGUOUS ANNEXATION

Approval authority – City of Kannapolis City Council

DATE: 11/7/2025

To the City Council of the City of Kannapolis, North Carolina:

1. We, the undersigned owners of real property respectfully request that the area described in paragraph 2 below be annexed to the City of Kannapolis.
2. The area to be annexed, located at 9172 Davidson HWY, Concord N., further identified as _____ County Parcel Identification Number 4682-30-9172-0000, is non-contiguous to the primary limits of the City of Kannapolis, is approximately 4.11 acres, and the boundaries of such territory are as follows:

See Attached Signed, Stamped Survey Map and Metes and Bounds Description

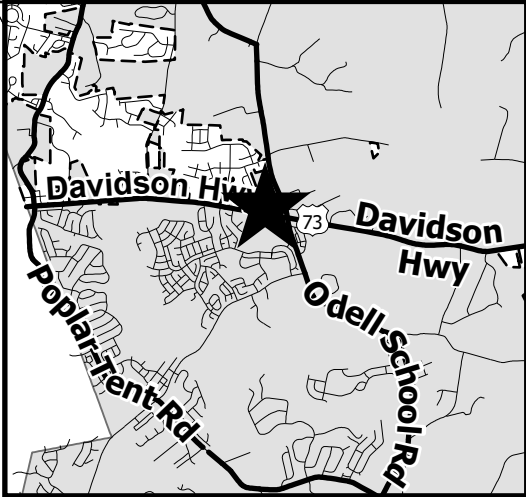
3. This petition is signed by all property owners of the area to be annexed.
4. ☐ The undersigned owners acknowledge that the following City service(s) is (are) not presently available for immediate taps upon annexation: water ☒ sewer ☒; and, subsequently agree that the City shall not provide water and sewer service to the area to be annexed except in accordance with the City's standard water and sewer policy.
5. Please check ONE box below:

☒ The undersigned owners declare that zoning vested rights have been established on the area to be annexed under G.S. 160D-108 or G.S. 160D-108.1 and provide proof of such rights by attachment hereto.

☐ The undersigned owners hereby declare that no such vested rights have been established and that any vested rights previously acquired are hereby terminated.

<u>Name</u> (print or type)	<u>Address</u>	<u>Signature*</u>
1. <u>Sustar/Little, LLC</u>	<u>PO Box 6600 Concord NC 28027</u>	Signed by: <u>Patrick Sustar</u> 07C3D3E75F3446F...
2. _____	_____	_____
3. _____	_____	_____
4. _____	_____	_____

**Family members (e.g., husbands and wives) need to sign separately. Signatures for corporations, institutions, etc., are by those with the authority to sign legal documents.*



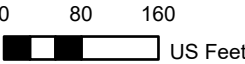


Vicinity Map

A-2025-12
9172 Davidson Hwy
Montrose LLC
46823091760000



N



0 80 160 US Feet

Streets

Parcels

 Voluntary Annexation

 City of Kannapolis

Inset Map

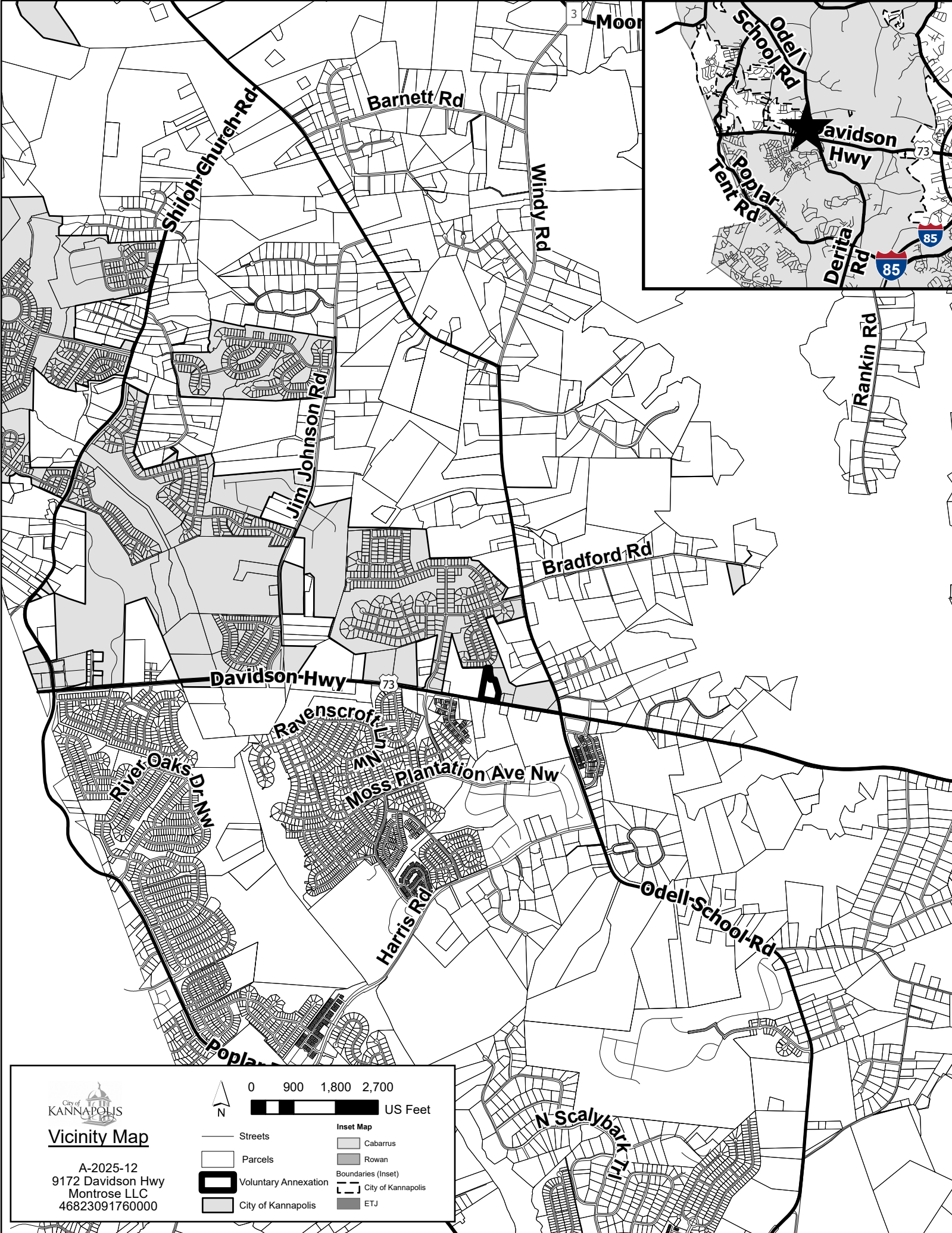
 Cabarrus

 Rowan

Boundaries (Inset)

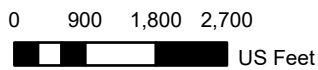
 City of Kannapolis

 ETJ



Vicinity Map

A-2025-12
9172 Davidson Hwy
Montrose LLC
46823091760000

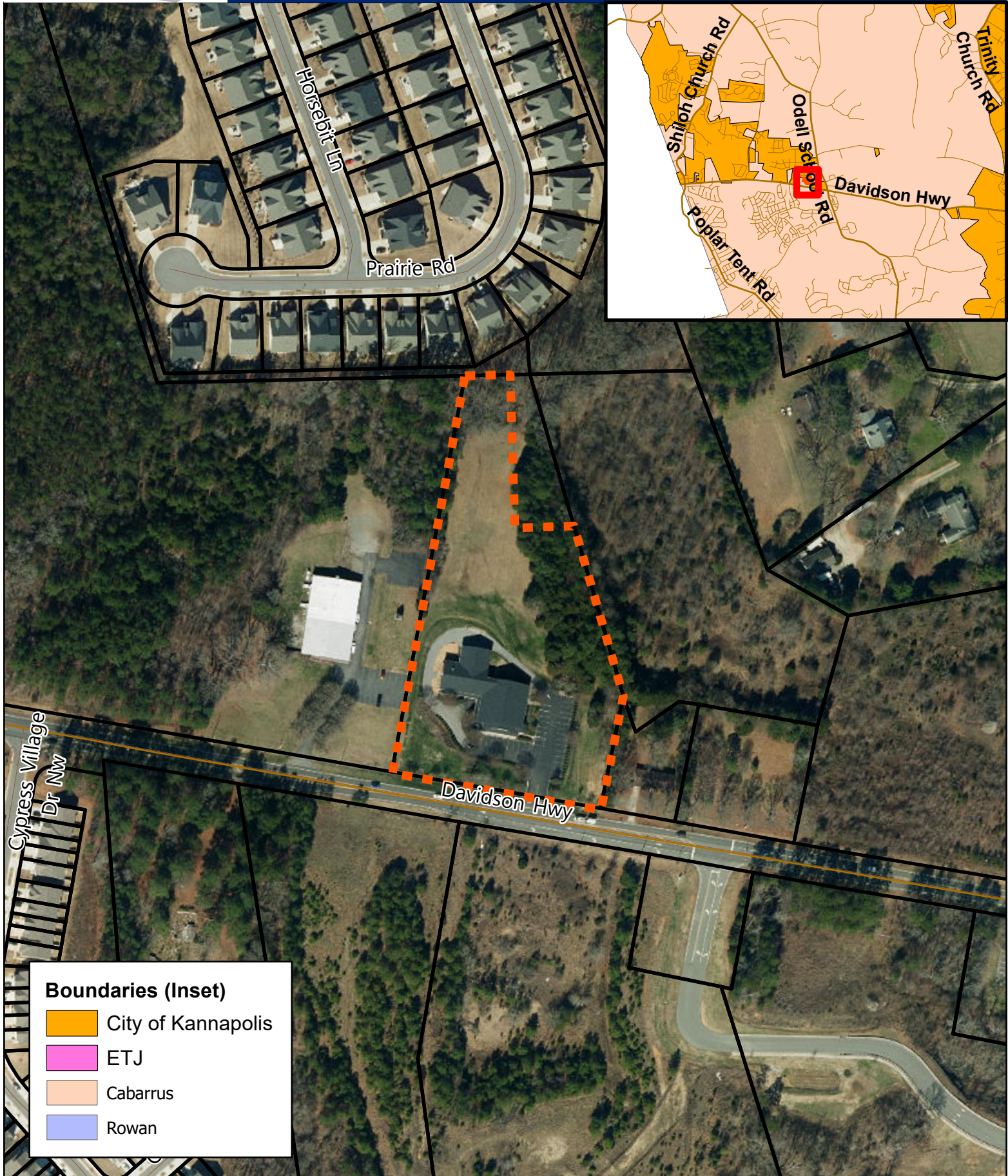


- Streets
- Parcels
- Voluntary Annexation
- City of Kannapolis

- Inset Map**
- Cabarrus
 - Rowan
 - Boundaries (Inset)
 - City of Kannapolis
 - ETJ

Vicinity Map

A-2025-12
9172 Davidson Hwy
Montrose LLC



Boundaries (Inset)

-  City of Kannapolis
-  ETJ
-  Cabarrus
-  Rowan

CERTIFICATE OF SUFFICIENCY
A-2025-12

To City Council of the City of Kannapolis, North Carolina.

I, Pam Scaggs, City Clerk, do hereby certify that pursuant to NCGS Chapter 160A-58 *et seq.*, I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the City of Kannapolis, North Carolina, this the 24th day of November 2025.




Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION DIRECTING THE CLERK TO
INVESTIGATE AN INTENT TO ANNEX**

A-2025-12 – 9172 Davidson Highway

WHEREAS, City Council may initiate annexation of noncontiguous property owned by the petitioners by adopting a resolution stating its intent to annex the property of the area described herein; and

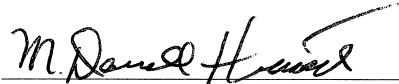
WHEREAS, N.C.G.S Chapter 160A-58 *et seq*, provides that the sufficiency of the petition shall be investigated by the City Clerk of the City of Kannapolis, North Carolina before further annexation proceedings consistent within the intent to annex can take place; and

WHEREAS, City Council of the City of Kannapolis, North Carolina deems it advisable to direct the City Clerk to investigate the sufficiency of the intent to annex.

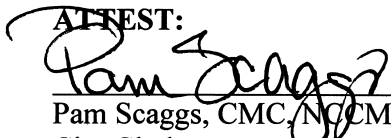
NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Kannapolis, North Carolina that:

The City Clerk is hereby directed to investigate the sufficiency of the above-described intent to annex under N.C.G.S. Chapter 160A-58 *et seq* and to certify as soon as possible to the City Council the result of the investigation.

ADOPTED this the 24th day of November 2025.



M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION OF INTENT TO ANNEX AND FIX DATE OF PUBLIC HEARING
ON QUESTION OF ANNEXATION**

A-2025-12 – 9172 Davidson Highway

WHEREAS, pursuant to N.C.G.S Chapter 160A-58 *et seq.*, City Council may initiate annexation of real property noncontiguous to the City's boundary pursuant to a Petition for Annexation by all property owners located therein by adopting a Resolution stating its intent to annex the property described.

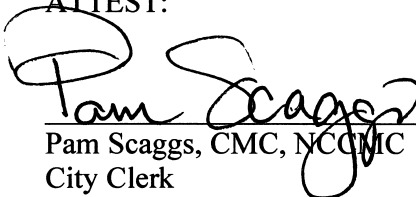
NOW, THEREFORE, BE IT RESOLVED by the City Council of Kannapolis, North Carolina that:

- Section 1. A public hearing on the question of annexation of the area described herein will be held at the Laureate Center, 401 Laureate Way, Kannapolis, NC at 6:00 PM on the 8th day of December 2025.
- Section 2. The area proposed for annexation is described as follows:
- See attached Metes and Bounds Description and Annexation Survey.
- Section 3. Notice of public hearing shall be published in the Independent Tribune on Thursday, November 27th and Thursday, December 4th, 2025.

ADOPTED this the 24th day of November 2025.


M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

**#9172 Davidson Highway
Cabarrus County, NC**

Parcel # 4682-30-9176-0000

Area of Annexation

BEGINNING at a Rebar along the Northern Right-of-Way margin of Davidson Highway (Highway 73, Variable Width Public R/W per Plat Book 87, Page 99), being the common front property corner of Rocky River Enterprises LLC, Parcel #4682-30-6300-0000 (Deed Book 2324 Page 112), and Sustar/Little LLC, Parcel # 4682-30-9176-0000 (Deed Book 1608 Page 161, and being the Subject Property) and **Point of BEGINNING**;

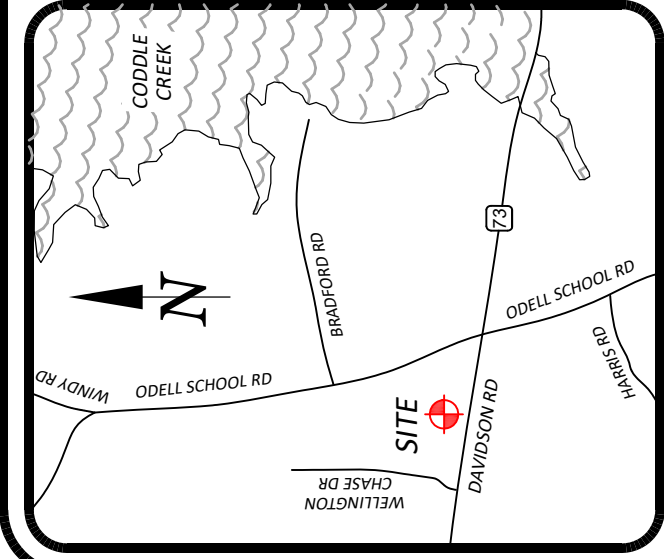
Thence, N 09°44'59" E, 668.39' to a Rebar, being a common property corner of Common Open Space of Wellington Chase Homeowners Association, Parcel # 4682-31-3190-0000, (Plat Book 70 Page 39, Deed Book 13888 Page 287), and being a point in the Jurisdiction Line of Cabarrus County and the City of Kannapolis;

Thence with said Jurisdiction Line, Three (3) courses as follows:

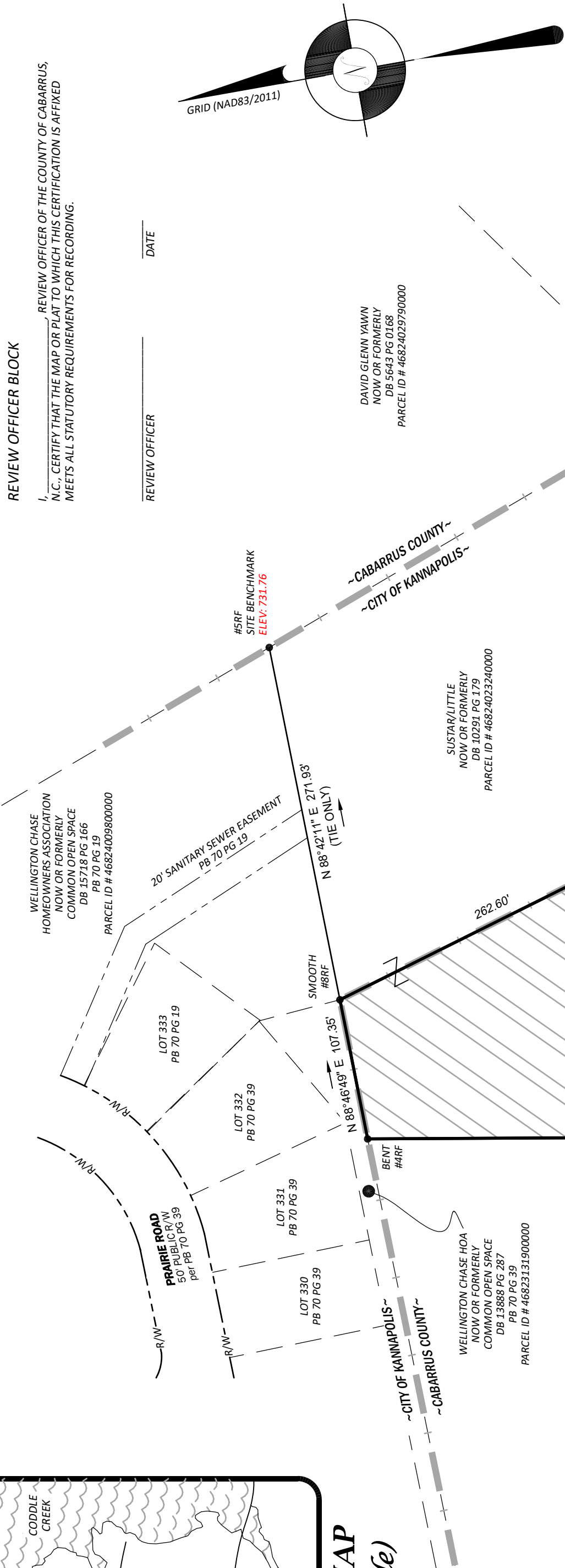
- 1) N 88°46'49" E, 107.35' to a Rebar, being a common property with Sustar/Little LLC, Parcel # 4682-40-2324-0000 (Deed Book 10291 Page 179),
- 2) S 16°25'39" E, 262.60' to a Rebar, and continuing 292.00' to a Rebar, being a common property with Sustar/Little LLC, Parcel # 4681-49-2903-0000 (Deed Book 10291 Page 179), and being a total distance of 554.60';
- 3) S 09°45'32" W, 191.54' to a Rebar along the Northern Right-of-Way margin of said Davidson Highway;

Thence with said Right-of-Way margin, N 80°10'38" W, 350.02' to the **Point of BEGINNING**;

Having an area of 179,235 SF, 4.12 Acres as surveyed by Metrolina Land Surveying, LLC, dated 11/14/25.



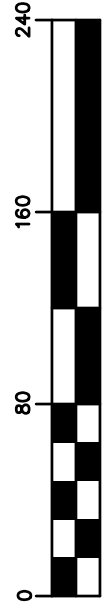
VICINITY MAP
(Not to Scale)



NOTES

- AREA CALCULATED BY COORDINATE COMPUTATION.
- ADJOINING PROPERTY OWNERS NAMES WERE TAKEN FROM CABARRUS COUNTY TAX OFFICE RECORDS, AND ARE CONSIDERED AS NOW OR FORMERLY.
- IRON RODS AT ALL CORNERS UNLESS NOTED.
- ALL DISTANCES ARE MEASURED WITH ELECTRONIC MEASURING DEVICES.
- ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
- LOT SUBJECT TO ALL ZONING ORDINANCES OF CITY OF KANNAPOLIS AND CABARRUS COUNTY.
- BUILDER/OWNER MUST VERIFY THAT LOT IS IN CONFORMANCE WITH ALL ZONING ORDINANCES PRIOR TO ANY CONSTRUCTION OR DISTURBANCE.
- THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE SEARCH.
- NO NC/GS MONUMENT FOUND WITHIN 2000 FEET.
- PROPERTY ZONED GC (GENERAL COMMERCIAL), IN CITY OF KANNAPOLIS, AND LC (LIMITED COMMERCIAL), IN CABARRUS COUNTY.
- PARCEL # 4682309176 MAY BE SUBJECT TO THE FOLLOWING:
PASSENGER DUKE POWER COMPANY per DB 115 PG 25; ID PG 37;
EASEMENT TO CONCORD TELEPHONE COMPANY per DB 496 PG 260.
- SUBJECT PROPERTY IS NOT LOCATED IN A WATER SUPPLY WATERSHED per CABARRUS COUNTY GIS.
- SUBJECT PROPERTY IS NOT LOCATED WITHIN A FEMA FLOOD ZONE.

GRAPHIC SCALE



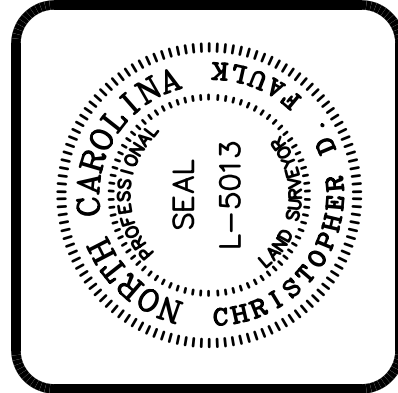
GPS SURVEY
"I, CHRISTOPHER D. FAULK, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL GPS SURVEY MADE UNDER MY SUPERVISION AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE SURVEY:

- CLASS OF SURVEY: A
- POSITIONAL ACCURACY: <0.7+50 PPM
- TYPE OF GPS FIELD PROCEDURE: GNSS RTK NETWORK (NCVRS)
- DATES OF SURVEY: 7/09/24
- DATUM/EPOCH: NAD 83(2011)
- PUBLISHED/FIXED CONTROL USE: RTK NETWORK
- GEOD MODEL USED: GEOD 18
- COMBINED GRID FACTORS: 0.99984840
- UNITS: US SURVEY FEET

"I, CHRISTOPHER D. FAULK, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 1608, PAGE 161); THAT THE RATIO OF PRECISION AS CALCULATED IS 1: 10,000; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS 14TH DAY OF NOVEMBER, A.D., 2025.

"PRELIMINARY PLAT NOT FOR RECORDATION OR CONVEYANCES"

PROFESSIONAL LAND SURVEYOR L-5013



Call before you dig.
NORTH CAROLINA
ONE-CALL CENTER INC.
DIAL 811 or 1-800-632-4949
2 BUSINESS DAYS BEFORE DIGGING
www.ncocc.org

REVIEW OFFICER BLOCK

I, _____, REVIEW OFFICER OF THE COUNTY OF CABARRUS, N.C., CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____

OWNER CERTIFICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, WHICH IS LOCATED IN THE SUBDIVISION JURISDICTION OF THE CITY OF KANNAPOLIS, AND THAT I HEREBY SUBMIT THIS PLAN OF SUBDIVISION WITH MY FREE CONSENT, ESTABLISH MINIMUM BUILDING SETBACK LINES, AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS STREETS, WALKS, PARKS, OPEN SPACE AND EASEMENTS, EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND THAT I WILL MAINTAIN ALL SUCH AREAS UNTIL ACCEPTED BY THE CITY OF KANNAPOLIS, AND FURTHER THAT I HEREBY GUARANTEE THAT I WILL CORRECT DEFECTS OR FAILURE OF IMPROVEMENTS IN SUCH AREAS FOR A PERIOD OF ONE YEAR COMMENCING AFTER A CERTIFICATE OF APPROVAL HAS BEEN EXECUTE BY THE CITY, OR AFTER FINAL ACCEPTANCE OF APPROVED IMPROVEMENTS, WHICHEVER OCCURS LATER.

OWNER(S) _____ DATE _____

FINAL PLAT APPROVAL

I HEREBY CERTIFY THAT THIS PLAT IS EXEMPT FROM THE SUBDIVISION REGIONS OF THE CITY OF KANNAPOLIS DUE TO ITS EXCLUSION FROM THE DEFINITION OF A SUBDIVISION AS ESTABLISHED BY NC/GS 1600-802(a).

PLANNING DIRECTOR _____ DATE _____

LEGEND

- RF REBAR FOUND
- RS REBAR SET
- R/W RIGHT-OF-WAY
- SF SQUARE FOOT
- ST STAKE
- PB PLAT BOOK
- DB DEED BOOK
- PG PAGE
- FS FRONT SETBACK
- RY REAR YARD SETBACK
- SY SIDE YARD SETBACK
- N LAND HOOK
- LINES NOT SURVEYED
- BUILDING SETBACKS
- RIGHT-OF-WAY
- OF OVERHEAD POWER LINE
- MUNICIPAL LINE
- PROPOSED ANNEX AREA

PURPOSE STATEMENT

THE PURPOSE OF THIS PLAT IS TO ANNEX THE HATCHED PARCEL AREA INTO THE CITY OF KANNAPOLIS AS SHOWN HEREON.

ANNEXATION PLAT

AT PROPERTY KNOWN AS
9172 DAVIDSON HIGHWAY
HARRY G. HARTSELL SUBDIVISION
PB 8 PG 7, DB 1608 PG 161
PARCEL # 4682-30-9176-0000
TOWNSHIP 3, ODELL, CABARRUS COUNTY, NC

METROLINA

LAND SURVEYING, INC.

SURVEYING • MAPPING • PLANNING

8521 CROWN CRESCENT CT.
CHARLOTTE, NC 28227
P (704) 741-1700
C (980) 721-2353
NC #C-4584 & SC #C-6106

Job No. 071-24-004

Date 11/14/25

Proj. Mgr. DCC

Drawn ART

Checked CDF

Sheet 1



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council

From: Sherry Gordon, Community Development Program Administrator, Kristin Jones, Budget and Strategy Director

Subject: **ORDINANCE** - Budget Amendment #26-28 appropriating CDBG Program Income Funds - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

Motion to adopt ordinance - Budget Amendment #26-28 appropriating CDBG Program Income Funds.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

The City has \$5,240 to be recorded in the CDBG fund to be used towards urgent repair work.

Fiscal Implications

This budget amendment budgets the revenues as CDBG program income which must be spent before regular CDBG allocations on urgent repair projects per HUD rules.

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. 2025-86 Ordinance for Budget Amendment #26-28 - CDBG Program Income for Urgent Repair

**CITY OF KANNAPOLIS, NORTH CAROLINA
COMMUNITY DEVELOPMENT BLOCK GRANT ENTITLEMENT PROGRAM
FY 2025-2026 (BA #26-28)**

BE IT ORDAINED by the City Council of the City of Kannapolis, North Carolina that, pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following Grant Project Budget Ordinance is hereby adopted:

Section 1. The project authorized is the Community Development Block Grant Entitlement Program described in the work statement contained in the Grant Agreement for urgent repair.

Section 2. The City Manager is hereby directed to proceed with the Project with the North Carolina General Statutes, the terms of the Grant document(s) and the budget contained herein.

Section 3. The following program income revenues are anticipated to be available to complete this project:

75000-33350-CPR25 Community Development Block Grant Program Income: \$5,240

Total Revenues: \$5,240

Section 4. The following amount is appropriated for the project:

75000-51965-CPR25: Urgent Repair \$5,240

Total Expenditures: \$5,240

Section 5. The Finance Officer is hereby directed to maintain within the Grant Project sufficient specific detailed accounting records to provide for accounting to the City Council grantor agency required by the Grant Agreement(s) and federal and state regulations.

Section 6. The Finance Officer is directed to report quarterly on the financial status of each project element in Section 4 and on total grant revenues received or claimed.

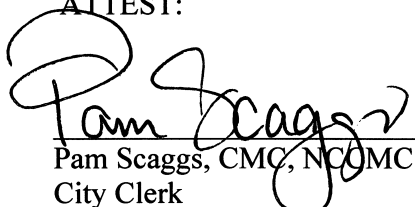
Section 7. The Finance Officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission presented to City Council.

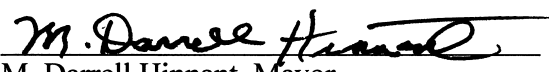
Section 8. The City Manager is hereby authorized to transfer funds from one line item to another line item without further approval by the City Council.

Section 9. Copies of this Grant Project Budget Ordinance shall be made available to the Finance Officer for direction in carrying out this project.

This Ordinance is approved and adopted this 24th day of November.

ATTEST:


Pam Scaggs, CMC, NCOMC
City Clerk


M. Darrell Hinnant, Mayor
City of Kannapolis



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Richard Smith, Planning Director
Subject: **FIRST READING TA-2025-07** - Kannapolis Development Ordinance (KDO) Text Amendment to Article 4, Table 4.2.B(3), and Section 4.3.D(8), Standards Specific to a Drive-through facility in the Center City (CC) Zoning District - **RECEIVED**

Recommended Action Requested by City Council

Motion to continue to the December 8, 2025 City Council meeting for the Public Hearing of TA-2025-07

Required Votes to Pass Required Action

Majority Present at Meeting

Background

Staff is proposing amending Article 4, Table 4.2.B(3) of the Kannapolis Development Ordinance (KDO) to add Drive-through Facility as a use permitted by issuance of a Special Use Permit (SUP) in the City Center (CC) Zoning District, subject to specific standards. Add a specific standard prohibiting remote menu boards within the CC Zoning District.

Allowing drive-through uses via SUP provides flexibility to review each proposal to ensure it fits the downtown character. To maintain the pedestrian-oriented design, the amendment includes a standard prohibiting remote menu boards in the CC Zoning District, minimizing visual clutter and preserving the character of the area.

Fiscal Implications

None

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. TA 2025-07 application
2. Exhibit A
3. Use Specific Standards - Drive-through facility



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

ZONING TEXT AMENDMENT APPLICATION

Approval authority – Planning and Zoning Commission

Applicant Contact Information:

Name: Richard Smith

Planning Director

Phone: 704.920.4325

Address: 401 Laureate Way

Email: rsmith@kannaopolisnc.gov

Kannapolis, NC 28081

In the space provided below, or on a separate sheet, present your requested text for the Ordinance provisions in question:

Amend Article 4, Table 4.2.B(3) of the Kannapolis Development Ordinance (KDO) to add Drive-through Facility as a use permitted

by issuance of a Special Use Permit (SUP) in the City Center (CC) Zoning District, subject to specific standards.

Amend Section 4.3.D(8), Standards Specific to a Drive-through facility to prohibit remote menu boards within the City Center (CC) Zoning District.

State your reasons for amending the text of the Ordinance:

Allowing drive-throughs via SUP provides flexibility to review each proposal to ensure it fits the downtown character.

To maintain the pedestrian-oriented design, the amendment includes a standard prohibiting remote menu boards in the CC Zoning District, minimizing visual clutter and preserving the character of the area.

I certify that all of the information presented in this application is accurate to the best of my knowledge, information, and belief.

Applicant Signature

November 11, 2025

Date

Property Owner Signature

Date



Planning Department
401 Laureate Way
Kannapolis, NC 28081
704.920.4350

Zoning Text Amendment Checklist

So that we may efficiently review your project in a timely manner, it is important that all required documents and fees listed on the "Submittal Checklist" below are submitted with your application. Please either bring this application to the address above or email to emccarty@kannapolisnc.gov. The fees may also be paid online with a link provided by staff.

APPLICANT

Applicant: City of Kannapolis/staff

SUBMITTAL CHECKLIST

☐

Pre-Application Meeting

☒

Zoning Text Amendment Checklist and Application – Complete with all required signatures

☐

Fee: \$400.00

PROCESS INFORMATION

Public Notification: This is a legislative process that requires a public hearing and public notification including newspaper notice, first-class mailed notice to adjacent property owners and a sign posted prominently on the property (Section 2.4.F of the KDO).

Review Process: All applications will be reviewed for compliance and then forwarded to the Planning and Zoning Commission for consideration at a public hearing which is held monthly on the third Tuesday at 6:00pm in City Hall Laureate Center. **The pre-application meeting, submittal of application, and payment of fees, must be completed prior to scheduling the public hearing.** Please review Section 2.4.D. of the KDO.

Action by Planning and Zoning Commission: The Commission shall consider the text amendment request and make a recommendation to City Council in accordance with Section 2.4.G. of the KDO.

Scope of Approval: City Council may approve or deny the request in accordance with Section 2.5.A(1).

By signing below I acknowledge that I have reviewed the Submittal Checklist and have included the required submittal items and reviewed them for completeness and accuracy. I also acknowledge that my application will be rejected if incomplete.

Applicant's Signature: _____

Date: November 11, 2025

EXHIBIT A
PROPOSED TEXT AMENDMENTS
TA-2025-07

1. [Accessory Use/Structure Table - Amend Article 4, Table 4.2.B\(3\) of the Kannapolis Development Ordinance \(KDO\) to add Drive-through Facility as a use permitted by issuance of a Special Use Permit \(SUP\) in the City Center \(CC\) Zoning District in the City Center \(CC\) Zoning District t \(SUP\)](#)

Table 4.3.B(3): Accessory Use/Structure Table

P = Permitted by right, or, in planned development district, if specified in PD Plan; S = Special use; – = Prohibited

ACCESSORY USE/STRUCTURE	AG	RESIDENTIAL							MIXED-USE						NONRESIDENTIAL				PD			LEGACY			USE-SPECIFIC STANDARDS
	AG	R1	R2	R4	R6	R7	R8	R18	MU-ND	MU-SC	MU-UC	MU-AC	TOD	CC	OI	GC	LI	HI	PD	PD-TND	PD-C	CD	CD-R	C-1	
Composting (small-scale)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Drive-through facility	-													S	P	P									4:3.D(8)
Electric vehicle (EV) level 1 or 2 charging station	-	-	-	-	-	-	-	-	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	4:3.D(9)

2. [Standards Specific to a Drive-Through Facility Amend Section 4.3.D\(8\), Standards Specific to a Drive-through facility to prohibit remote menu boards within the City Center \(CC\) Zoning District.](#)

(8) DRIVE-THROUGH FACILITY

A drive-through facility shall comply with the following standards:

- a. Canopies or other features installed over a drive through window shall maintain common roof lines and materials with the principal structure.
- b. Vehicular access to a drive-through facility shall be provided from a street having a functional classification of collector or higher.
- c. Each driveway providing access to the drive-through facility shall be at least 20 feet from any other driveway.
- d. Internal traffic circulation patterns on the site shall not cause vehicles to impede vehicular movement external to the site or block access to any required parking spaces located on the site. Stacking spaces and lanes shall be provided in accordance with Section 5.1.C(9), Vehicle Stacking Spaces and Lanes.
- e. Drive-through facilities shall not be located on the front façade of the building they serve.
- f. Drive-through facilities shall be designed so as not to obstruct the movement of pedestrians along sidewalks, through areas intended for public use, or between the building entrance and customer parking spaces.
- g. No portion of a drive-through facility shall be located within 50 feet of a residential zoning district or a lot containing a residential use.
- h. **In the CC Zoning District remote menu boards are prohibited.**

4.3.D(8)

(8) DRIVE-THROUGH FACILITY

A drive-through facility shall comply with the following standards:

- a. Canopies or other features installed over a drive through window shall maintain common roof lines and materials with the principal structure.
- b. Vehicular access to a drive-through facility shall be provided from a street having a functional classification of collector or higher.
- c. Each driveway providing access to the drive-through facility shall be at least 20 feet from any other driveway.
- d. Internal traffic circulation patterns on the site shall not cause vehicles to impede vehicular movement external to the site or block access to any required parking spaces located on the site. Stacking spaces and lanes shall be provided in accordance with Section 5.1.C(9), Vehicle Stacking Spaces and Lanes.
- e. Drive-through facilities shall not be located on the front façade of the building they serve.
- f. Drive-through facilities shall be designed so as not to obstruct the movement of pedestrians along sidewalks, through areas intended for public use, or between the building entrance and customer parking spaces.
- g. No portion of a drive-through facility shall be located within 50 feet of a residential zoning district or a lot containing a residential use.

h. In the CC Zoning District remote menu boards are prohibited.



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Richard Smith, Planning Director
Subject: **VOLUNTARY ANNEXATION** - (A-2025-13) 109.166 +/- acres of noncontiguous property located at 6304 and 6320 Mooresville Road, and 6165 Pagemont Road -
UNANIMOUSLY APPROVED

Recommended Action Requested by City Council

1. Motion to adopt Resolution Directing the City Clerk to Investigate an Intent to Annex and to Certify the Sufficiency of the Petition to Annex; and,
2. Motion to adopt a Resolution of Intent to Annex and Fix Date of Public Hearing for Monday, December 8, 2025.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

Phil Hamel of High Side Golf Club has submitted an application for voluntary annexation of approximately 109.166 +/- acres of noncontiguous property located at 6304 and 6320 Mooresville Road, and 6165 Pagemont Road. The property is further identified as Cabarrus County Parcel Identification Numbers 46938748690000, 46938826390000, and 46938947570000. The plan for the property is a golf course and related amenities.

Fiscal Implications

None

Alternate Courses of Action

1. Table actions to a future meeting.
2. Take no action.

Attachments

1. Annexation Application - Non-Contiguous_HSG
2. Vicinity A-2025-13
3. Vicinity Color A-2025-13
4. Black and White A-2025-13
5. Certificate of Sufficiency
6. Resolution Directing Clerk to Investigate Intent to Annex
7. Resolution of Intent to Annex and Fix Date of PH



Petition for Non-Contiguous Annexation

So that we may efficiently review your request in a timely manner, it is important that all required documents are submitted with your application. Submit digitals and 1 hard copy of applications and accompanying documents to the Planning Department at the address above.

ANNEXATION REQUEST

Approval authority – City Council.

Property Address: 6304 and 6320 Mooresville Road; 6165 Pagemont Road, Kannapolis, NC 28081

Applicant: _____

Address: _____ City: _____ State: _____ Zip : _____

Contact number: _____ Email: _____

SUBMITTAL CHECKLIST

- ☒ Pre-Application Meeting – send an email to planreviewappointment@kannapolisnc.gov
- ☐ Annexation Checklist and Application – Complete with all required property owner signatures
- ☐ Stamped, signed black and white 18 x 24" survey of subject property prepared by a registered engineer or surveyor (not preliminary)
- ☐ Metes and Bounds description of subject property

PROCESS INFORMATION

Annexation involves two (2) separate City Council meetings:

First meeting: The City Clerk will certify the sufficiency of the annexation and City Council will set a date for the public meeting.

Second meeting: City Council will review the petition and either approve or decline the annexation request:

1. Newspaper notification at least ten (10) days prior to the second Council meeting
2. Notification to the County or municipality from which the subject property is being annexed
3. Public Hearing
4. State recordation of the Resolution to Extend the Corporate City Limits, the signed/stamped 18X24" survey (can not be stamped as preliminary) and the Metes and Bounds Description.

By signing below, I acknowledge that I have reviewed the Submittal Checklist and have included the required submittal items and reviewed them for completeness and accuracy. I also acknowledge that my application will be rejected if incomplete.

Applicant's Signature: _____ Date: _____



PETITION REQUESTING A NON-CONTIGUOUS ANNEXATION

Approval authority – City of Kannapolis City Council

DATE: 11/19/2025

To the City Council of the City of Kannapolis, North Carolina:

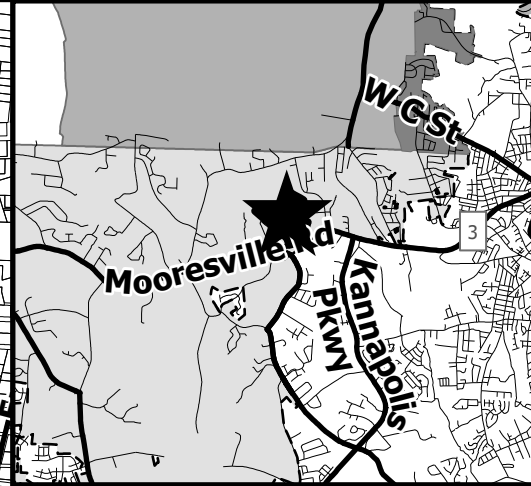
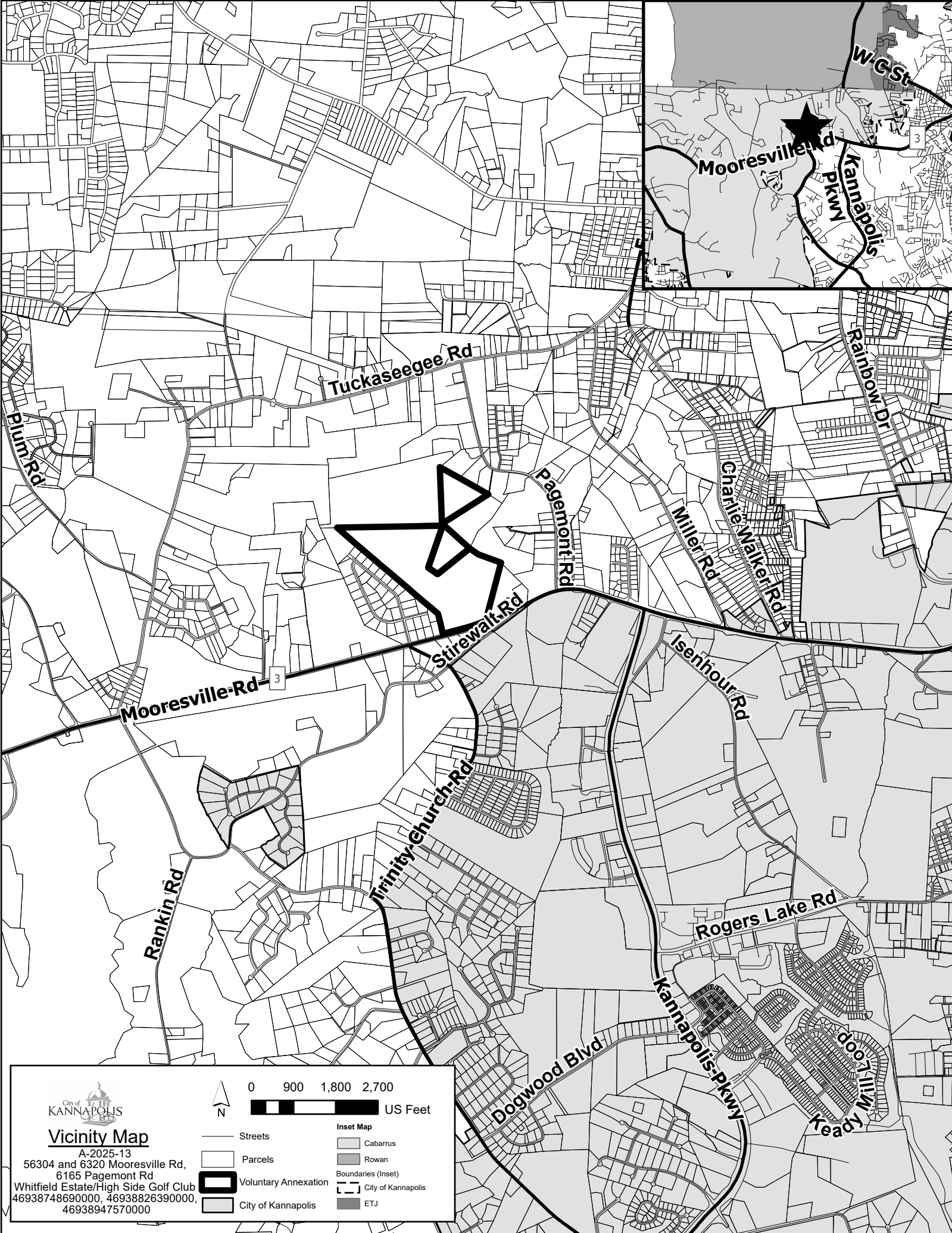
1. We, the undersigned owners of real property respectfully request that the area described in paragraph 2 below be annexed to the City of Kannapolis.
2. The area to be annexed, located at 6304 and 6320 Mooresville Road, further identified as Cabarrus County Parcel Identification Number 46938748690000, 469388, is non-contiguous to the primary limits of the City of Kannapolis, is approximately 109 acres, and the boundaries of such territory are as follows:

See Attached Signed, Stamped Survey Map and Metes and Bounds Description

3. This petition is signed by all property owners of the area to be annexed.
4. ☒ The undersigned owners acknowledge that the following City service(s) is (are) not presently available for immediate taps upon annexation: water ☐ sewer ☐; and, subsequently agree that the City shall not provide water and sewer service to the area to be annexed except in accordance with the City's standard water and sewer policy.
5. Please check ONE box below:
☐ The undersigned owners declare that zoning vested rights have been established on the area to be annexed under G.S. 160D-108 or G.S. 160D-108.1 and provide proof of such rights by attachment hereto.
☐ The undersigned owners hereby declare that no such vested rights have been established and that any vested rights previously acquired are hereby terminated.

<u>Name</u> (print or type)	<u>Address</u>	<u>Signature*</u>
1. <u>Laura Engle Evans & Lewis Henry Evans III</u>	<u></u>	<u></u>
2. <u>Taylor Norton Phillips & Brandon Kyle Phillips</u>	<u></u>	<u></u>
3. <u>Katharine Bryant Hart & Andrew Michael Hart</u>	<u></u>	<u></u>
4. <u></u>	<u></u>	<u></u>

**Family members (e.g., husbands and wives) need to sign separately. Signatures for corporations, institutions, etc., are by those with the authority to sign legal documents.*



Vicinity Map

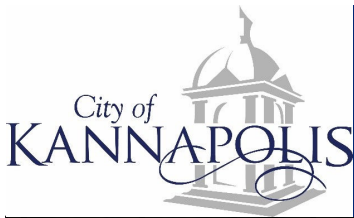
A-2025-13
56304 and 6320 Mooreville Rd,
6165 Pagemont Rd
Whitfield Estate/High Side Golf Club
46938748690000, 46938826390000,
46938947570000



0 900 1,800 2,700
US Feet

- Streets
- Parcels
- Voluntary Annexation
- City of Kannapolis

- Inset Map
- Cabarrus
 - Rowan
 - Boundaries (Inset)
 - City of Kannapolis
 - ETJ

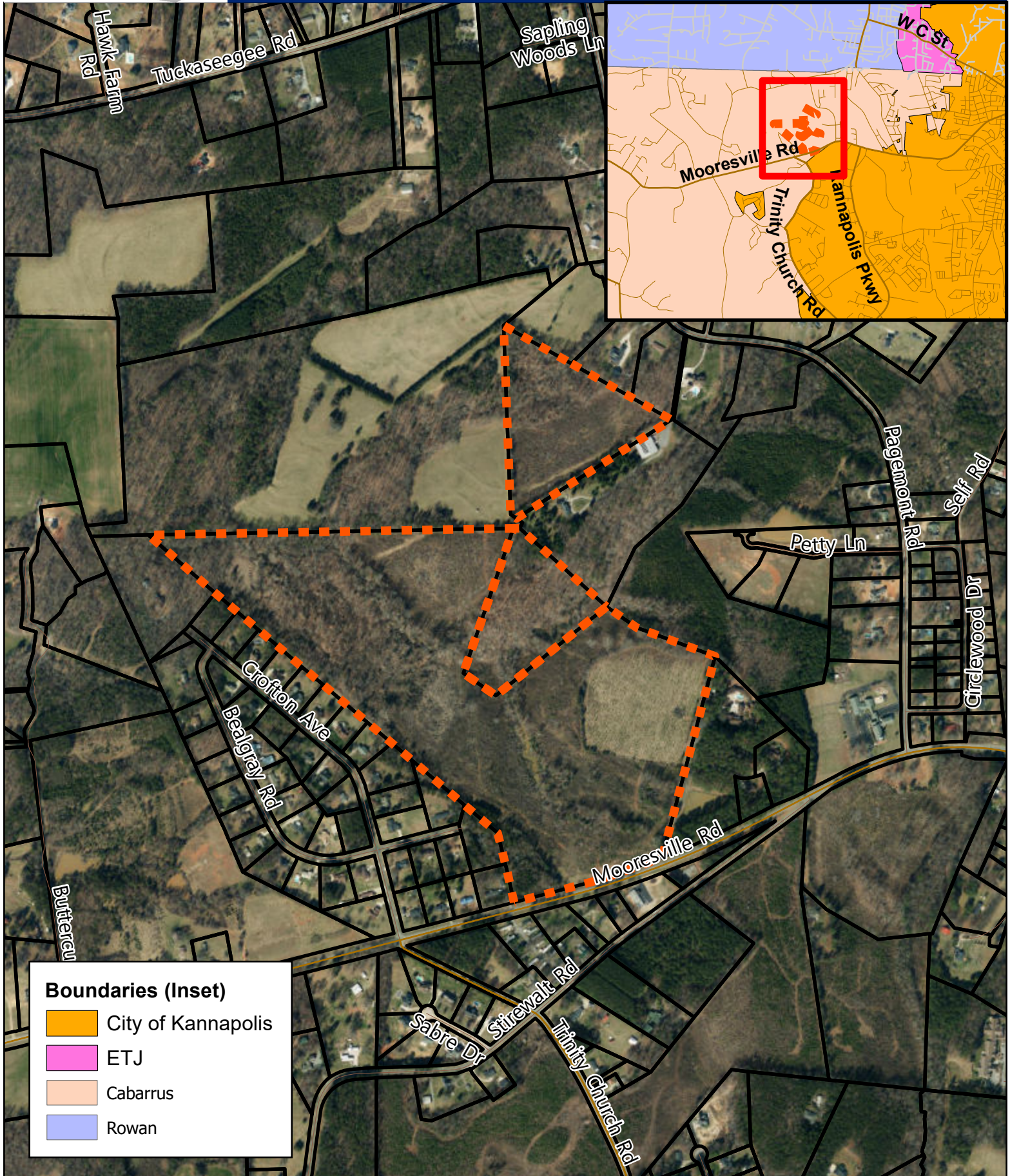


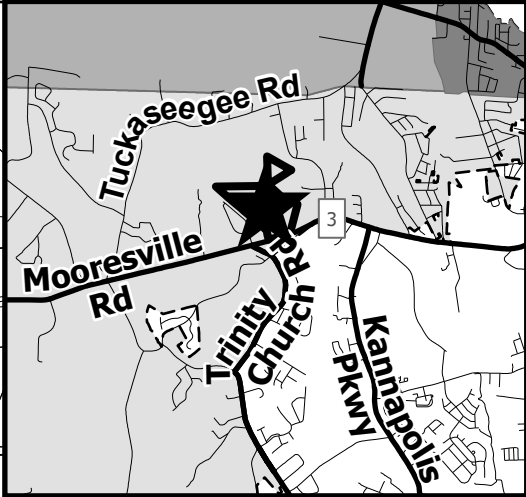
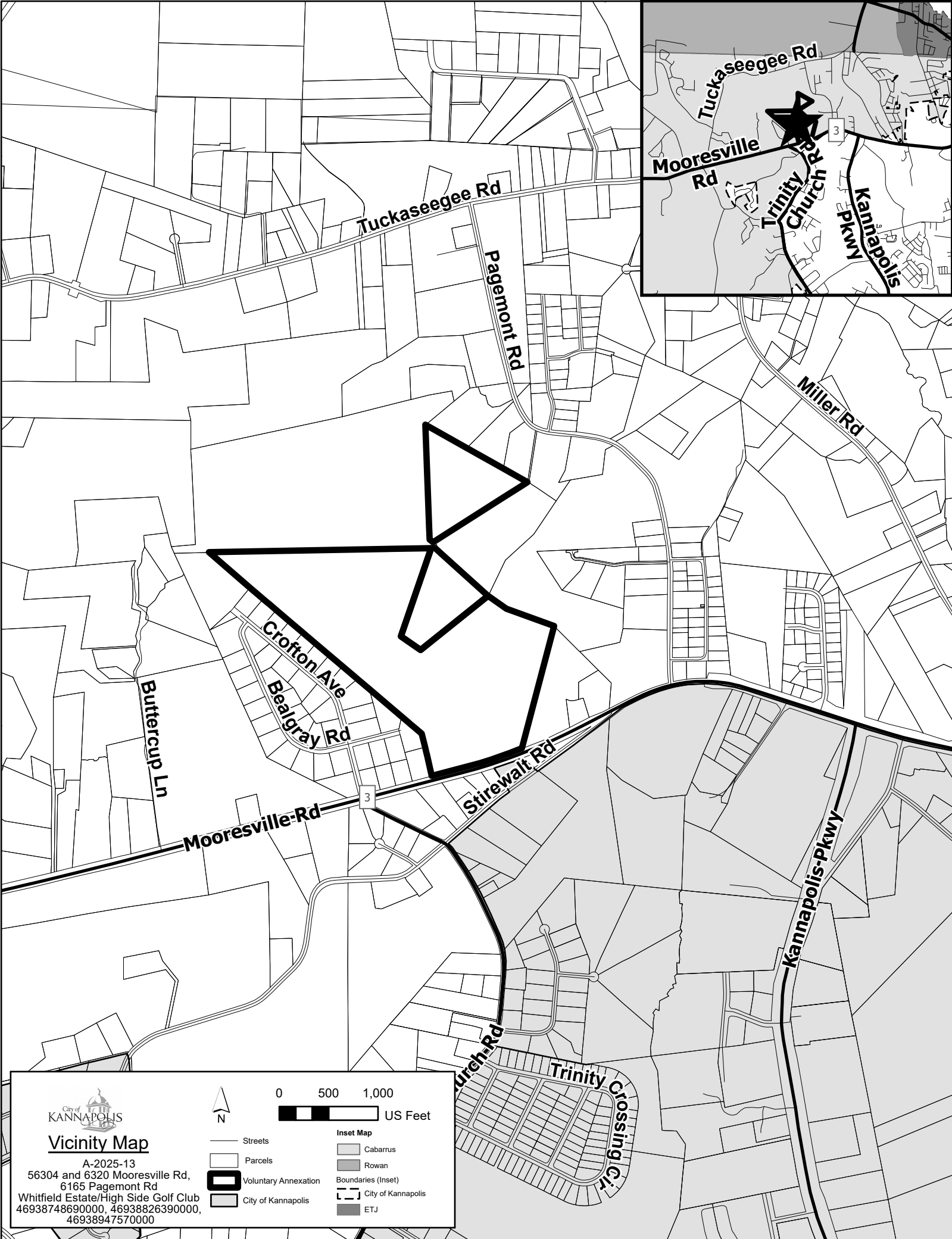
Vicinity Map

A-2025-13

56304 and 6320 Mooresville Rd, 6165 Pagemont Rd
Whitfield Estate/High Side Golf Club

N







Vicinity Map
A-2025-13
56304 and 6320 Mooreville Rd,
6165 Pagemont Rd
Whitfield Estate/High Side Golf Club
46938748690000, 46938826390000,
46938947570000



0 500 1,000
US Feet

Streets

Parcels

 Voluntary Annexation

 City of Kannapolis

Inset Map

 Cabarrus

 Rowan

Boundaries (Inset)

 City of Kannapolis

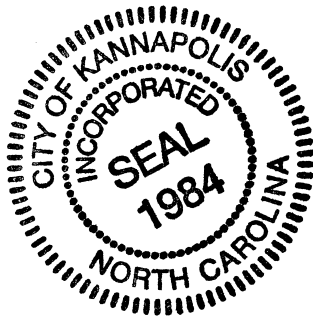
 ETJ

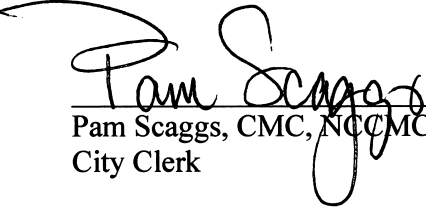
CERTIFICATE OF SUFFICIENCY
A-2025-13

To City Council of the City of Kannapolis, North Carolina.

I, Pam Scaggs, City Clerk, do hereby certify that pursuant to NCGS Chapter 160A-58 *et seq.*, I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the City of Kannapolis, North Carolina, this the 24th day of November 2025.




Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION DIRECTING THE CLERK TO
INVESTIGATE AN INTENT TO ANNEX**

**A-2025-13 – 6304 & 6320 Mooresville Road and
6165 Pagemont Road**

WHEREAS, City Council may initiate annexation of noncontiguous property owned by the petitioners by adopting a resolution stating its intent to annex the property of the area described herein; and

WHEREAS, N.C.G.S Chapter 160A-58 *et seq*, provide that the sufficiency of the petition shall be investigated by the City Clerk of the City of Kannapolis, North Carolina before further annexation proceedings consistent within the intent to annex can take place; and

WHEREAS, City Council of the City of Kannapolis, North Carolina deems it advisable to direct the City Clerk to investigate the sufficiency of the intent to annex.

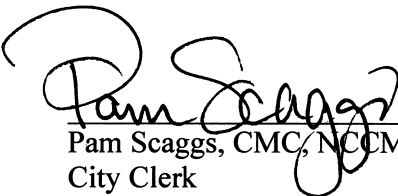
NOW, THEREFORE, BE IT RESOLVED by City Council of the City of Kannapolis, North Carolina that:

The City Clerk is hereby directed to investigate the sufficiency of the above-described intent to annex under N.C.G.S. Chapter 160A-58 *et seq* and to certify as soon as possible to the City Council the result of the investigation.

ADOPTED this the 24th day of November 2025.


M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

**RESOLUTION OF INTENT TO ANNEX AND FIX DATE OF PUBLIC HEARING
ON QUESTION OF ANNEXATION**

**A-2025-13 – 6304 & 6320 Mooresville Road and
6165 Pagemont Road**

WHEREAS, pursuant to N.C.G.S Chapter 160A-58 *et seq.*, City Council may initiate annexation of real property noncontiguous to the City's boundary pursuant to a Petition for Annexation by all property owners located therein by adopting a Resolution stating its intent to annex the property described.

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

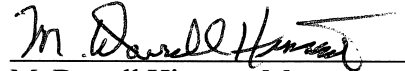
Section 1. A public hearing on the question of annexation of the area described herein will be held at the Laureate Center, 401 Laureate Way, Kannapolis, NC at 6:00 PM on the 8th day of December 2025.

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

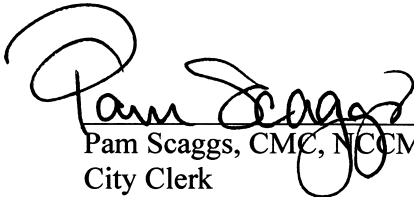
See attached Metes and Bounds Description and Annexation Survey.

Section 3. Notice of public hearing shall be published in the Independent Tribune on Thursday, November 27th and Thursday, December 4th, 2025

ADOPTED this the 24th day of November 2025.


M. Darrell Hinnant, Mayor
City of Kannapolis

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk

DESCRIPTION OF FOUR TRACTS ON MOORESVILLE ROAD FOR CITY OF KANNAPOLIS ANNEXATION

Being a metes and bounds description of the total extents of four separate parcels, described in aggregate for the purpose of defining a proposed area for City of Kannapolis Annexation, situated and lying in the state of North Carolina, Rowan County, Kannapolis Township, parcels being Tract II, Tract IV, Tract V, and Tract VI of Deed Book 1643, Page 270, (all references to map and deed books refer to the records of the Cabarrus County Register of Deeds) to Janet M. Whitfield, more particularly described by metes and bounds as follows:

BEGINNING at a 1/2-inch iron rod found, having North Carolina State Plane Coordinate system position of Northing: 638,426.38', Easting: 1,499,389.28', being a south corner of the tract to La Rue S. Credle and Clifton M. Credle, Jr., in Deed Book 14898, Page 21, same being a north corner of Tract 1, Minor Subdivision for Robert & Bridget Rosser / Andrew & Samantha Riddle, Map Book 88, Page 34, to Robert Rosser and Bridgett Rosser, in Deed Book 11671, Page 182, for the **POINT OF BEGINNING**;

THENCE, South 14°48'57" West, a total distance of 1,338.15 feet, passing a 5/8-inch iron rod (measured at nail) at 1,304.25'; with the west line of said Tract 1, to a point within the margin of Mooresville Rd;

THENCE, South 72°44'17" West, a distance of 927.25 feet, within the margin of Mooresville Road, to a point within the margin of Mooresville Rd;

THENCE, North 13°57'53" West, a distance of 295.82 feet, passing a found 5/8-inch iron rod at 49.36 feet, with the east line of the tract to Patrick Meeuwissen and Janet Meeuwissen, in Deed Book 16446, Page 87, to a found axle, being the north corner of said Meeuwissen tract, same being the southeast corner of a portion of Lot 5, Cedarcroft, Map Book 16, Page 36, to Barry F. Love and Linda Louise Vernon, in Deed Book 2121, Page 271;

THENCE North 14°14'02" West, a distance of 203.82 feet, with the east line of said Vernon lot, to a 5/8-inch iron rod found, being an east corner of said Vernon lot;

THENCE North 49°48'37" West, a total distance of 2,267.61 feet, with the northeast line of said Vernon lot, and the northeast line of Lots 34 through 44 inclusive of said Cedarcroft, passing the following lot corners, all from said Cedarcroft:

- 1) At 264.94 feet, a found 1/2-inch iron rod, the north corner of Lot 5, same being the east corner of Lot 34;
- 2) At 425.93 feet a found 1/2-inch iron rod, the north corner of Lot 34, same being the east corner of Lot 36;
- 3) At 1,043.41 feet, a found 1/2-inch iron rod, the north corner of Lot 37, same being the east corner of Lot 38;
- 4) At 1,218.34 feet, a found 1/2-inch iron rod, the north corner of Lot 38, same being the east corner of Lot 39;
- 5) At 1,917.98 feet, a found 1/2-inch iron rod, the north corner of Lot 42, same being the east corner of Lot 43;
- 6) At 2,092.78 feet, a found 1/2-inch iron rod, the north corner of Lot 43, same being the east corner of Lot 44;

to a found 1/2-inch iron rod, being the north corner of Lot 44, same being the east corner a Lot titled "7.02 Acres", of said Cedarcroft, to Jerry R. Goodson and Sibyl R. Goodson, in Deed Book 477, Page 201;

THENCE North 49°47'42" West, a distance of 568.41 feet, crossing a stream, with the northeast line of said 7.02 acres, to a 1/2-inch iron pipe found, being the northeast corner of said 7.02 acres, same being on the south line of a tract to Walter Gipson Rumble, III, and Lee Ellen Brock, titled "Tract 1" in Deed Book 13134, Page 216;

THENCE North 89°08'22" East, a distance of 2,264.60 feet, crossing two branches, with the south line of said Rumble tract, to a set 5/8-inch iron rod, being the southeast corner of said Rumble tract;

THENCE North 01°48'38" West, a distance of 85.23 feet, with the east line of said Rumble tract, to a found 1-inch iron pipe, being on the east line of said Rumble tract;

THENCE North 01°38'44" West, a distance of 1,152.57 feet, with the east line of said Rumble tract, to a found stone (measured at nail), being an east corner of said Rumble tract, same being the west corner of Lot 2, Property of Walter G. Rumble III and Lee Ellen Brock, Map Book 79, Page 83, to Walter Gipson Rumble, III, and Lee Ellen Brock, titled "Tract 2" in Deed Book 13134, Page 216;

THENCE South 61°26'24" East, a distance of 474.19 feet, with the southwest line of said Lot 2, to a found axle, being the south corner of said Lot 2, same being a west corner of a tract to The Rumble Family Trust in Deed Book 16086, Page 226;

THENCE South 60°59'22" East, a distance of 424.64 feet, crossing a stream, with the southwest line of said Rumble Family Trust tract, to a found 1/2-inch iron pipe, being a southeast corner of said Rumble Family Trust tract, same being a west corner of another tract to The Rumble Family Trust in Deed Book 15525, Page 106;

THENCE South 60°58'31" East, a distance of 251.55 feet, with the southwest line of said Rumble Family Trust Tract (DB. 15525, PG. 106), to a found 1.5-inch iron rod adjacent to a stone, being the south corner of said Rumble Family Trust Tract (DB. 15525, PG. 106), same being a west corner of Lot 2, Property of Rebecca B. Thigpen, Map Book 73, Page 28, to David Thigpen and Sharon Seabolt Thigpen in Deed Book 16998, Page 313;

THENCE South 56°28'00" West, a distance of 1,125.98 feet, with a northwest line of said Lot 2, to a found 1/2-inch iron pipe, being a west corner of said Lot 2;

THENCE South 56°13'00 East, a distance of 46.43 feet, with a southwest line of said Lot 2, to a found 1/2-inch iron pipe, being a west corner of said Lot 2;

THENCE South 27°19'53" West, a distance of 38.20 feet, with a northwest line of said Lot 2, to a found 1/2-inch iron pipe, being a west corner of said Lot 2;

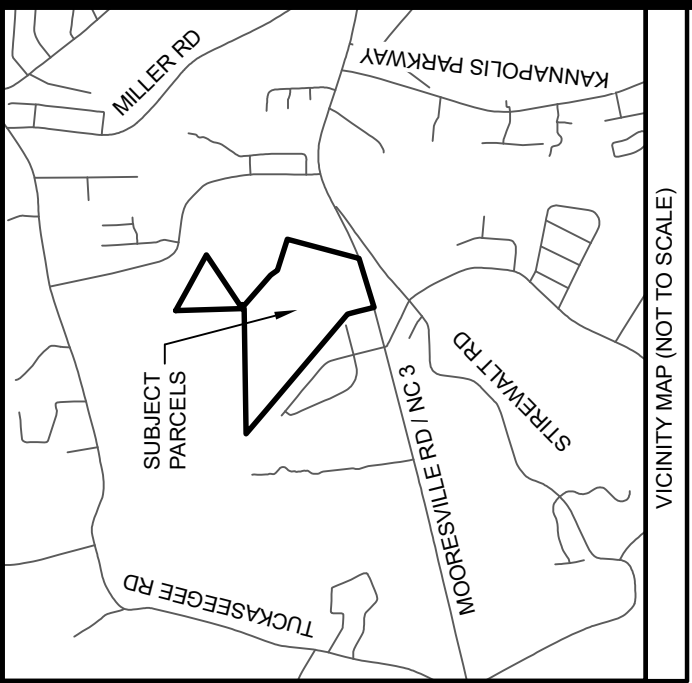
THENCE South 49°03'37" East, a distance of 722.85 feet, crossing a stream, with the southwest line of said Lot 2, to a found 1-inch iron pipe, being the south corner of said Lot 2, being a west corner of said Credle tract;

THENCE South 36°40'43" East, a distance of 35.07 feet, with a southwest line of said Credle tract, to a found 1-inch iron pipe, being a southwest corner of said Credle tract;

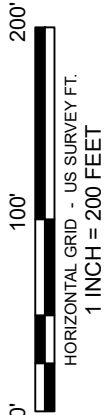
THENCE South 35°06'15" East, a distance of 123.29 feet, with a southwest line of said Credle tract, to a found 5/8-inch iron rod, being a southwest corner of said Credle tract;

THENCE South 72°18'21" East, a distance of 586.55 feet, with a southwest line of said Credle tract, to the **POINT OF BEGINNING**, containing ±109.166 acres, as shown on a survey by Whitehall Land Survey, PLLC titled "RETRACEMENT SURVEY OF FOUR WHITFIELD TRACTS ON MOORESVILLE RD", said map incorporated by reference and considered an integral part of this description.

The basis of bearings and distances for this description is the North Carolina State Plane Coordinate System, NAD83 (2011). Ground distances may be obtained by multiplying the distances shown hereon by grid-to-ground scale factor of 1.00015107.

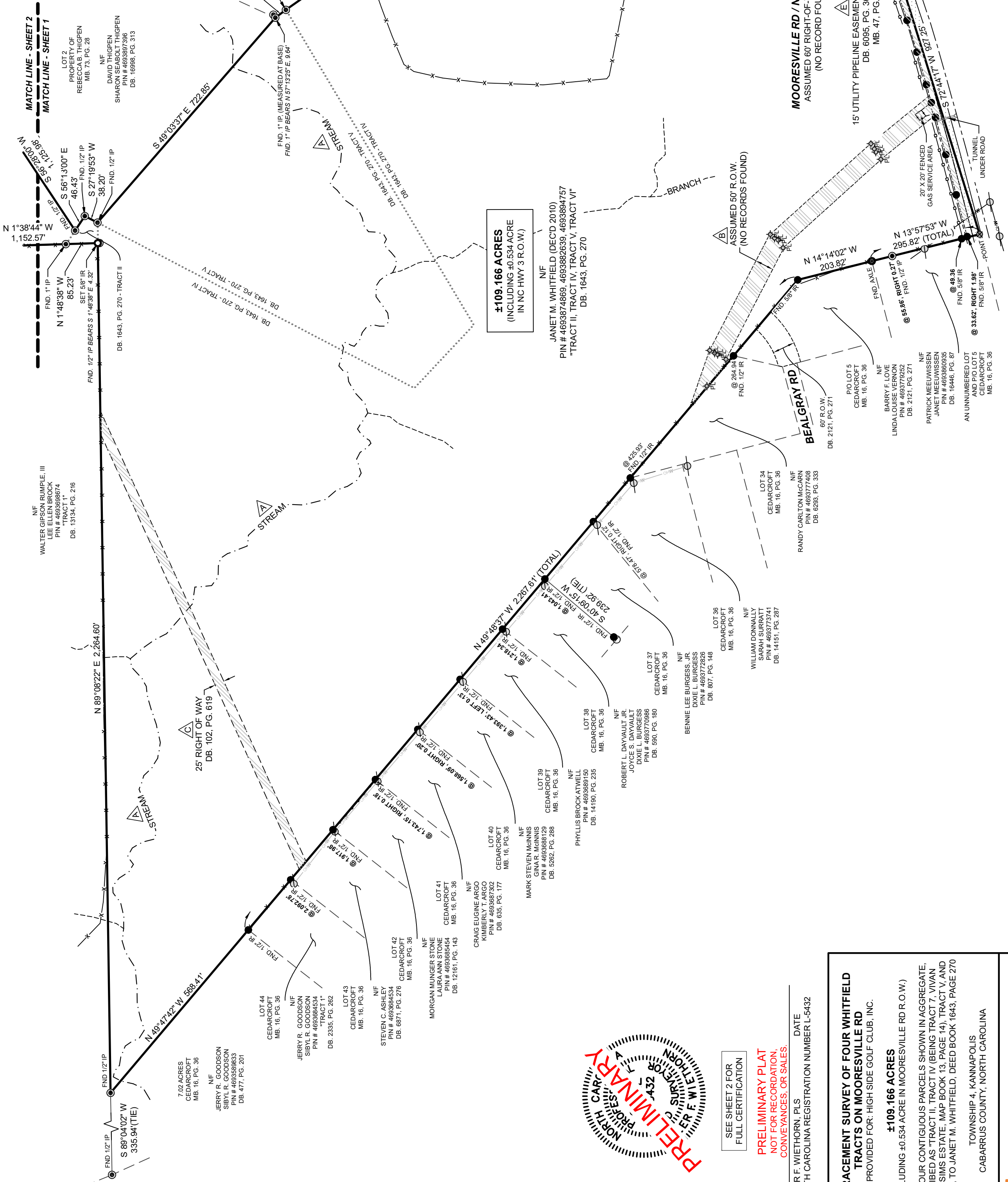


BASIS OF BEARING
NCSPC GRID - NAD83 (2011)



SEE SHEET 2 FOR LEGEND, NOTES,
STATEMENTS, AND CERTIFICATIONS

MATCH LINE - SHEET 2
MATCH LINE - SHEET 1



±109.166 ACRES
(INCLUDING ±0.534 ACRE
IN NC HWY 3 R.O.W.)

JANET M. WHITFIELD (DEC'D 2010)
PIN # 4693874869, 4693882639, 4693894757
"TRACT II, TRACT IV, TRACT V, TRACT VI"
DB. 1643, PG. 270

MOORESVILLE RD / NC 3
ASSUMED 60' RIGHT-OF-WAY
(NO RECORD FOUND)

BEALGRAY RD
60' R.O.W.
DB. 2121, PG. 271

**RETRACEMENT SURVEY OF FOUR WHITFIELD
TRACTS ON MOORESVILLE RD**
PROVIDED FOR: HIGH SIDE GOLF CLUB, INC.

±109.166 ACRES
(INCLUDING ±0.534 ACRE IN MOORESVILLE RD R.O.W.)
BEING FOUR CONTIGUOUS PARCELS SHOWN IN AGGREGATE,
DESCRIBED AS TRACT II, TRACT IV BEING TRACT 7, VIVIAN
RUMPLE SIMS ESTATE, MAP BOOK 13, PAGE 14), TRACT V AND
TRACT VI, TO JANET M. WHITFIELD, DEED BOOK 1643, PAGE 270

TOWNSHIP 4, KANNAPOLIS
CABARRUS COUNTY, NORTH CAROLINA

**WHITEHALL
LAND SURVEY**
1110 S. Main St, Ste. 202 | China Grove, NC 28023
704-245-4135 | info@whitehallsurvey.com | whitehallsurvey.com
White Hall Land Survey, PLLC | NCBELS Registered Firm P-2474



SEE SHEET 2 FOR
FULL CERTIFICATION

PRELIMINARY PLAT
NOT FOR RECORDATION,
CONVEYANCES, OR SALES.

TYLER F. WIETHORN, PLS
DATE
NORTH CAROLINA REGISTRATION NUMBER L-5432

DRAFTED BY: TW

PROJECT NO. 25.09.104

SHEET 1 OF 2

LEGEND:

- FOUND IRON ROD (R)

PIN

○

FOUND IRON PIPE

N/F

○

SET 5/8" IRON ROD

DB.

○

FOUND AXLE

MB.

○

UTILITY POLE

R.O.W. RIGHT-OF-WAY

○

PIPELINE MARKER

CSF

○

NOT-SURVEYED LINE

(N/S.)

—

SUBJECT BOUNDARY (S.)

—

ADJOINER BOUNDARY (S.)

—

ADJOINER BOUNDARY (N/S.)

—

EASEMENTS

—

SETBACKS

—

RIGHT-OF-WAY

—

WOOD FENCE

—

WIRE FENCE

—

EDGE OF PAVING

—

CULVERT

—

OH WIRE

—

CENTERLINE OF CREEK

—

BRANCH

—

ASPHALT

—

EASEMENT

PURPOSE STATEMENT:

THE PURPOSE OF THIS SURVEY IS TO RETRACE AND DESCRIBE FOUR CONTIGUOUS PARCELS IN AGGREGATE FOR THE PURPOSE OF ANNEXATION.

RETRACEMENT SURVEY OF FOUR WHITFIELD TRACTS ON MOORESVILLE RD

PROVIDED FOR: HIGH SIDE GOLF CLUB, INC.

±109.166 ACRES

(INCLUDING ±0.534 ACRE IN MOORESVILLE RD R.O.W.)

BEING FOUR CONTIGUOUS PARCELS SHOWN IN AGGREGATE, DESCRIBED AS: TRACT II, TRACT IV (BEING TRACT 7, VIVIAN RUMPLE SIMS ESTATE, MAP BOOK 13, PAGE 14), TRACT V, AND TRACT VI, TO JANET M. WHITFIELD, DEED BOOK 1643, PAGE 270

TOWNSHIP 4, KANNAPOLIS
CABARRUS COUNTY, NORTH CAROLINA



1110 S. Main St, Ste. 202 | China Grove, NC 28023
704-245-4135 | info@whitehallsurvey.com | whitehallsurvey.com
White Hall Land Survey, PLLC | NCBSLS Registered Firm P-2474

DRAFTED BY: TW

PROJECT NO. 25.09.104

SHEET 2 OF 2

ADDITIONAL NOTES:

- A.

STREAMS SHOWN ON THIS SURVEY ARE IDENTIFIED AS INTERMITTENT ON THE CURRENT U.S.G.S. QUADRANGLE MAP. STREAM BUFFERS AND OTHER DEVELOPMENT RESTRICTIONS MAY APPLY.
- B.

THE 50-FOOT RIGHT-OF-WAY SHOWN IS BASED ON VISIBLE FIELD EVIDENCE, INCLUDING OBSERVED MARKERS AT THE APPARENT EASEMENT LIMITS AND OTHER SUPPORTING REFERENCES.
- C.

DEED BOOK 102, PAGE 619 CONTAINS AN AMBIGUOUS DESCRIPTION OF THE REFERENCED 25-FOOT RIGHT-OF-WAY. THIS SURVEY ASSUMES ITS LOCATION AND EXISTENCE BASED ON VISIBLE FIELD EVIDENCE AND OTHER SUPPORTING REFERENCES.
- D.

THE 15-FOOT UTILITY PIPELINE EASEMENT DESCRIBED IN MAP BOOK 47, PAGE 6 REFERENCES 5/8" IRON RODS SET AT EASEMENT CORNERS. MONUMENTS WERE FOUND AS SHOWN.
- E.

THE CENTERLINES OF STREAMS AND BRANCHES DEPICTED ON THIS SURVEY WERE DERIVED FROM NC QL-2 LIDAR DATA AND ARE PROVIDED FOR GENERAL INFORMATION ONLY. THEIR LOCATIONS SHOULD BE CONSIDERED APPROXIMATE AND NOT RELIED UPON FOR DESIGN OR DEVELOPMENT PURPOSES.
- F.

PORTIONS OF THE SUBJECT PARCEL WERE OBSERVED TO BE HEAVILY COVERED WITH KUDZU AND OTHER DENSE VEGETATION. ADDITIONAL FEATURES OR IMPROVEMENTS NOT VISIBLE AT THE TIME OF SURVEY MAY BE PRESENT.
- F.

FENCES SHOWN ON THIS SURVEY VARY IN TYPE AND CONDITION.

ZONING AND SETBACKS:

1.

PER CABARRUS COUNTY GIS, SUBJECT PARCEL IS IN CABARRUS COUNTY PLANNING JURISDICTION, ZONED R-10 (AGRICULTURAL OPEN SPACE)
2.

MINIMUM BUILDING SETBACKS:

PRINCIPAL	
FRONT	*75' / 50'
SIDE	20'
REAR	30'

*75' ON MINOR COLLECTOR, 50' ON LOCAL ROAD.

FLOOD AND WATERSHED NOTES:

1.

PER NC FLOOD RISK INFORMATION SYSTEM, THIS PARCEL IS LOCATED WITHIN ZONE "X" (AREAS DETERMINED TO HAVE MINIMAL FLOOD RISK) AS SHOWN ON FEMA FIRM MAP NO. 3710468300J WITH AN EFFECTIVE DATE OF 11/5/2008.
2.

THE CLASSIFICATION OF LANDS AS BEING WITHIN OR OUTSIDE A FEMA DESIGNATED FLOOD HAZARD AREA REPRESENTS THE RELATIVE FLOOD RISK. IT SHOULD NOT BE INTERPRETED AS A DEFINITIVE STATEMENT THAT FLOODED CONDITIONS WILL OR WILL NOT OCCUR. THESE PARCELS ARE LOCATED WITHIN A WS-II SUPPLY WATERSHED. ADDITIONAL DEVELOPMENT RESTRICTIONS MAY APPLY.
3.

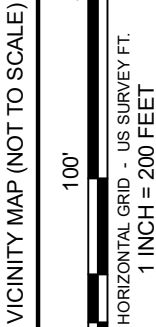
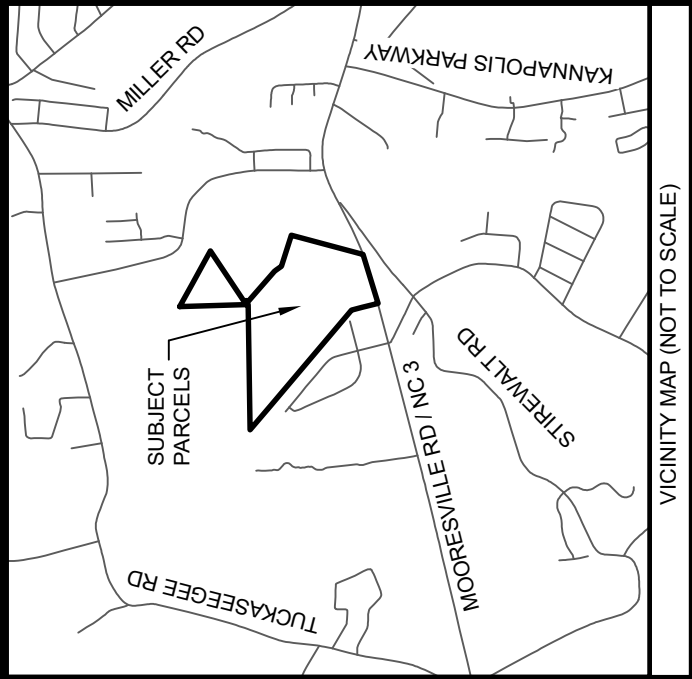
ALWAYS CONTACT THE PRESIDING JURISDICTIONS PLANNING OFFICE PRIOR TO ANY FURTHER IMPROVEMENTS OR DEVELOPMENT.



PRELIMINARY PLAT
NOT FOR RECORDATION,
CONVEYANCES, OR SALES.

TYLER F. WIETHORN, PLS
NORTH CAROLINA REGISTRATION NUMBER L-5432

BASIS OF BEARING
NCSPC GRID - NAD83 (2011)



SURVEY NOTES:

1.

THIS SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF A TITLE REPORT. THIS MAP REFLECTS ONLY THE DOCUMENTS EXPRESSLY REFERENCED, WHICH WERE LOCATED BY THE SURVEYOR IN THE NORMAL COURSE OF WORK. PROPERTY IS SUBJECT TO ANY ITEMS OF RECORD, INCLUDING ADDITIONAL CONVEYANCES, EASEMENTS, AGREEMENTS, RIGHTS-OF-WAY, OR RESTRICTIONS THAT MAY HAVE BEEN DISCLOSED BY A COMPLETE AND ACCURATE TITLE EXAMINATION.
2.

THIS SURVEY MAKES NO STATEMENT AS TO LAND OWNERSHIP. THIS SURVEY DOES NOT CONVEY TITLE, GRANT RIGHTS, OR IMPLY ANY DEDICATION.
3.

THIS SURVEY INCLUDES A RETRACEMENT OF AN EXISTING BOUNDARY; IS BASED ON THE BEST AVAILABLE EVIDENCE AND REFERENCED DOCUMENTS; AND REPRESENTS THE PROFESSIONAL OPINION OF THE SURVEYOR.
4.

REPORTED DISTANCES ARE HORIZONTAL GRID US SURVEY FOOT. REPORTED BEARINGS ARE BASED ON GRID NORTH, NC SPCS NAD83 (2011).
5.

AREA COMPUTED BY THE COORDINATE METHOD, BASED ON STATED GRID DISTANCES, US SURVEY FOOT.
6.

ANY FURTHER DEVELOPMENT OR SUBDIVISION OF THIS PROPERTY IS SUBJECT TO THE REQUIREMENTS AND RESTRICTIONS OF THE PRESIDING JURISDICTION.
7.

ANY TIE TO A MONUMENT BEING "LEFT" OR "RIGHT" IS PERPENDICULAR RELATIVE TO THE DIRECTION OF THE REFERENCED LINE. ANY CALL TO A FEATURE BEING "IN" OR "OUT" IS RELATIVE TO THE SUBJECT PROPERTY BOUNDARY LINE MEASURED PERPENDICULAR.
8.

A FEATURE BEING SHOWN AS "IN" OR "OUT" OF THE SUBJECT PROPERTY LINE MAY BE CONSIDERED AN ENCROACHMENT. THIS SURVEY MAKES NO STATEMENT AS TO THE RIGHTS (UNWRITTEN, ADVERSE, OR OTHERWISE) TO ANY POTENTIALLY ENCROACHED AREA.
9.

THE DELINEATED BOUNDARIES OF ANY GRAVEL OR DIRT AREAS ARE INTENDED TO APPROXIMATE OBSERVED USAGE AND SHOULD NOT BE RELIED UPON AS DEFINITIVE BOUNDARY OF MATERIAL.
10.

ANY ASSUMED PUBLIC RIGHT-OF-WAY IS SHOWN FOR THE PURPOSE OF DETERMINING A BUILDING SETBACK. PROPERTY MAY BE SUBJECT TO A MAINTENANCE RIGHT-OF-WAY AT NCDOT'S DISCRETION.

I, TYLER F. WIETHORN, DO HEREBY CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION USING REFERENCES SHOWN HEREON. THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM INFORMATION SHOWN HEREON. THAT THE RATIO OF PRECISION AS CALCULATED EXCEEDS 1:7,500. THAT THIS SURVEY WAS PERFORMED BY WAY OF GNSS AND CONVENTIONAL SURVEY METHODS; AND THAT THE FOLLOWING DATA WAS UTILIZED IN THE GNSS SURVEY:

CLASS OF SURVEY: B
POSITIONAL ACCURACY: ± 0.12" + 90PPM
TYPE OF GPS FIELD PROCEDURE: NC VRS AND RTK
DATE OF SURVEY: OCT 2025
DATUM/EPOCH: NAD83 (2011.00)
PUBLISHED/FIXED-CONTROL USE: NC GS CORRS RTN
GEOID MODEL: 18
COMBINED SCALE FACTOR: 0.99984895
UNITS: US SURVEY FEET

THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600), AS CERTIFIED ON INDICATED DATE.



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Becky Tolle, Assistant Parks and Recreation Director
Subject: **AGREEMENT** - City and Kannapolis City Schools Joint Agreement - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

Motion to authorize the City Manager to execute the updated Joint Use Agreement between the City of Kannapolis and Kannapolis City Schools (KCS).

Required Votes to Pass Required Action

Majority Present at Meeting

Background

The City and KCS have a longstanding partnership to maximize the use of public facilities for educational, recreational, and community benefit. This agreement formalizes this collaboration under North Carolina General Statutes §160A-461 and §115C-40, enabling both entities to efficiently share resources and coordinate facility use. The original agreement was signed in 2015 with an update in 2019 and expires in December 2025.

Key Points of the Agreement:

- **Shared Access:** The City will have prioritized, no-cost access to KCS facilities (e.g., gymnasiums, fields, playgrounds) outside of school programming hours. In return, KCS will have no-cost access to designated City facilities (e.g., Laureate Center, Swanee Theatre) for non-social events during weekday hours.
- **Scheduling & Coordination:** The agreement establishes a joint scheduling process, including an annual planning meeting and centralized coordination through the FMX system (scheduling software used by KCS).
- **Insurance & Indemnification:** Both parties are insured or self-insured and agree to indemnify each other against liabilities arising from their respective uses.
- **Term & Termination:** The agreement is valid for five years.

Approval of this Agreement will:

- Enhance community access to recreational and educational spaces;
- Promote efficient use of taxpayer-funded facilities;
- Strengthen intergovernmental collaboration and planning; and
- Provide a clear framework for conflict resolution, maintenance, and cost-sharing.

Fiscal Implications

None

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. Joint Use Agreement KCS 2025 fully executed

STATE OF NORTH CAROLINA CITY OF KANNAPOLIS
AGREEMENT FOR JOINT USE OF FACILITIES

This AGREEMENT FOR JOINT USE OF FACILITIES (the "Agreement"), by and between the City of Kannapolis, a North Carolina municipal corporation (the "City"), and the Kannapolis City Board of Education, a body corporate pursuant to N.C Gen. Stat. § 115C-40 (the "Board"), is effective this the 1st day of December, 2025 (the "Effective Date"). For purposes of this Agreement, the City and the Board are each referred to as a "Party" and collectively as the "Parties".

WITNESSETH:

WHEREAS, the Board is the governing body for schools ("Schools") within its jurisdiction; and

WHEREAS, the Board owns, leases, or otherwise has access to various school ("School") properties, facilities, and related equipment, such as athletic fields, gymnasiums, and tennis courts (the "School Facilities"); and

WHEREAS, the Parties desire to enter into an inter-local cooperation agreement, as authorized by N.C. Gen. Stat. § 160A-461, for the purpose of providing adequate facilities to the residents of the City in a way that strengthens the community, optimizes public resources, effectively and efficiently manages the use of facilities, and establishes a coordinated facilities planning process;

NOW, THEREFORE, in consideration of the forgoing premises and other good and valuable consideration, the Parties agree as follows:

1. **Purpose of Agreement.** This Agreement seeks to provide a framework and administrative support for collaboration and decision making among school building staff, Board personnel, and the City. The Parties shall work cooperatively and in good faith to establish a Joint Use Schedule for each facility which shall be designed to avoid conflicts of use, maximize the use of public resources, and reflect the priorities set forth herein. The mutual goal of the Board and the City will be to maintain program continuity, giving adequate notification of scheduling changes or facility use to allow completion of a program cycle and, where necessary, to relocate programming. The School Facilities subject to the operation of this Agreement are as follows:

Forest Park Elementary Gymnasium
Forest Park Elementary Playground/Field/Open Space
Fred L. Wilson Elementary Gymnasium
Fred L. Wilson Elementary Playground/Field/Open Space
Shady Brook Elementary Gymnasium
Shady Brook Elementary Playground/Field/Open Space

Woodrow Wilson Elementary Multi-Purpose Room
 Woodrow Wilson Elementary Playground/Field/Open Space
 Jackson Park Elementary Multi-Purpose Room
 Jackson Park Elementary Playground/Field/Open Space
 JW Carver Elementary Gymnasium
 JW Carver Elementary Playground/Field/Open Space
 Kannapolis Middle School Gymnasium A (6th Grade Gym)
 Kannapolis Middle School Gymnasium B (7th/8th Grade Gym)
 Kannapolis Middle School Gymnasium B Auxiliary (7th/8th Grade Auxiliary
 Gym Kannapolis Middle School Softball Field (6th Grade)
 Kannapolis Middle School Baseball Field (6th Grade)
 Kannapolis Middle School Football Field/Track A (6th Grade)
 Kannapolis Middle School Football Field/Track B (7th/8th Grade)
 Kannapolis Middle School Tennis Courts
 A.L. Brown High School Bullock Gymnasium
 A.L. Brown High School Auxiliary Gymnasium
 A.L. Brown High School Tennis Court

2. **Priority of Use and Waiver of Fees.** The Board will make the School Facilities available for use by the City on a first priority basis and at no-cost after the scheduling requirements for the School's own programs have been met.
3. **Kannapolis School System Rentals at City Facilities.** As part of the Joint Use of Facilities Agreement with the Kannapolis City Schools, the school system may use city facilities for nonsocial purposes, such as workshops, conferences, and meetings, at no cost, subject to availability (7:00 a.m. – 6:00 p.m., Monday – Friday; no weekends). If professional development rentals which start between these hours, but are scheduled past 6:00 p.m., the remaining hours will continue to be at no cost.

Additionally, the City agrees to allow two student-facing social events (i.e. Prom and Homecoming) at a discounted rate of 50% each year.

Rentals must be by the district office, not individual schools, or third-party vendors. Rentals that fall under the tourism category, such as conferences attracting out-of-county attendees, will be treated as Tourism Impact Rentals. The City Facilities subject to the operation of this Agreement are as follows:

Laureate Center
 Kannapolis Train Station
 Kannapolis Swanee Theatre

4. **Annual Meeting.** The Parties agree to meet during July of each year to review schedules for the upcoming school year for all joint use activities, specifically including but not limited to use of athletic fields, gymnasiums, and auditoriums (a "Planning Meeting"). The Planning Meeting will include, at a minimum, the primary contacts for each entity.
5. **Coordination of School Facilities (after hours).** The Parties agree that the City will serve as the centralized coordinator for all athletic activities that take place at School Facilities on weekdays after 6pm and on the weekends. The City will collect any applicable fees from outside third party users pursuant to City Council's normal fee schedule. Fees collected by the City for operational and program expenses will be retained by City.
6. **Coordination of School Facilities (normal hours).** The Parties agree that the School principals will remain the contact and coordinator for all activities that take place at School Facilities on weekdays before 6 pm. Use of indoor School Facilities, whether during or after School regular hours, will be coordinated through the Central Office FMX scheduler.
7. **Personnel and Supervision.** City shall provide adequate personnel to supervise the activities that take place at the host School Facility. City personnel shall be in lieu of a school employee being present. Each user shall follow all rules, regulations, and policies set forth by the Board, which shall be available for review at the user's request.
8. **Resolving Conflicts.** Efforts at resolution of space availability issues are first encouraged directly between School Facility based representatives. When the conflict involves more than one Board or City program, all parties will be informed and involved in resolving the conflict. The Board and the City will, whenever possible, identify options or ways to accommodate the interests of both entities. If agreement cannot be reached on a scheduling request, the issue will be referred to the Superintendent of the Board and the City Manager for resolution.
9. **Facility Use Procedures.** Requests to use School Facilities, should be submitted to each Party and coordinated through the Central Office FMX scheduler to ensure availability of the date and time. Following the procedures outlined for use, the requesting Party will add the affected School principal and/or designee as a 'follower' to the request in the scheduling software. The request will be granted only if the allotted time and space is available.
10. **Maintenance.** The Board shall maintain the School Facilities in a safe and attractive condition. City shall be responsible for restoring the School Facility back to its original condition after its use and will cooperate in expediting repair of damage which may occur as a result of scheduled programs.

11. **Restitution and Repairs.** It shall be the responsibility of the City to make restitution for the repair of damage to School Facilities and its equipment missing from the premises which may occur as a result of scheduled programs.
- a. **Inspection of Facilities** - The Board shall, through its designated representative, inspect all buildings and grounds area after each joint use. Inspection shall be directed toward identification of damage to the facilities, fields, and equipment or missing property that may have been caused by conduct of the City program.
 - b. **Reporting Method** - The Board shall notify the City of damage or loss no later than three (3) working days after the inspection. Such notification shall consist of sending a Notice, as provided in Section 16 hereinafter, to the City's designated representative identifying the facility, permit number, date of detection, name of inspector, area or areas involved, description of damage and estimated and/or fixed costs of repairs or property replacement.
 - c. **Repairs** - Except as otherwise mutually agreed, the City shall not cause repairs to be made to any building or item of equipment. The Board shall make such repairs within the estimated and/or fixed costs agreed upon. If it is mutually determined or if it is the result of problem-resolution under this Section that the City is responsible for the damage, then the City agrees to reimburse the Board at the estimated and/or fixed costs agreed upon.
 - d. **Reimbursement Procedure** - The Board shall invoice the City within seven (7) days of completion of repairs or replacement of missing property. The invoice shall itemize all work hours, equipment and materials with cost rates as applied to the repair work. If the repair is contracted, a copy of the contractor's itemized statement must be attached. Actual costs shall be invoiced if less than estimated and/or fixed costs. Reimbursement shall be made within 30 days from receipt of such invoice.
 - e. **Disagreements** - The City shall retain the right to disagree with any and all items of damage to buildings or equipment or missing property as identified by the Board provided this challenge is made within ten (10) working days after a first notification. Disagreements shall be made in writing to the Board and shall clearly identify the reasons for refusing responsibility for damages to the building or equipment. Failure to do so within the prescribed time period shall be considered as acceptance of responsibility by the City. Settlement of disagreements, after proper notification, shall be made by an on- site investigation involving both Parties or their designated representatives. In the event agreement cannot be reached, the matter shall be referred to the Superintendent and City Manager for review and consideration. The Board shall have the right to make immediate emergency repairs or replace missing property without voiding the City's right to disagree.

12. **Designees. Agreement:** Any request, notification, or communication required or permitted by this may be made or received by the Party's respective designee(s); provided, however, that the identification and contact information of such designee(s) is previously communicated to the other Party in writing. Without limiting the foregoing, the Director of the City Parks Department (the "Director") and the Superintendent's Designee of the Board (the "Superintendent") are hereby appointed as the designees of the City and the Board, respectively, for purposes of this Agreement.
13. **Term.** This Agreement shall commence on the Effective Date and continue for a period of five (5) years thereafter.
14. **Termination.** Either Party may terminate this Agreement at any time, with or without cause, after providing the other with at least three hundred and sixty-five (365) days' prior written notice. Notwithstanding the foregoing, termination shall not materially impact City programs that, at the time notice of termination is given, have been approved for a scheduled use by the non-terminating Party.
15. **Insurance and Indemnification.** Both parties are insured or self-insured for liability. The City shall be responsible for any respective claims or suits arising out of its use of the School's Facility. To the fullest extent permitted by applicable law, each Party shall indemnify, defend, and hold the other, including its directors, officers, employees, agents, and representatives harmless from and against any and all damages, costs, liabilities, losses, injuries, and expenses (including without limitation, attorneys' fees) arising out of or in any way attributable to any accident or other occurrence on or about the School Facilities as the result of any use contemplated by this Agreement. However, this Section shall not apply to intentional misconduct or gross negligence.
16. **Notices.** All notices, demands, and other communications made pursuant to this Agreement shall be in writing and given one of the following methods: (i) hand delivery; (ii) electronic mail; or (iii) by a nationally recognized overnight courier, with all fees prepaid. Notices must be addressed to the Parties at the address listed below. Notices are only effective if given pursuant to this Section.

To the City:
City Manager
City of Kannapolis
401 Laureate Way
Kannapolis, North Carolina 28081
Telephone: 704-920-4300

To the Board:
Superintendent
Kannapolis City Schools
100 Martin Luther King Ave
Kannapolis, North Carolina 28081
Telephone: 704-938-1131

17. **Miscellaneous:**

- a. **Materials.** The City shall furnish and supply all expendable materials necessary for carrying out their respective activities and events.
- b. **Signage.** The City shall install signs near the School Facilities as reasonably necessary to inform the public of the Rules and Regulations governing their use. The placement of such signs shall not interfere with the Board's use of any School Facility and the location thereof shall previously approved by the Board in writing. All signage installed by the City pursuant to this Section shall be paid for by the City.
- c. **Disputes.** In the event that a dispute arises during or in connection with the activities or events being conducted at the School Facilities, the dispute shall be submitted to the Parks Director or the Superintendent, and then to the City or the Board, if needed.
- d. **Amendments.** This Agreement may only be amended by the mutual written consent of the Parties.
- e. **Severability.** If any provision of this Agreement is held invalid or unenforceable for any reason, such invalidity or non-enforcement shall not affect the other provisions of this Agreement, and all other provisions shall, to the fullest extent permitted by applicable law, continue in full force and effect.
- f. **Waiver.** No term or condition of this Agreement shall be deemed to have been waived, except by written instrument of the Party charged with such waiver. No such waiver shall be deemed a continue waiver unless specifically stated therein, and each such waiver shall operate only as to the specific term and condition waived.
- g. **Entire Agreement.** This Agreement constitutes the final and complete agreement between the Parties with respect to the joint use of the School Facilities. All prior and contemporaneous negotiations and agreements between the Parties regarding the same are expressly merged into and superseded by this Agreement.
- h. **Governing Terms.** This Agreement shall be superseded by any applicable laws governing the joint use of North Carolina joint use facilities. If a conflict occurs between this Agreement and such laws, the terms and conditions of such laws shall govern.
- i. **Survival.** The following Sections shall survive the termination of this Agreement: Section 15 (Insurance and Indemnification).

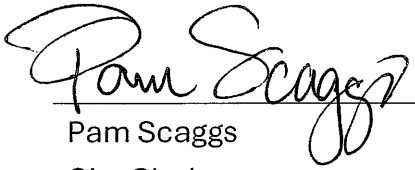
- j. Rules and Regulations. City shall be responsible for making all School Facility users aware of the "Rules and Regulations Governing Use of Kannapolis City Schools Facilities" (the "Rules and Regulations") and shall enforce same, a copy being attached and incorporated herein. In the event of a conflict between the terms of this Agreement and the Rules and Regulations, the terms of this Agreement shall prevail.

[THE REMAINING PORTION OF THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY]

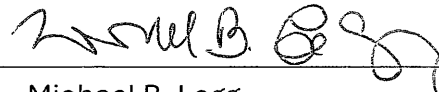
IN WITNESS WHEREOF, and pursuant to the authority granted by duly recorded resolutions, the Parties executed this Agreement as of the Effective Date.

ATTEST:

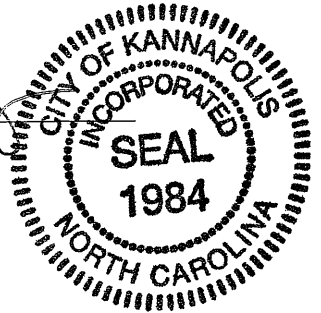
CITY OF KANNAPOLIS, NORTH CAROLINA



Pam Scaggs
City Clerk

By: 

Michael B. Legg
City Manager

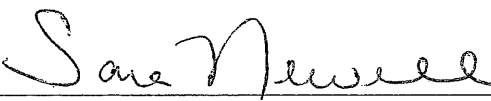


ATTEST:

KANNAPOLIS CITY BOARD OF EDUCATION



Board Clerk

By: 

Sara Newell
Superintendent



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council

From: Alex Anderson, Director of Water Resources, Gerald Faulkner, Water Treatment Manager

Subject: **REPORT** - Monthly Wastewater Allocations Report - **RECEIVED**

Recommended Action Requested by City Council

Motion to receive the report.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

Attached is an update of development projects and current wastewater capacity. This update captures all known and allocated projects through our 2027 projected allocation and captures wastewater allocation for all approved development agreements. Staff intend to present an updated Exhibit A and are proposing the regular release of a call for infill non-residential projects during the December City Council meeting.

Fiscal Implications

None

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. 2025 11 Update

**City of Kannapolis
Monthly Wastewater Allocations Update
November 2025**

Summary of Available WSACC Sewer Allocation for Kannapolis: 950,514

Total Restricted and Previously Committed Reserves: 1,014,424

WSACC Distributions this month: 0

Pending Projects Approved by Policy: 0

Remaining Non-Restricted Reserves: 895,490

Summary Remaining for post-2027 Sewer Allocation: 109,000 (approximately)

Pending Projects under Review:

- A commercial project at Odell School Road and HWY 73 submitted for wastewater allocation during the last non-residential in-fill call for projects. Staff has previously completed the preliminary review and deemed this project to be within the requirements of the policy. Staff will begin to create the development agreement with the developer for future council consideration. This project will likely be built in two phases with an initial allocation of 5,000 GPD and second phase of 5,000 to 10,000 GPD.
- Cannon Manor and Summerlyn developments have been updated to reflect the change at 14,720 GPD (196 Bedrooms for Summerlyn) and 2,625 GPD (35 Bedrooms for Cannon Manor).
- Cabarrus County Schools has informed staff that they are considering the construction of a new elementary school in the northwest service area. This school would need sewer capacity, which is likely to be between 10,000 and 15,000 GPD out of the 2027 allocation.
- City is reviewing a request for medical office building within the previously approved geographic location at Rogers Lake Road and Kannapolis Parkway. The requested capacity is approximately 2,000 GPD. Development agreement is recommended to be presented to City Council in an upcoming meeting.
- Update to Exhibit A is pending to reflect potential release for a phase of Farm at Riverpointe and Bridges of Cabarrus.
- Staff is recommending releasing a call for projects for Non-Residential In-Fill Development in December 2026.

Update Summary:

1. Staff are preparing to transfer up to 12,500 GPD from Reserves to Wyrick Property as a Priority 1 Project with prior City Commitment. This transfer was always planned but did not occur in the most recent Exhibit A in 2024 as the project timing was not yet finalized. This action will not reduce the post-2027 sewer allocation total.
2. Staff are preparing to propose a reduction in 2027 Affordable Housing and Plant 4 site reserves of a combined 42,000 GPD to restore Concrescere Business Park to 42,000 GPD. This action will not reduce the post-2027 sewer allocation total. City Council authorization will be requested to amend Exhibit A.

Exhibits and Appendices

All figures are shown in GPD

Executive Summary Calculations

Summary of Available WSACC Sewer Allocation for Kannapolis (current):	950,514
Previous WSACC Distribution #12:	43,485
Current WSACC Distribution #13:	62,626
Projected WSACC 2027 distribution:	962,000
Total Restricted and Previously Committed Reserves:	(1,014,424)
Remaining Non-Restricted Reserves:	(895,490)
WSACC Distributions this month: None	0
Pending Projects Approved by Policy:	0
Summary Remaining for post-2027 Sewer Allocation (approximate):	~109,000

General Tracking Based on Adopted Exhibit A

Previously Approved or Otherwise Committed Projects 2024-2025 (as shown in Exhibit A):

Lowes Foods - Kellswater Commons	9,698
Summerlyn Village Subdivision (2024)	12,900
Summerlyn Village Subdivision (2024)	30,600
Summerlyn Village Subdivision (2027)	30,600
Cannon Manor Subdivision	7,650
Emerson Glen Subdivision	12,900
Pace (Medical)	5,000
Coldwater Ridge Phase II apartments	9,100
Trinity Corners	10,125
85 Exchange (Industrial)	24,500
McDonalds – Kellswater Commons	1,280
Bakers Creek Subdivision (2024)	28,125
Bakers Creek Subdivision	28,125
Kannapolis Crossing – Development Agreement	316,000
Kannapolis Gateway Business Park	~5,000
Afton – Childers Cline Building III	~5,000
Downtown Reserves	225,305
• Market at Millstone (16,655)	
• Millstone Village (48,500)	
• Crest Field (50,400)	
• Bainbridge Kannapolis (52,975)	
• Towns at Millstone (30,375)	
• Dale Earnhardt Blvd Partners (26,400)	

Loop Yard Phase 1	36,225
Residential In-Fill (2024)	11,213
Hedgecliff Towns	28,856
Evolve-Hawthorne	41,925
Greenview Apartments	14,175
Stanley Drive (existing building) & Phase 2	27,900
Failed Septic System Emergency	4,740
Blue Ridge Apartments	70,137
October Adjustment (Cannon Manor and Summerlyn)	17,345
Total Restricted and Previously Committed Reserve	1,014,424

Non-Restricted Reserves (between 2024 and 2027 distributions) Total (as shown in Exhibit A):

Block 5 (Mixed Use/Apartments)	16,150
Block 5 (Commercial Reserves)	36,000
Block 6 (Mixed Use/Apartments)	56,250
Afton Ridge Reserves (remaining)	7,000
Lakeshore Reserves	18,000
Kannapolis Crossings Reserves	100,000
Downtown Reserves (remaining)	92,067
Additional Downtown Set-Aside Reserves	29,863
Loop Yard Phase 2 (lift station improvements)	95,000
Non-Residential In-Fill	90,800
Affordable Housing (2024)	21,600
Affordable Housing (2027)	20,000
Metro 63	18,000
85 Exchange Industrial Reserves	28,000
Kannapolis Parkway and Rogers Lake Road Reserves	28,000
Concord Lake Road and Roxie Street Reserves	12,000
Glen Afton and Kannapolis PKWY (Motely Industrial)	42,000
Plant 4 Site	94,500
Concrescere Business Park	0
Community Enhancement (schools and infrastructure)	20,000
Strategic Buffer	70,260
Total Non-Restricted and Previously Committed Reserve	895,490

Waitlist Projects (No current allocation available) (as shown in Exhibit A):

The Farm at Riverpointe Phases 3B, 5, 6	59,588
Riverpointe at Davidson	131,250
Bridges of Cabarrus II	31,500
Abberly (885 Kannapolis Pkwy)	52,650
Lane St Townhomes W of Royce St	42,075
Cavallaro Ridge (Windy Hill Farm) at Boy Scout Camp/Isenhour	20,250
Kannapolis Pkwy Townhomes North of Redwood Apartments	26,100
Stonehaven	2,025
Sudbury Rd Subdivision	18,900
Camp Cabarrus at Kannapolis Pkwy & Dovefield Ln	54,900
Trinity Church Rd Apartments at Northwest Cabarrus High School	21,300
Orphanage Rd Apartments north side	8,100

Exhibit Tracking Calculations:

- Stanley Drive = 19,000 + 8,700 = 27,200 (not to exceed 8,700 GPD total for Building 1)
- Afton Ridge Reserves = 12,000 – ~5,000 = 7,000
- Wyrick (Maple Ridge Calculations) = Twelve 1-bedroom, forty-six 2-bedroom, twelve 3-bedroom and up to 2,000 GPD amenity/clubhouse. Total not to exceed 12,500.
- Downtown Reserves:

Current Reserve	317,372
• Market at Millstone	(16,655)
• Millstone Village	(48,500)
• Crest Field	(50,400)
• Bainbridge Kannapolis	(52,975)
• Towns at Millstone	(30,375)
• Dale Earnhardt Blvd Partners	(26,400)
Remaining Original Downtown Reserves	92,067

- Kannapolis Crossing

Current Reserve	316,000
• Ashton Subdivision (tentative)	(77,775)
• Industrial Building 100 & 200	(12,000)
Remaining Original Kannapolis Crossing Reserve	226,225

Sewer Capacity as of September 1, 2025 Calculations (distribution #13):

○ Start	1,054,306
○ Approved	(123,518)
○ Restricted	(846,002)
○ Unrestricted	(941,267)
○ Strategic Buffer	(75,000)
○ Anticipated by policy	(~28,250)
○ WSACC Dist #12	43,485
○ WSACC Dist \$13	62,626
○ 2027 Addition	<u>962,000</u>

Exhibit A Remaining Capacity in Post 2027: ~**108,380 (within 1%)**

**CITY OF KANNAPOLIS
CITY COUNCIL
BUSINESS MEETING MINUTES
August 25, 2025**

A business meeting of the Kannapolis City Council was held on Monday, August 25, 2025, at 6:00 P.M., at Kannapolis City Hall located at 401 Laureate Way, Kannapolis, NC.

CITY COUNCIL MEMBERS PRESENT:

Council Members: Darrell Hinnant, Mayor
Doug Wilson
Jeanne Dixon
Dianne Berry, Mayor Pro tem
Tom Kincaid
Darrell Jackson
Ryan Dayvault

Council Members Absent: None

City Manager: Mike Legg

Deputy City Manager: Eddie Smith

Assistant City Manager: Tina Cline

Assistant City Manager: Wilmer Melton

City Attorney: Andrew Kelly

City Clerk: Pam Scaggs

Staff Present:	Jenny Johnson	Alex Anderson
	Kristin Jones	Gerald Faulkner
	Richard Smith	Brian Roberts
	Kirk Beard	Annette Privett-Keller
	Irene Wong	Gary Mills

Visitors Present:	Robert Jenkins	Jayne Williams
	Grant Rader	Joe Hatley
	Travis Rosebow	Zach Erwin
	Susan Barr	Pam Smith
	Aaron Atkins	Sophia Wilkerson
	Joshua Teague	Demetra Grigley
	Meredith Hartzog	Tonda Childers
	Eric Young	Jamie Richardson
	Theron Smoutherson	Tamera Franklin
	Mark Spitzer	Joanne Levy
	Rachelle Phillips	Matthew Goodman

Naomi Hatchell	CW Collier
Nancy Cox	Robert Neal
Justin Lewter	Judy Baker
April Evans	Charlie Barber
Rhoda Barber	Haley Malin
Tina Zellars	Kay Leeper McClorey
Amos McClorey	Valerie Levy
Pat Maddox	Pamela Ford
Ron Flanders	LeChisa Bailey
CZ Livingston	Phil Goodman
Totisha Phelps	Verna Witherspoon
Roxanne Statia	Donald Council
Rev. Roland Jordan	Jerald Allison
Gail Funderburke	Mae Connor
Lottie Forney	Rebecca Putter
Mark Ortiz	Felicia Misenheimer
Scott Verner	

CALL TO ORDER AND WELCOME

Mayor Hinnant called the meeting to order and welcomed all in attendance. He led a moment of silent prayer, followed by the Pledge of Allegiance by Councilmember Jackson.

PROCLAMATIONS AND RECOGNITIONS

Assistant City Manager Tina Cline recognized Tony Eury, Director of Information Technology, and Jenny Johnson, Director of Customer Service, for completing the 2025 Leadership Cabarrus program, hosted by the Cabarrus County Chamber of Commerce. Ms. Cline explained that this professional development program engages mid- to senior-level leaders in exploring the region's history, services, economy, and future needs. She shared that Ms. Johnson discovered new resources to support residents struggling with utility bills and was inspired to begin volunteering with a local nonprofit while Mr. Eury gained deeper insight into the county's infrastructure, economy, and community needs, and participated in a community beautification project.

Ms. Cline noted that their participation reflects a strong commitment to leadership and public service within the City of Kannapolis. She concluded by inviting all Leadership Cabarrus alumni in attendance to stand and be recognized.

ADOPTION OF REVISED AGENDA

Mayor Hinnant noted that Council received a revised Agenda, which added Item G, cancelation of the September 8, 2025 meeting, to the Consent Agenda. He then called for a motion regarding the revised Agenda. Councilmember Dixon made the motion to approve, second by Councilmember Jackson and the motion was unanimously approved.

Mayor pro tem Berry then made a motion to allow members of the public to provide comments on Item E [Resolution to name the bridge over U.S. Highway 29 at Martin Luther King, Jr. Avenue] of the Business Agenda prior to Council taking action. Second was made by Councilmember Wilson and unanimously approved.

1 **CONSENT AGENDA**

2 Mayor Hinnant called for a motion on the Consent Agenda. Councilmember Dayvault made the
3 motion to approve, second by Councilmember Kincaid and the motion was unanimously approved.
4

5 Approval of the Bond Order Authorizing the Issuance of Water and Sewer Revenue Bond, Series
6 2025 (Brian Roberts, Finance Director; Kristin Jones, Budget and Strategy Director) (Copy included
7 as Agenda Item: E.A.).
8

9 Resolution authorizing the issuance of a Water and Sewer Revenue Bond to fund Kannapolis Lake
10 Spillway Dam Project and debt issuance costs. (Brian Roberts, Finance Director; Kristin Jones,
11 Budget and Strategy Director) (Copy included as Agenda Item: E.B.).
12

13 Ordinance for Budget Amendment #26-03 appropriating donations received for National Night Out
14 (Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item E.C.).
15

16 Ordinance for Budget Amendment #26-04 appropriating grant funds received in the Fire Department
17 (Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item E.D.).
18

19 Ordinance for Budget Amendment #26-05 re-appropriating cash reserves and other funding sources
20 to fund on-going projects from FY25 to FY26 (Kristin Jones, Budget and Strategy Director; Brian
21 Roberts, Finance Director) (Copy included as Agenda Item E.E.).
22

23 Ordinance for Budget Amendment #26-06 appropriating insurance proceeds and cash reserves for the
24 purchase of a vehicle (Kirk Beard, Deputy Fire Chief; Kristin Jones, Budget and Strategy Director)
25 (Copy included as Agenda Item E.F.).
26

27 Revision to the City Council 2025 meeting schedule to cancel the September 8, 2025, Work Session
28 (Mike Legg, City Manager) (Copy included as Agenda Item E.G.)
29

30 **BUSINESS AGENDA**

31 **Voluntary Annexation (A-2025-09) 5090 Patterson Road (Richard Smith, Planning Director)**
32 **(Copy included as Agenda Item F.A.).**

33 Richard Smith, Planning Director, presented details for a voluntary annexation request involving an
34 approximately 0.002 +/- acre portion of a larger parcel of contiguous property located at 5090 Patterson
35 Road located in an unincorporated area of Cabarrus County. Mr. Smith noted that the majority of the
36 property is currently located within the City and is zoned Residential 4 (R4) Zoning District and that
37 the adjacent 53 +/- acre parcel was annexed into the City earlier in the year. He added that the
38 application was submitted by Tyler Corriher on behalf of CWM Holdings, LLC. and provided several
39 maps to illustrate location of the property.
40

41 With no further questions or comments, Mayor Hinnant opened the Public Hearing which was then
42 closed without comment. A motion to approve the annexation request was made by Councilmember
43 Dayvault, second by Councilmember Wilson and unanimously approved by Council.
44

45 **Voluntary Annexation (A-2025-10) 5078 Bahama Drive (Richard Smith, Planning Director)**
46 **(Copy included as Agenda Item F.B.).**

47 Mr. Smith presented details for a voluntary annexation of property located at 5078 Bahama Drive,
48 submitted by Robert Jenkins of Jenkins Investments and Finance, LLC. The parcel is approximately

0.91 acres and is currently undeveloped. It is considered a non-contiguous annexation, although it lies near other recently annexed properties within the city.

Councilmember Dixon asked how the zoning district is assigned, what City services will be provided and the intended use of the property. Mr. Smith confirmed that city services such as water, police, fire, and waste collection will be extended to the property, that the intended use is single-family residential, and that zoning will be assigned through the Planning and Zoning Commission based on adjacent zoning, current county designation, and the city's future land use map.

With no further questions or comments, Mayor Hinnant opened the Public Hearing.

Robert Jenkins, the applicant for the annexation petition, responded to Councilmember Dixon's question regarding zoning. He stated that the rezoning application had been submitted and explained that he is requesting an R4 zoning designation because it aligns with the surrounding neighborhood and lot sizes.

There being no further questions or comments, Mayor Hinnant closed the public hearing and called for a motion regarding the requested annexation. Councilmember Jackson made the motion to approve, second by Councilmember Dayvault and unanimously approved.

Ordinance for Budget Amendment #26-07 appropriating funds for Water and Sewer Master Plan Funding along with Rate Study and SDF Analysis (Alex Anderson, Director of Water Resources; Kristin Jones, Budget and Strategy Director; Wilmer Melton, Assistant City Manager; Brian Roberts, Finance Director) (Copy included as Agenda Item F.C.).

Director of Water Resources, Alex Anderson, provided the request details for Budget Amendment #26-07, which proposes reallocating unspent debt issuance funds, totaling \$566,000 for critical planning initiatives within the Water and Sewer Fund. These efforts aim to support both short- and long-term infrastructure needs and future growth and covers four major components: a water system master plan and hydraulic model update, a sewer master plan and hydraulic model update, a system development fee study, and a comprehensive rate study. Mr. Anderson explained that the initiative will evaluate population growth, land use projections, and system capacity through updated water and sewer models which will identify current deficiencies, areas for maintenance, and prioritize future expansion needs over the next 10 to 20 years. Key infrastructure to be assessed includes existing water distribution and sewer collection systems, elevated and ground storage facilities, Catawba River interconnections, and raw water sources. The plan also includes evaluating the feasibility of a new wastewater treatment facility, potentially in partnership with the Town of Landis.

Budget and Strategies Director, Kristin Jones, provided information on the system development fee study that will ensure capital costs related to new development are recovered appropriately, while the comprehensive rate study will assess existing water and sewer rates. It will factor in future operational costs, debt obligations, capital improvements, and regulatory compliance to help guide financial planning through FY27 and beyond. Ms. Jones added that this initiative will not draw from the City's fund balance, as it will be funded internally using savings from prior debt issuance costs.

It was clarified that the majority of the funding will go toward the master planning work, with consulting firm *Wildan* leading the rate and development fee analysis due to their prior experience

1 with the City's financial data. Three different firms, one each for water, sewer, and financial planning,
2 will conduct the studies under existing on-call contracts.

3
4 Mayor Pro tem Berry asked whether the study focused on current or future needs and if it needs to be
5 completed now. Mr. Anderson confirmed that it addresses both, identifying aging infrastructure that
6 needs attention and projecting future capacity requirements based on growth trends. He explained
7 that while expansion elements may not be immediately necessary, maintenance-related projects are
8 considered urgent. City Manager, Mike Legg, added that neighboring jurisdictions are conducting
9 similar reviews, and without this study, the city cannot make informed decisions about future
10 investments or capacity planning.

11
12 Councilmember Dayvault echoed the importance of acting quickly, noting that sewer capacity across
13 the county is becoming increasingly limited as communities like Concord and Kannapolis continue
14 to grow. He stressed that if the City wants to remain self-sustaining, it must understand its
15 infrastructure needs and options.

16
17 There being no additional questions or comments, Mayor Hinnant called for a motion on Budget
18 Amendment #26-07 to fund the appropriation for a water and sewer master plan along with rate study
19 and system development analysis. Councilmember Kincaid made the motion to approve, second by
20 Councilmember Dixon and the motion was unanimously approved. .

21
22 **Ordinance – Private Use Zone Amendment (Richard Smith, Planning Director) (Copy included**
23 **as Agenda Item F.D.).**

24 Mr. Smith presented a request to amend the City's Code of Ordinances with respect to private use
25 zones to include a new area in front of Towel City Tavern, allowing for an outdoor seating area. He
26 noted that the original downtown private use zones, established in July 2021, have proven successful
27 in supporting the management and use of downtown spaces. The proposed amendment includes
28 updating the policy and official map to designate the Tavern's requested space as Site 4A.

29
30 During the discussion, Councilmember Jackson asked for, and received confirmation that the area
31 would be used for dining. Councilmember Dixon expressed concerns about pedestrian safety and
32 added traffic congestion near the ballpark, given that the Tavern already has a deck and patio. Mr.
33 Smith addressed those concerns stating that discussions with the property owner resulted in an
34 agreement to relocate five parking spaces to the ground level parking area reserved for Stadium Loft
35 residents. Councilmember Dayvault asked whether the area would be a waited seating area, and it
36 was clarified that it would function more as general-use seating with patrons taking their food outside.
37 Councilmember Wilson asked whether the space would be open to the public or reserved for Tavern
38 patrons. Mr. Legg responded that while the Tavern would hold exclusive rights after paying the
39 required fee (as with similar businesses like Old Armor), the owner reportedly intends to keep the
40 space open.

41
42 Mayor Hinnant called for a motion regarding the proposed amendment. Councilmember Jackson
43 made the motion to approve, second by Mayor Pro tem Berry and the motion passed, 6 to 1 with
44 Councilmember Dixon dissenting.

Resolution supporting the naming of the Martin Luther King Jr. Avenue/U.S. Highway 29 Bridge as the Martin Luther King, Jr. Memorial Bridge (Mike Legg, City Manager) (Copy included as Agenda Item F.E.).

Mayor Hinnant opened the floor to members of the public for comment on the request prior to Council taking action.

Several speakers commented on the Resolution to name the bridge. Grant Rader opposed it, suggesting that a park would be more appropriate and proposed that it should be named in honor of State Representative Linda P. Johnson instead, citing her role in securing the bridge replacement. Sophia Wilkerson and Amos McClory supported the Resolution, noting the long effort to name Martin Luther King Jr. Avenue and that the bridge was originally intended to be part of that designation. Mark Spitzer and Justin Lewter also supported naming the bridge for Dr. King, acknowledging Mrs. Johnson's contributions but emphasizing that honoring Dr. King would not diminish her legacy. Robert Neal Sr. agreed that Mrs. Johnson deserves recognition but questioned whether the bridge is the right place. Valarie Levy, speaking for her mother, recommended honoring Corrine Cannon for her community service. Verna Witherspoon and Scott Verner strongly urged naming the bridge after Dr. King while seeking other opportunities to recognize Mrs. Johnson. Theron Smoutherson questioned the need for debate but encouraged Council to approve the Resolution.

Councilmember Wilson noted that the earlier Resolution to name the Rogers Lake Bridge after Mrs. Johnson lacked support from state representatives and suggested tabling the matter until legislative guidance is clarified, especially since the bridge will not be completed until October 2026. Mr. Legg clarified that while legislators may offer input, the North Carolina Department of Transportation (NCDOT), not City Council or the General Assembly, has final authority over bridge naming. Councilmember Wilson acknowledged that Council's action is only a recommendation but emphasized the value of clearer legislative direction. He also supported exploring ways to honor Mrs. Cannon, as suggested by Ms. Levy. Councilmember Kincaid reiterated that Council's naming decisions are recommendations to NCDOT, which holds final approval.

Councilmember Dixon reminded Council had they have already unanimously approved a Resolution naming the new Rogers Lake Road bridge in honor of Mrs. Johnson and advocated moving forward with the recommendation rather than tabling it. Councilmember Dayvault reiterated that the final naming decision lies with NCDOT, though legislative support helps, and proposed a compromise: naming the bridge for Dr. Martin Luther King Jr. while dedicating the entire interchange as a memorial to Mrs. Johnson. Mayor Hinnant echoed support for honoring Mrs. Cannon, suggesting coordination with her family, and shared that Mrs. Johnson's family supports naming the new bridge in her honor.

Mayor Hinnant called for a motion regarding the Resolution to name the bridge over Highway 29 as the Martin Luther King, Jr. Avenue Memorial Bridge. Councilmember Dixon made the motion to approve, second by Councilmember Dayvault, and unanimously approved.

City Manager Report

Mr. Legg reported that, in response to a citizen request at a previous meeting, Council should expect to review facility rental fees at their October meeting. He also provided several updates, including ongoing discussions with Novant Hospital regarding the development of a new hospital, the planned replacement

1 of water and sewer lines in the area behind the Gem Theatre, and a reminder that the Southern Scape
2 Music Festival is scheduled to take place in October on the Research Campus property.

3
4 **Council Comments**

5 None

6
7 **Speakers from the Floor**

8 Aaron Atkins raised ongoing concerns about excessive stormwater runoff causing flooding and erosion
9 on his property, noting the runoff isn't properly flowing into nearby waterways despite ditch
10 connections installed about 10 years ago. He urged the City to take a more proactive approach in line
11 with NC Stormwater Rule 144.214-7.

12
13 Eric Young highlighted the lack of sidewalks along Rainbow Drive between Bethpage Road and
14 Mooresville Road, noting safety risks from aging infrastructure and missing directional signage
15 damaged years ago. He urged City officials to personally assess the area to address pedestrian safety as
16 development grows.

17
18 Naomi Hatchell expressed frustration over the lack of progress and transparency regarding the
19 broadcasting of City Council meetings, pointing out that no meetings have been filmed or aired despite
20 prior approvals and plans. She called for public acknowledgment of the delay, open discussion, and a
21 formal vote to reaffirm the City's commitment to transparency.

22
23 Hailey Malin raised safety concerns at the Mount Olivet Road and Pennsylvania Avenue intersection,
24 citing multiple accidents, including damage to her fence and a crash into a home with a child inside.
25 She called for improved visibility and repair of flattened rumble strips to enhance safety.

26
27 Lotti Forney requested follow-up on a prior discussion about reviewing rental rates for City-owned
28 properties, suggesting consideration of reduced rates for Kannapolis residents and seniors.

29
30 **CLOSED SESSION**

31 Mayor Pro tem Berry made the motion to enter into closed session in accordance with G.S. 143-
32 318.11 (a) (3) to consult with an attorney in order to preserve the attorney-client privilege and G.S.
33 143.318.11 (a) (4) for discussing matters relating to the location or expansion of industries or
34 businesses in the area. Second by Councilmember Dixon and the motion was unanimously approved.

35
36 Council went into Closed Session at 7:35 P.M.

37
38 Upon reconvening in open session, Mayor Hinnant proposed an amendment to the Agenda to add Item
39 F: Resolution to Amend Exhibit A of the City of Kannapolis Wastewater Allocation Policy and Item
40 G: Ordinance for Budget Amendment #26-08. Item F will provide sewer allocation to the Blue Ridge
41 Apartment development while Item G will appropriate funds from the General Fund – Fund Balance
42 along with revenue funds from the City's liability insurance carrier, both of which are related to a legal
43 Settlement Agreement. Councilmember Wilson made a motion to approve the revised Agenda, second
44 by Councilmember Dixon and unanimously approved.

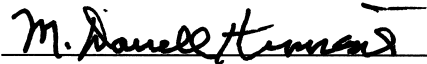
1 Mayor Hinnant then called for a motion regarding the Resolution to Amend Exhibit A of the City of
2 Kannapolis Wastewater Allocation Policy. Councilmember Kincaid made the motion to approve the
3 Resolution, second by Councilmember Dayvault, and unanimously approved.

4
5 Mayor Hinnant called for a motion regarding the Ordinance amending Budget #26-08. Councilmember
6 Dayvault made the motion to approve the Ordinance, second by Mayor Pro Tem Berry and unanimously
7 approved.

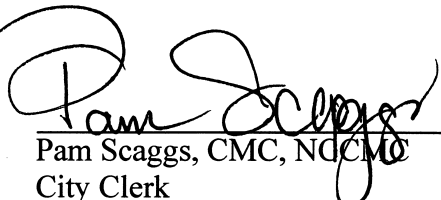
8
9 **MOTION TO ADJOURN**

10 There being no further business, Councilmember Jackson made motion to adjourn, second by
11 Councilmember Kincaid, and the motion was unanimously approved.

12
13 The meeting adjourned at 8:20 P.M. on Monday, August 25, 2025.

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M. Darrell Hinnant, Mayor
City of Kannapolis



Pam Scaggs, CMC, NCCMC
City Clerk

**CITY OF KANNAPOLIS
CITY COUNCIL
BUSINESS MEETING MINUTES
September 22, 2025**

A business meeting of the Kannapolis City Council was held on Monday, September 22, 2025, at 6:00 P.M., Kannapolis City Hall located at 401 Laureate Way, Kannapolis, NC.

CITY COUNCIL MEMBERS PRESENT:

Council Members: Darrell Hinnant, Mayor
Doug Wilson
Jeanne Dixon
Dianne Berry, Mayor Pro tem
Tom Kincaid
Darrell Jackson
Ryan Dayvault

Council Members Absent: None

City Manager: Mike Legg

Deputy City Manager: Eddie Smith

Assistant City Manager: Tina Cline

Assistant City Manager: Wilmer Melton

City Attorney: Andrew Kelly

City Clerk: Pam Scaggs

Staff Present:	Alex Anderson	Kristin Jones
	Richard Smith	Kirk Beard
	Tracy Winecoff	Terry Spry
	Gerald Faulkner	Gary Mills
	Brett Mann	Annette Privette-Keller
	Sherry Gordon	Irene Wong

Visitors Present:	Sara Newell	Joe Hatley
	Zach Erwin	Christopher Allen
	Josh Teague	Naomi Hatchell
	Pam Smith	Sophia Wilkerson
	Grant Rader	Jayne Williams
	Aaron Atkins	Stacey Atkins
	E.B. Lentz	Lisa Lentz
	Ute Lentz	Justin Lewter
	Phillip Aldrete	Dylan Horne
	Emmy Watkins	Harris Watkins

1 **CALL TO ORDER AND WELCOME**

2 Mayor Hinnant called the meeting to order and welcomed all in attendance. He led a moment of silent
3 prayer, followed by the Pledge of Allegiance by Councilmember Dixon.
4

5 **PROCLAMATIONS AND RECOGNITIONS**

6 Mayor Hinnant read a Proclamation recognizing September 11, 2025 as a National Day of Service
7 and Remembrance.
8

9 **ADOPTION OF AGENDA**

10 Mayor Hinnant called for a motion regarding the Agenda. Councilmember Jackson made the motion
11 to approve, second by Councilmember Dayvault and the motion was unanimously approved.
12

13 **CONSENT AGENDA**

14 Mayor Hinnant called for a motion on the Consent Agenda. City Manager Mr. Legg clarified that the
15 original Ordinance for Item E.D. has been revised to remove a previously included fund balance
16 appropriation, which is not needed, and that the updated Ordinance now incorporates the grant
17 revenue. Councilmember Kincaid made the motion to approve all items on the Consent Agenda,
18 second by Councilmember Dixon and the motion was unanimously approved.
19

20 Resolution requiring fingerprint-based background checks for applicants (Daniel Jenkins, Assistant
21 Human Resources Director) (Copy included as Agenda Item: E.A.).
22

23 Ordinance for Budget Amendment #26-17 appropriating grant funds for the Police Department (Chris
24 Hill, Deputy Chief; Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item:
25 E.B.).
26

27 Ordinance for Budget Amendment #26-09 appropriating settlement funds for HVAC repairs at Fire
28 Station (Kirk Beard, Deputy Fire Chief; Kristin Jones, Budget and Strategy Director) (Copy included
29 as Agenda Item E.C.).
30

31 North Carolina Accessibility Grant Agreement and associated Budget Amendment #26-10 (Gary
32 Mills, Parks & Recreation Director) (Copy included as Agenda Item E.D.).
33

34 Great Trails State Grant Agreement and associated Budget Amendment #26-11 (Gary Mills, Parks &
35 Recreation Director) (Copy included as Agenda Item E.E.).
36

37 Carolina Thread Trail Grant and associated Budget Amendment #26-12 (Gary Mills, Parks and
38 Recreation Director) (Copy included as Agenda Item E.F.).
39

40 Ordinance for Budget Amendment #26-13 appropriating funds from UNC for Fitness Equipment at
41 NCRC (Kristin Jones, Budget and Strategy Director) (Copy included as Agenda Item E.G.)
42

43 Ordinance for Budget Amendment #26-14 appropriating FY 26 CDBG Funds (Kristin Jones, Budget
44 and Strategy Director; Sherry Gordon, Community Development Program Administrator) (Copy
45 included as Agenda Item E.H.)
46

Ordinance for Budget Amendment #26-15 appropriating FY 26 HOME program funds (Kristin Jones, Budget and Strategy Director; Sherry Gordon, Community Development Program Administrator) (Copy included as Agenda Item E.I.)

Ordinance for Budget Amendment #26-16 appropriating debt proceeds for Kannapolis Spillway project (Kristin Jones, Budget and Strategy Director; Brian Roberts, Finance Director) (Copy included as Agenda Item E.J.)

Agendas and activities for City-appointed or City-represented Boards and Commissions (Mike Legg, City Manager) (Copy included as Agenda Item E.K.)

Monthly Wastewater Allocations Report (Alex Anderson, Director of Water Resources; Gerald Faulkner, Water Treatment Manager) (Copy included as Agenda Item E.L.)

July 28, 2025 Closed Session and August 11, 2025 Work Session Minutes (Pam Scaggs, City Clerk) (Work Session Minutes included as Agenda Item E.M.)

BUSINESS AGENDA

Public Hearing – FY 2024-25 Consolidated Annual Performance and Evaluation Report (CAPER) (Sherry Gordon, Community Development Program Administrator) (Copy included as Agenda Item F.A.).

Ms. Gordon presented the Consolidated Annual Performance and Evaluation Report (CAPER) that is required to be submitted to the Department of Housing and Urban Development (HUD) by September 30, 2025 and outlines how Community Development Block Grant (CDBG) funds are spent during the fiscal year.

Ms. Gordon stated that the City was awarded \$376,394 in CDBG funds and generated \$1,310,179 in program income from parcel sales in the Gateway Business Park. Funds were allocated to the following:

- \$56, 664 used in partnership with 17 local nonprofits to provide public services such as after-school programs, homeless feeding initiatives, and rental/utility assistance;
- 206,305 supported urgent repairs for 27 homeowners;
- \$97,538 spent on infrastructure improvements in Rose Hill (flooding mitigation) and Opal Street upgrades; and
- \$127,332 used for program administration.

Ms. Gordon added that the City was also allocated \$178,486 for homeowner rehabilitation as part of the HOME Program and spent \$126,975 to rehab two homes. Rehab included HVAC, plumbing, electrical, flooring, windows, handicap-accessible bathroom upgrades and a handicap-accessible ramp. An additional \$19,500 was received in program income from prior loan repayments (Prosperity Ridge, Phillips Forest Field and Forest Park).

Mayor Hinnant opened the Public Hearing which was then closed without comment. A motion to approve the CAPER was made by Councilmember Jackson, second by Pro tem Berry and unanimously approved by Council.

1 **Resolution – Naming the park on Pleasant Avenue as Barry Lentz Park (Gary Mills, Parks &**
2 **Recreation Director) (Copy included as Agenda Item F.B.).**

3 Mr. Mills provided a brief background on the history of the unnamed park on Pleasant Avenue stating
4 that it was commonly referred to as the “Dixie Youth” fields. He stated that at their August meeting,
5 the Parks and Recreation Committee unanimously recommended that Council approve a Resolution
6 to formally name the park facility located on Pleasant Avenue in honor of Barry Lentz, who was a
7 long-time community volunteer and advocate for youth sports in Kannapolis. He added that Mr. Lentz
8 was especially known for his decades of service to the Dixie Youth Baseball program and his broader
9 involvement in youth athletics and community service in Kannapolis.

10
11 Councilmember Dayvault referenced an email that Council received regarding the naming of a facility
12 within the same park to be named for Ralph Smith. Mayor Hinnant clarified that the current
13 Resolution applies only to the naming of the park itself and does not cover any internal facilities. He
14 suggested that the item be part of the broader discussion regarding memorials and tributes.

15
16 There being no further questions or comments, Mayor Hinnant called for a motion regarding the
17 Resolution. Councilmember Wilson made the motion to approve, second by Councilmember
18 Dayvault and unanimously approved.

19
20 Mayor Hinnant read the Resolution and presented it to Mr. Lentz’s family members.

21
22 **Discussion – Memorials and Tributes for Influential Individuals in Kannapolis’s History (Mike**
23 **Legg, City Manager) (Copy included as Agenda Item F.C.).**

24 Mr. Legg noted that City Council has received multiple proposals to honor residents who have made
25 significant contributions to Kannapolis and emphasized the need for a formal policy to guide such
26 decisions. He recommended that the policy clearly define the “Who,” “What,” “Where,” “When,”
27 and “Why” of naming public facilities and establishing memorials. Discussion also included forming
28 a citizen advisory group to review proposals, with additional input from historic preservation groups,
29 local historians, and civic organizations. Mr. Legg said he would keep Council updated on the policy’s
30 development and the status of any advisory group.

31
32 **Discussing – City Facility Rentals and Fees (Mike Legg, City Manager) (Copy included as**
33 **Agenda Item F.D.).**

34 In response to a request for reduced rental fees for City-owned facilities, Mr. Legg noted that the City
35 already offers resident discounts for most locations, including park shelters, buildings, and youth
36 athletic programs. The Laureate Center and the Train Station are the only facilities without such
37 discounts. He added that City facilities are in high demand and often booked months in advance, and
38 that strong usage may reflect rental rates that are already lower than comparable venues.

39
40 During Council discussion, members suggested exploring off-peak discounts to boost use during
41 slower periods. They also asked about weekday rentals and how revenue compares to operating costs.
42 Mr. Legg explained that weekday use is common, especially by nonprofits, schools, and businesses,
43 and said he would provide Council with a breakdown of costs and revenue, along with updated
44 comparisons of rental rates for similar facilities.

1 **City Manager Report**

2 Addressing a concern raised at a previous meeting, Mr. Legg confirmed that the effort to broadcast City
3 Council meetings continues to have the full support of all Councilmembers. However, it was suggested
4 that implementation be postponed until after the upcoming election. Following an informal poll of
5 Councilmembers, there was unanimous agreement to delay the launch until that time.
6

7 Mr. Legg noted that City Attorney Andrew Kelly is currently updating the Public Comment Policy and
8 is expected to present a draft for Council review in late October or November. He also provided an
9 updated timeline, stating that the first official live broadcast is scheduled for January 12, 2026. This
10 launch will follow Council training on the new policy, and a series of trial runs to fine-tune technical
11 elements such as audio, video, and broadcast procedures.
12

13 **Council Comments**

14 Councilmember Dayvault reflected on the September 11 proclamation, calling it a meaningful
15 recognition of a pivotal moment in the nation's history with lasting national and local significance.
16 He also addressed the recent death of Charlie Kirk, noting its personal impact on the community,
17 including a local resident who had been employed by Mr. Kirk. He emphasized that such events,
18 while national in scope, can have direct and personal consequences for local residents, urging the
19 community to remain mindful of those connections.
20

21 Mayor Hinnant agreed with Mr. Dayvault and condemned political violence. He expressed sympathy
22 for Mr. Kirk's family, calling the attack senseless and tragic.
23

24 **Speakers from the Floor**

25 Stacey Atkins reported persistent stormwater problems at her Lyla Avenue property, despite significant
26 spending on drainage repairs and landscaping. She believes past street work left drain grates too high
27 and failed to include proper crowning and ditches. Having documented the issue, she stated she should
28 not be responsible for the fixes and asked the City to address the problem.
29

30 Dylan Horn advocated for protecting pollinator plants, noting that rapid neighborhood development has
31 reduced green space and wildlife habitat. He described allowing native plants like dandelions and
32 milkweed to grow to support biodiversity but recently received a City weed ordinance violation.
33 Concerned that beneficial pollinator plants are at risk under current rules, he asked the Council to amend
34 the ordinance to exempt them, as is done for trees and decorative plants. He emphasized the value of
35 natural vegetation for community wellbeing and closed with a reference to Genesis 1:29-31.
36

37 Zack Erwin thanked the Parks and Recreation Commission and City Council for naming Barry Lentz
38 Park, calling Mr. Lentz a father figure and expressing appreciation for the recognition. He then urged
39 the creation of a permanent historical preservation committee, noting that the Imagine Kannapolis focus
40 group he served on recommended a standing body to review requests for monuments, recognitions, and
41 other ways to honor local history. He emphasized the value of preserving community heritage and
42 involving residents and stakeholders in that work. Mr. Erwin also echoed Councilmember Dayvault's
43 comments about Ralph Smith, a longtime mentor in the Kannapolis Dixie Youth program, and asked
44 that Mr. Smith be recognized alongside the recent naming of Barry Lentz Park
45

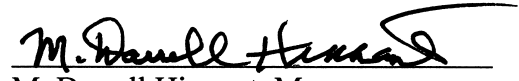
1 Councilmember Dixon acknowledged that Kannapolis City Schools Superintendent, Dr. Sara Newell
2 was present and thanked her for being in attendance.

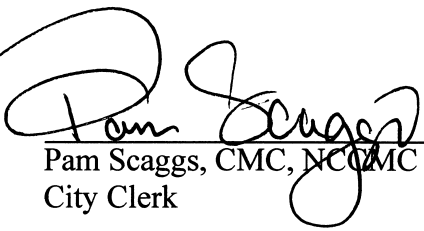
3
4 Councilmember Dayvault asked that Council be provided information regarding Lyla Avenue.

5
6 **MOTION TO ADJOURN**

7 There being no further business, Councilmember Dixon made motion to adjourn, second by
8 Councilmember Dayvault, and the motion was unanimously approved.

9
10 The meeting adjourned at 7:07 P.M. on Monday, September 22, 2025.

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M. Darrell Hinnant, Mayor
City of Kannapolis


Pam Scaggs, CMC, NCCMC
City Clerk



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Kristin Jones, Budget and Strategy Director
Subject: **PUBLIC HEARING** - Safe Streets Grants for All Safety Action Plan - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

Adopt the Safe Streets for All Safety Action Plan.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

At the November 10th City Council meeting work session, DRMP presented the Safe Streets for All Action Plan as part of the Safe Streets for All grant that the City received. The plan incorporates suggestions and feedback received from City Council at the November 10th meeting. Most notable, it includes an additional appendix with figures showing the concepts and itemized estimates.

Prior background on the grant: The City of Kannapolis was awarded \$200,000 to conduct a comprehensive safety action plan from the Safe Streets for All Grant through the Federal Highway Administration back in September 2023. The City contracted with DRMP consultants to conduct the safety action plan. Projects identified in the plan will take a coordinated effort among various stakeholders to implement. These stakeholders will include City departments — Police, Fire, Transportation, Planning, Engineering and Communications, Concord-Kannapolis (CK) Rider (Public Transit System), NCDOT, Cabarrus-Rowan MPO and the community.

The safety plan includes:

1. Current inventory and analysis of City and State-maintained roadway
2. Analysis of existing roadway and safety conditions
3. Major intersections utilizing crash report data with analysis of contribution circumstances and identification of relevant road users
4. Analysis of systemic and safety needs
5. Strategies to address safety needs identified
6. Engagement/collaboration and implementation with stakeholders

The safety plan must have a public hearing and be adopted prior to the grant closeout period in December 2025 to satisfy grant requirements.

Fiscal Implications

A budget amendment was funded when the City initially received the grant from the Federal Highway Administration.

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. KSAP_Draft2

Kannapolis Safety Action Plan

CITY OF KANNAPOLIS, NORTH CAROLINA

DECEMBER 2025



KANNAPOLIS

Kannapolis Safety Action Plan

EXECUTIVE SUMMARY

The Kannapolis Safety Action Plan is the result of a collaborative effort by transportation professionals, law enforcement, emergency responders, and the public to reduce and prevent fatalities and serious injuries on streets and roadways within the City of Kannapolis.

A stakeholder committee was formed to provide input on the plan's vision, mission, and goals, detailed study areas, safety improvement prioritization, countermeasure identification, and improvement concepts. The stakeholder committee met four times during development of the plan.

A multi-step process was followed to develop the Kannapolis Safety Action Plan. These steps included:

- Preliminary Analysis
- Detailed Analysis
- Safety Improvement Prioritization
- Identification of Countermeasures
- Concept Development/Cost Estimates
- Stakeholder/Public Involvement
- Safety Action Plan Preparation

Planning level crash data provided by NCDOT and the Kannapolis Police Department was used, along with the results of a public survey, to develop a list of the 20 roadway segments or intersections to study in detail. Detailed crash data was provided by NCDOT for the 20 locations. This data was used to determine the four roadway segments and four intersections with the highest fatal and serious injury crash or total crash rates. Countermeasures were developed for three roadway segments and four intersections. The roadway segments recommended for countermeasures are presented on Table S1 and shown on Figure 4.

Table S1-Roadway Segments Recommended for Countermeasures

ROADWAY	FROM	TO	LENGTH
NC 3 (Dale Earnhardt Blvd.)	NC 3 (Mooresville Rd.)/Watson Crick Dr.	SR 1766 (Rogers Lake Rd. E)	2.1 mi.
SR 1643 (Rainbow Dr./Bethpage Rd.)	NC 3 (Mooresville Rd.)	SR 1008 (S. Main St.)	1 mi.
SR 1124 (West C St.)	SR 1129 (Nathan Ave.)	Glenn Ave.	0.7 mi.

Shaded roadway segments are within a persistent poverty or disadvantaged census tract.

Intersections recommended for countermeasures are presented on Table S2 and shown on Figure 4.

Table S2-Intersections Recommended for Countermeasures

INTERSECTION
NC 73/SR 1622 (Trinity Church Rd.)
US 29 (N. Cannon Blvd.)/SR 1254 (E. 22nd St.)
North Loop Rd./SR 1680 (West C St.)
US 29 (N. Cannon Blvd.)/SR 1267 (Ebenezer Rd.)

Shaded intersections are within a persistent poverty or disadvantaged census tract.

Recommended improvements for these locations are discussed in Section VIII.



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I. INTRODUCTION

The safety of its citizens has always been a priority for the City of Kannapolis. Between the years 2016 and 2022, an average of four fatal crashes a year occurred within Kannapolis. This is a higher average than neighboring jurisdictions. In response to these statistics, the City of Kannapolis applied for and was awarded grant funding from the US Department of Transportation to conduct a comprehensive safety study to analyze and identify safety improvements to reduce the number of fatal and serious injury crashes within the City.

The kickoff meeting for the Kannapolis Safety Action Plan was held in May 2024. This report documents the results of the study initiated at that meeting. The study utilized crash data from NCDOT and the Kannapolis Police Department to identify locations with the highest fatal and serious injury crash rates and developed recommendations for safety improvements to address these crashes. Design concepts and cost estimates were also prepared for these recommendations and these improvements were prioritized.

It is the hope of the City of Kannapolis and the Kannapolis Safety Action Plan Stakeholder Committee that the implementation of this plan will improve safety for all roadway users and move Kannapolis towards the goal of zero deaths or serious injuries on the streets and highways of the City.



Figure I-1: NC 3 (Dale Earnhardt Boulevard) at Old Centergrove Road



II. VISION, MISSION, & GOALS

A. Vision

The Kannapolis Safety Action Plan envisions:

No transportation-related fatalities or serious injuries on streets and roadways within the City of Kannapolis by the year 2050.

B. Mission

The mission of the Kannapolis Safety Action Plan is to:

Implement a collaborative data-driven approach to reduce and prevent fatalities and serious injuries on all streets and roadways within the City of Kannapolis by teaming with transportation professionals, law enforcement, emergency responders, and the public.

C. Goals

Three measurable goals have been identified for the Kannapolis Safety Action Plan:

- Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes.
- Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations.
- Obtain funding for these projects.



Figure II-1: US 29 (North Cannon Boulevard) near East 22nd Street



III. SAFETY PARTNERS AND STAKEHOLDERS

A stakeholder committee was formed to provide input on the plan's vision and goals, detailed study areas, safety improvement prioritization, countermeasure identification, and improvement concepts.

Representatives of the following agencies/organizations were a part of the stakeholder committee:

- City of Kannapolis Administration
- City of Kannapolis Engineering Division
- City of Kannapolis Fire Department
- City of Kannapolis Planning Department
- City of Kannapolis Police Department
- City of Kannapolis Transportation and Environmental Services Department
- Kannapolis City Schools
- Cabarrus County Schools
- Cabarrus-Rowan Metropolitan Planning Organization
- NCDOT Traffic Safety Unit
- NCDOT Division 9
- NCDOT Division 10
- DRMP, Inc.

The stakeholder committee met four times during the development of the Kannapolis Safety Action Plan. The meeting dates and topics of discussion are presented below:

- Stakeholder Committee Meeting#1-July 17, 2024-Vision, Mission, and Goals.
- Stakeholder Committee Meeting#2-September 18, 2024-Roadway/Intersections for Detailed Study
- Stakeholder Committee Meeting#3-March 19, 2025-Roadway/Intersections for Safety Improvement
- Stakeholder Committee Meeting#4-August 13, 2025-Identified Countermeasures

Minutes from the committee meetings are included in Appendix A of this report.



IV. PLAN DEVELOPMENT PROCESS

A multi-step process was followed to develop the Kannapolis Safety Action Plan. These steps included:

- Preliminary Analysis
- Detailed Analysis
- Safety Improvement Prioritization
- Identification of Countermeasures
- Concept Development/Cost Estimates
- Stakeholder/Public Involvement
- Safety Action Plan Preparation

The steps are discussed in detail below.

A. Preliminary Analysis

A preliminary safety analysis was conducted within the municipal boundaries of Kannapolis. This preliminary analysis used planning level safety data from NCDOT and crash data from the Kannapolis Police Department to identify areas where fatal or serious injury crashes have occurred and determine which of these areas should be studied in detail.

1. Preliminary Data Collection

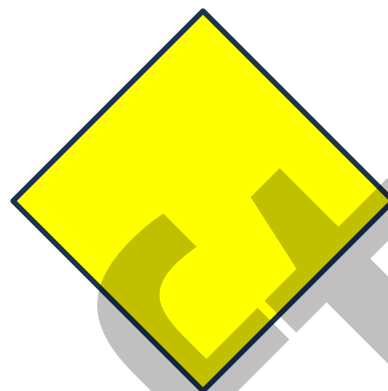
The Kannapolis Safety Action Plan study area is the Kannapolis City Limits. Mapping data was obtained for the study area, including GIS data for the complete roadway network within Kannapolis, aerial photography, and census data. Sources for this data included NCDOT, NC OneMap, and the US Census Bureau.

Planning level traffic safety data was obtained from NCDOT. Safety data obtained from the NCDOT Traffic Safety Unit included the following:

- 2019-2023 planning level safety scoring data
- Fatal and serious injury crash locations
- Bicycle and pedestrian crash locations
- Total crash frequency by intersection data

The Kannapolis Police Department provided information regarding non-reportable crashes (no injuries and less than \$1,000 in damages). The Police Department also provided a list of the three intersections with the most reported crashes per year for the years 2016 to 2023.

A survey was posted to the City of Kannapolis' website from October 3, 2024 to October 31, 2024. The survey asked for the public's opinion regarding safety concerns and locations with safety issues within the City of Kannapolis. One hundred fifty responses to the survey were received.



2. Preliminary Data Analysis

For Roadway Sections

Planning level section safety scoring data provided by the NCDOT Traffic Safety Unit was primarily used to determine the roadway sections to be studied in detail. This dataset consists of crash data grouped by half-mile roadway segments on state-maintained roadways. These roadway segments are given scores based on three components: the class density ratio (crash density of the segment versus the average crash density of similar facilities), severity index, and critical crash rate ratio (actual crash rate for segment versus the critical crash rate). The points from the three components are added and the sum is divided by three to provide a combined safety score. The roadway segments with higher scores are considered to have poorer safety performance. The roadway segments for detailed study were determined by:

- Roadway sections from the planning level safety scoring data were ranked by combined safety score, number of serious crashes, number of injury crashes, and total number of crashes.
- The top 30 sections in each category were compared, sections within the top 30 for three or four of the categories were added to a preliminary list.
- The sections from the preliminary list were reviewed in GIS and compared with fatal and serious crash location data, intersection crash data, pedestrian crash data, bicycle crash data, and disadvantaged census tracts.
- Adjacent roadway sections on the list were combined into one section. Nearby roadway sections not on the top 30 list, but with a high planning level safety score or with several serious crashes were combined with sections from the list.
- Thirteen roadway segments remained on the list after adjacent sections were combined.
- The segment of SR 2180 (Lane Street) between US 29 (Cannon Boulevard) and Wright Avenue was removed from the list because a safety project was recently completed along Lane Street.
- A thirteenth roadway segment along SR 1706 (East 1st Street) was added to the list due to a concentration of pedestrian and bicycle crashes along this segment of roadway.

For Intersections

Total crash frequency by intersection data provided by the NCDOT Traffic Safety Unit and crash data provided by the Kannapolis Police Department were used to develop the list of intersections to be studied in detail. The intersections for detailed study were determined by:

- A list was compiled of intersections from the NCDOT Traffic Safety Unit's total crash frequency by intersection data with at least one serious injury crash (fatal or Class A) and ten or more total crashes, intersections with 50 or more total crashes, the five intersections with the most reported crashes according to data provided by the Kannapolis Police Department, and the intersections with the most safety concerns based on responses from the safety survey posted on the City's website.
- This list was compared with the roadway section list, and intersections within a selected roadway segment were removed from the intersection list.



- The intersections of SR 1238 (China Grove Road) and Early Street with SR 2180 (Lane Street) were removed from the list because a safety project was recently completed along Lane Street.
- Seven intersections remained on the list after the intersections on a selected roadway segment or recently improved by a safety project were removed.

The selected roadway segments and intersections were compared to persistent poverty and disadvantaged census tracts. The majority of the roadway segments identified are at least partially within disadvantaged census tracts.

The compiled list of roadway sections and intersections were also compared to projects included in the 2024-2033 North Carolina State Transportation Improvement Program (STIP).

A draft list of roadway segments and intersections was presented to the Kannapolis Safety Action Plan Stakeholder Committee at a meeting held on September 18, 2024.

Comments from the stakeholder committee meeting and the public survey results were taken into consideration in the development of the final list of roadway segments and intersections to be studied in detail.

3. Detailed Data Analysis

Thirteen roadway segments and seven intersections were identified for detailed safety analysis. Detailed crash data was requested from NCDOT for these segments and intersections. This data was used to identify roadway segments for safety improvements.

For Roadway Segments

The steps listed below were followed to identify roadway segments for safety improvements:

- NCDOT provided planning level crash data for the time period between January 1, 2020 and December 31, 2025 for the identified roadway segments. This data included the total number of crashes and the number of fatal, Class A (serious), Class B, and Class C injury crashes.
- Total crash rates, fatal crash rates, and serious crash rates (fatal and Class A combined) were calculated for each roadway segment.
- The four roadway segments with the highest serious crash rates were identified.

For Intersections

The steps listed below were followed to identify the intersections for safety improvements:

- NCDOT provided crash data for the intersections for the time period between January 1, 2020 and December 31, 2024. This data listed crashes at each intersection, with detailed crash numbers, types, and crash rates.
- The crash data was analyzed to identify predominant crash types and detect patterns.



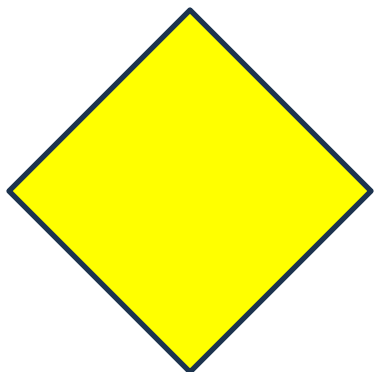
- The crash rates for Class A injury crashes and fatal crashes were combined to determine a total serious crash rate for each segment.
- The four intersections with the highest serious or total crash rates were identified.

A draft list of roadway segments and intersections for safety improvements was presented to the Kannapolis Safety Action Plan Stakeholder Committee at a meeting held on March 19, 2025.

Comments from the stakeholder committee meeting were taken into consideration in the development of the final list of roadway segments and intersections for safety improvements.

B. Countermeasure Identification

Identification of countermeasures for the selected roadway segments and intersections involved the following steps:



- The predominant crash type and locations were listed.
- Each roadway segment and intersection identified for safety improvements was visited in the field and any issues noted.
- NCDOT Crash Reduction Factor information was reviewed for potential countermeasures based on crash types.
- Documentation for potential countermeasures was prepared.

Potential countermeasures were presented to the Kannapolis Safety Action Plan Stakeholder Committee at a meeting held on August 13, 2025. Comments from the meeting were taken into consideration in the development of the final list of roadway segments and intersections and the recommended countermeasures for those locations.

C. Concept Development/Cost Estimates

Conceptual designs and cost estimates were prepared for the countermeasures identified for the intersections and roadway segments.

These conceptual designs were prepared in accordance with NCDOT, AASHTO, and City standards and guidelines. These concepts were developed attempting to avoid and minimize impacts to homes and businesses and known environmental resources.

D. Stakeholder/Public Involvement

A study webpage was included on the City of Kannapolis' website (<https://www.kannapolisnc.gov/safestreets>). This webpage includes information regarding the USDOT Safe Streets Initiative, Safe Streets for All, and the Kannapolis Safety Action Plan. The Safe Streets survey mentioned previously was open on the study webpage between October 3, 2024 and October 31, 2024. One hundred and fifty responses were received to the survey. The survey included the following questions:



1. Are you a resident of Kannapolis?
2. Do you work in Kannapolis?
3. How do you typically travel around Kannapolis?
4. Select the top five transportation safety issues in Kannapolis from the list below:
5. List the three intersections or roadway segments in Kannapolis with the most safety concerns.
6. What is your age? (optional question)
7. How would you classify your race? (optional question)
8. What was your household income last year? (optional question)

A summary of the survey responses is included in Appendix B.

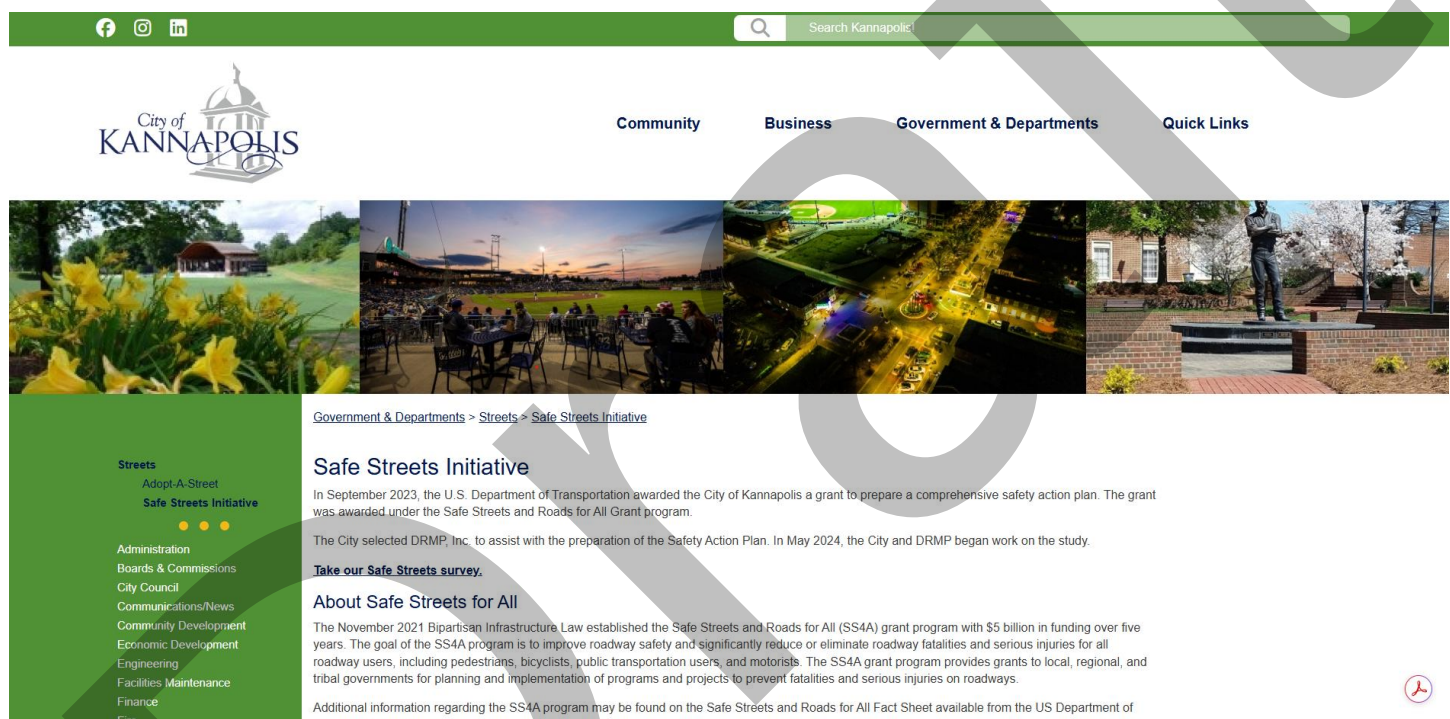


Figure IV-1: Screenshot of Kannapolis' Safe Streets Initiative Webpage

The Kannapolis City Council held a public hearing for the Kannapolis Safety Action Plan on November 24, 2025.



V. EXISTING EFFORTS

Existing safety improvement efforts within Kannapolis include completed planning study reports and ongoing transportation projects. The City and NCDOT are both leading in these efforts.

A. *Planning Studies*

Safety is a consideration in a number of plans developed by the City of Kannapolis. These plans include the following:

- Kannapolis Bicycle Plan-August 2014
- Kannapolis Walkable Community Plan-February 2007
- Move Kannapolis Forward-2030 Comprehensive Plan-March 2018

The Kannapolis Bicycle Plan includes several safety-related recommendations, including designing streets to maximize bicycle safety, implementing road diets where appropriate, and incorporating bicycle safety and awareness into driver's education courses.

The Kannapolis Walkable Community Plan includes the following safety goals:

- Provide a diverse and safe environment for pedestrians.
- Existing pedestrian facilities (street crossings, sidewalks, etc.) shall be safe and meet all ADA standards.
- Incorporate safe pedestrian facilities in coordination with all street programs.
- Provide safe crossing opportunities of major barriers and streets.
- Adopt traffic calming measures in high speed traffic areas.
- Enhance vehicle and pedestrian separation through planting strips and designated crosswalks.

An expected outcome of the Move Kannapolis Forward-2030 Comprehensive Plan is that "pedestrian, bicycle, and vehicle crashes [will be] reduced." The plan includes the statement that "safety will be the City's highest priority for its streets, and they will be designed to minimize vehicle crashes and potential conflict points." The plan also recommends the following safety-related policies and actions:

- Implement policy to set street improvement priorities based on traffic safety.
- Update the current traffic calming policy.
- Establish a process for evaluating traffic safety concerns.
- Conduct and implement corridor studies.
- Increase enforcement of traffic safety laws.



B. Programmed Transportation Projects

The following projects included in the 2026-2035 North Carolina State Transportation Improvement Program (STIP) will improve safety for transportation users:

- STIP Project EB-5844 involves adding curb and gutter and a sidewalk to the portion of SR 2154 (Little Texas Road) between SR 2126 (Dale Earnhardt Boulevard) and SR 2180 (Lane Street). Right of way acquisition for this project is in progress and construction is scheduled for fiscal year 2025 in the 2026-2035 STIP.
- STIP Project EB-5921 involves constructing a sidewalk on SR 2739 (North Main Street) from 12th Street to 22nd Street. Right of way acquisition and construction for this project are scheduled in the 2026 2035 STIP for fiscal years 2030 and 2033, respectively.
- STIP Project U-3440 involves widening NC 3 (Mooresville Road) to four lanes with a median between the proposed West Side Bypass (STIP Project U-2009) to SR 1691 (Loop Road) in Kannapolis. This project is under construction.
- STIP Project U-5761 involves constructing improvements to the intersection of US 29-601 (Cannon Boulevard) and NC 3 (Dale Earnhardt Boulevard). Right of way acquisition for this project is in progress and construction is scheduled for fiscal year 2027 in the 2026-2035 STIP.
- STIP Project U-6062 involves upgrading SR 2739 (South/North Main Street) from SR 2000 (Jackson Park Road/North Loop Road) in Kannapolis to SR 1211 (Kimball Road) in China Grove and will include the incorporation of bicycle lanes and sidewalks. This project is funded in the 2026-2035 STIP for preliminary engineering only. Right of way acquisition and construction are not currently funded.
- STIP Project Y-4810K involves constructing a grade separation at a railroad crossing on SR 1766 (Rogers Lake Road). This project is currently under construction.

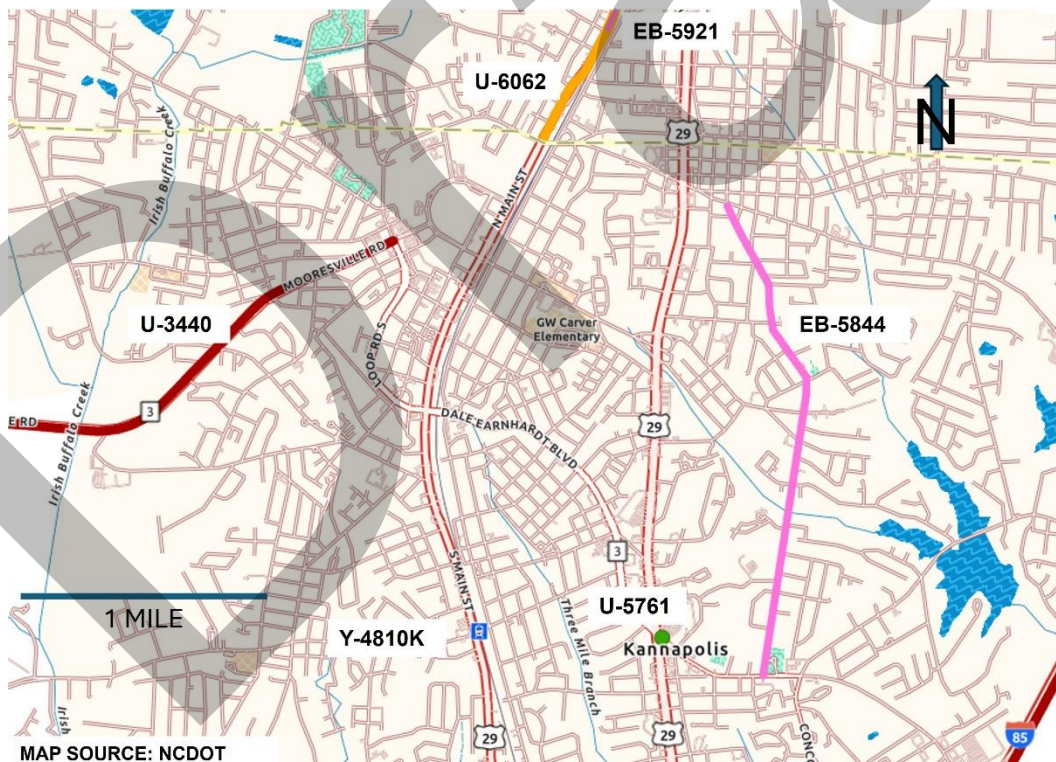


Figure V-1: STIP Projects in Kannapolis



VI. DATA ANALYSIS and SUMMARY

A. Preliminary Analysis

As discussed previously, planning level section safety scoring data provided by the NCDOT Traffic Safety Unit was primarily used to determine the roadway sections to be studied in detail. Total crash frequency by intersection data provided by the NCDOT Traffic Safety Unit and crash data provided by the Kannapolis Police Department were used to develop the list of intersections to be studied in detail.

The compiled list of roadway sections and intersections were also compared to projects included in the 2024-2033 North Carolina State Transportation Improvement Program (STIP). None of the identified roadway segments or intersections are within the limits of an ongoing STIP roadway project, but two segments overlap with pedestrian/bicycle projects.

A draft list of roadway segments and intersections was presented to the Kannapolis Safety Action Plan Stakeholder Committee at a meeting held on September 18, 2024. The draft list included the following roadway segments and intersections:

Roadway Segments:

- SR 1430 (Kannapolis Parkway) from I-85 to SR 1622 (Trinity Church Road)
- NC 3 (Dale Earnhardt Boulevard), from Watson Crick Drive to SR 1766 (Rogers Lake Road)
- SR 1643 (Rainbow Drive/Bethpage Road), NC 3 (Mooresville Road) to SR 1008 (South Main Street)
- US 29 (Cannon Boulevard), I-85 to Wilson Street
- NC 3 (Concord Lake Road), Cloverleaf Parkway/Executive Park Drive NE to SR 2126 (Dale Earnhardt Boulevard)
- SR 2126 (Dale Earnhardt Boulevard), Old Earnhardt Road to I-85
- SR 1008 (South Main Street), Fredrick Avenue to Walker Street
- SR 1625/SR 1766 (Rogers Lake Road), Sherwood Drive to NC 3 (Dale Earnhardt Boulevard)
- SR 2180 (Lane Street), US 29 (Cannon Boulevard) to Wright Avenue
- SR 2154 (Little Texas Road), NC 3 (Dale Earnhardt Boulevard) to Chipola Street
- SR 1124 (West C Street), SR 1129 (Nathan Avenue) to Glenn Avenue
- NC 3 (Mooresville Road), Bethpage Road to Cypress Avenue
- SR 1008 (South Main Street), SR 1790 (Winecoff School Road) to Easy Street



Intersections:

- SR 1430 (Kannapolis Parkway)/Rogers Lake Road
- NC 73/SR 1622 (Trinity Church Road)
- US 29 (North Cannon Boulevard)/SR 1254 (East 22nd Street)
- SR 2180 (Lane Street)/Earley Street
- SR 2180 (Lane Street)/SR 2202 (China Grove Road)
- SR 1238 (China Grove Road)/SR 1308 (Moose Road)
- NC 73/SR 1602 (Jim Johnson Road)

At that meeting, the committee recommended removing the intersection of NC 73 at SR 1602 (Jim Johnson Road) from the list of intersections to be studied in detail because this section of NC 73 is outside of the Kannapolis City Limits. The minutes of the Stakeholder Committee Meeting are included in Appendix A of this report.

Following the meeting, the segment of SR 1706 (East 1st Street) between North Main Street and North Harding Avenue was added to the list of roadway segments to be studied in detail. Also, the results of the public survey became available after the meeting, and intersections identified in the survey were taken into consideration. The intersections of West A Street and West C Street with North Loop Road were added to the list of intersections to be studied in detail based on the survey results. The roadway segment on Lane Street and the intersections of Earley Street and China Grove Road with Lane Street were removed from the detailed study list because a safety project was recently completed along Lane Street.

Table 1 below lists the roadway segments selected for detailed study. These segments are shown on Figure 3 and additional data for these roadway segments are presented in Appendix C.

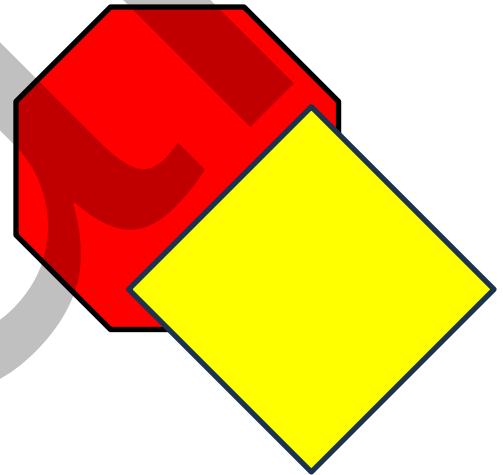


Table 1-Roadway Segments for Detailed Study

ROADWAY	FROM	TO	LENGTH
SR 1430 (Kannapolis Pkwy.)	I-85	SR 1622 (Trinity Church Rd.)	2.5 mi.
NC 3 (Dale Earnhardt Blvd.)	Watson Crick Dr.	SR 1766 (Rogers Lake Rd. E)	2.1 mi.
SR 1643 (Rainbow Dr./Bethpage Rd.)	NC 3 (Mooresville Rd.)	SR 1008 (S. Main St.)	1 mi.
US 29 (Cannon Blvd.)	I-85	Wilson St.	3 mi.
NC 3 (Concord Lake Rd.)	Cloverleaf Pkwy/Executive Park Dr. NE	SR 2126 (Dale Earnhardt Blvd.)	1.7 mi.
SR 2126 (Dale Earnhardt Blvd.)	Old Earnhardt Rd.	I-85	0.3 mi.
SR 1008 (S. Main St.)	Fredrick Ave.	Walker St.	0.7 mi.
SR 1625/SR 1766 (Rogers Lake Rd.)	Sherwood Dr.	NC 3 (Dale Earnhardt Blvd.)	1.5 mi.
SR 2154 (Little Texas Rd.)	NC 3 (Dale Earnhardt Blvd.)	Chipola St.	1.5 mi.
SR 1124 (West C St.)	SR 1129 (Nathan Ave.)	Glenn Ave.	0.7 mi.
NC 3 (Mooresville Rd.)	Bethpage Rd.	Cypress Ave.	1 mi.
SR 1008 (S. Main St.)	SR 1790 (Winecoff School Rd.)	Easy St.	0.5 mi.
SR 1706 (E. 1st St.)	N. Main St.	N. Harding Ave.	0.6 mi.

Shaded roadway segments are within a persistent poverty or disadvantaged census tract.

Table 2 below lists the intersections selected for detailed study. These intersections are shown on Figure 3 and additional data for these intersections are presented in Appendix C.

Table 2-Intersections for Detailed Study

INTERSECTION
SR 1430 (Kannapolis Pkwy.)/Rogers Lake Rd.
NC 73/SR 1622 (Trinity Church Rd.)
US 29 (N. Cannon Blvd.)/SR 1254 (E. 22nd St.)
North Loop Rd./SR 1680 (West C St.)
North Loop Rd./SR 1913 (West A St.)
US 29 (N. Cannon Blvd.)/SR 1267 (Ebenezer Rd.)
SR 1238 (China Grove Rd.)/SR 1308 (Moose Rd.)

Shaded intersections are within a persistent poverty or disadvantaged census tract.



B. Detailed Analysis

Detailed crash data was obtained from NCDOT for the thirteen roadway segments and seven intersections identified for detailed study. This data was used to identify roadway segments for safety improvements. Tables 3 and 4 summarize crash data for these roadway segments and intersections.

Table 3-Crash Rates for Roadway Segments Studied in Detail

ROUTE	FROM	TO	NO. OF FATAL INJURY CRASHES	NO. OF SERIOUS INJURY CRASHES (FATAL & A)	FATAL CRASH RATE*	SERIOUS INJURY CRASH RATE (FATAL & A)*	TOTAL CRASH RATE*
SR 1430 (Kannapolis Pkwy.)	I-85	SR 1622 (Trinity Church Rd.)	2	6	1.61	4.84	428.45
NC 3 (Dale Earnhardt Blvd.)	Watson Crick Dr.	SR 1766 (Rogers Lake Rd. E)	2	6	3.82	11.46	805.71
SR 1643 (Rainbow Dr./Bethpage Rd.)	NC 3 (Mooresville Rd.)	SR 1008 (S. Main St.)	1	2	16.96	33.92	864.92
US 29 (Cannon Blvd.)	I-85	Wilson St.	3	1	2.28	0.76	536.27
NC 3 (Concord Lake Rd.)	I-85	SR 2126 (Dale Earnhardt Blvd.)	0	2	0.00	4.56	526.93
SR 2126 (Dale Earnhardt Blvd.)	Old Earnhardt Rd.	I-85	0	1	0.00	7.06	1,009.06
SR 1008 (S. Main St.)	Fredrick Ave.	Walker St.	0	0	0.00	0.00	431.23
SR 1625/SR 1766 (Rogers Lake Rd.)	Sherwood Dr.	NC 3 (Dale Earnhardt Blvd.)	0	1	0.00	4.83	825.59
SR 2154 (Little Texas Rd.)	NC 3 (Dale Earnhardt Blvd.)	Chipola St.	2	2	9.65	9.65	342.61
SR 1124 (West C St.)	SR 1129 (Nathan Ave.)	Glenn Ave.	0	2	0.00	21.14	433.38
NC 3 (Mooresville Rd.)	Bethpage Rd.	Cypress Ave.	0	0	0.00	0.00	243.78
SR 1008 (S. Main St.)	SR 1790 (Winecoff School Rd.)	Easy St.	0	0	0.00	0.00	552.32
SR 1706 (E. 1st St.)	N. Main St.	N. Harding Ave.	0	0	0.00	0.00	344.62

*-Crash rate per 100 million vehicle miles traveled.

Shaded roadway segments are within a persistent poverty or disadvantaged census tract.



Table 4-Crash Rates for Intersections Studied in Detail

INTERSECTION	NO. OF FATAL INJURY CRASHES	NO. OF SERIOUS INJURY CRASHES (FATAL & A)	FATAL CRASH RATE*	SERIOUS INJURY CRASH RATE (FATAL & A)*	B OR C INJURY CRASH RATE*	TOTAL CRASH RATE*
SR 1430 (Kannapolis Pkwy)/Rogers Lake Rd	0	0	0.00	0.00	25.17	44.04
NC 73/SR 1622 (Trinity Church Rd)	0	0	0.00	0.00	18.88	96.47
US 29 (N. Cannon Blvd.)/SR 1254 (E. 22nd St.)	1	1	3.16	3.16	22.15	91.75
North Loop Rd./SR 1680 (West C St.)	0	0	0.00	0.00	18.66	96.41
North Loop Rd./SR 1913 (West A St.)	0	0	0.00	0.00	23.80	57.11
US 29 (N. Cannon Blvd.)/SR 1267 (Ebenezer Rd.)	0	0	0.00	0.00	12.80	48.01
SR 1238 (China Grove Rd.)/SR 1308 (Moose Rd.)	0	1	0.00	13.35	53.40	186.9

*-Crash rate per 100 million vehicle miles traveled.

Shaded intersections are within a persistent poverty or disadvantaged census tract.

C. *Locations Recommended for Countermeasures*

The four roadway segments with the highest serious crash rates and the four intersections with the highest total or serious injury crash rates include:

Roadway Segments

- NC 3 (Dale Earnhardt Boulevard), from Watson Crick Drive to SR 1766 (Rogers Lake Road)
- SR 1643 (Rainbow Drive/Bethpage Road), from NC 3 (Mooresville Road) to SR 1008 (South Main Street)
- SR 2154 (Little Texas Road), from NC 3 (Dale Earnhardt Boulevard) to Chipola Street
- SR 1124 (West C Street), from Nathan Avenue to Glenn Avenue

Intersections

- NC 73/SR 1622 (Trinity Church Road)
- US 29 (North Cannon Boulevard)/SR 1254 (East 22nd Street)
- SR 1680 (West C Street)/North Loop Road
- US 29 (Cannon Boulevard)/SR 1267 (Ebenezer Road)

These locations were presented to the Stakeholder Committee at an August 13, 2025 meeting. At the meeting, it was discussed that a sidewalk project is under development along Little Texas Road. STIP Project EB-5844 will



add curb and gutter and sidewalks to Little Texas Road from Dale Earnhardt Boulevard to Lane Street. Right of way is currently being acquired for the project and construction is scheduled for fiscal year 2025 in the current State Transportation Improvement Program. Given that there is an ongoing project on this section of roadway, it was removed from consideration for countermeasures.

Roadway segments recommended for countermeasures are presented on Table 5. These locations are shown on Figure 4.

Table 5-Roadway Segments Recommended for Countermeasures

ROADWAY	FROM	TO	LENGTH
NC 3 (Dale Earnhardt Blvd.)	NC 3 (Mooresville Rd.)/Watson Crick Dr.	SR 1766 (Rogers Lake Rd. E)	2.1 mi.
SR 1643 (Rainbow Dr./Bethpage Rd.)	NC 3 (Mooresville Rd.)	SR 1008 (S. Main St.)	1 mi.
SR 1124 (West C St.)	SR 1129 (Nathan Ave.)	Glenn Ave.	0.7 mi.

Shaded roadway segments are within a persistent poverty or disadvantaged census tract.

Intersections recommended for countermeasures are presented on Table 6. These locations are shown on Figure 4.

Table 6-Intersections Recommended for Countermeasures

INTERSECTION
NC 73/SR 1622 (Trinity Church Rd.)
US 29 (N. Cannon Blvd.)/SR 1254 (E. 22nd St.)
North Loop Rd./SR 1680 (West C St.)
US 29 (N. Cannon Blvd.)/SR 1267 (Ebenezer Rd.)

Shaded intersections are within a persistent poverty or disadvantaged census tract.



VII. EMPHASIS AREAS and COUNTERMEASURES

During the detailed analysis, it was observed that sight distance is limited at several locations in Kannapolis. It was also found that left turn crashes make up a high percentage of the serious injury crashes while rear end crashes make up a high percentage of the total crashes for the locations recommended for countermeasures.

A. *Emphasis Area 1: Sight Distance*

Description: During the study, it was observed there are several intersections within Kannapolis with limited sight distance.

Goal: Improve sight distance at intersections.

Strategies for Emphasis Area 1:

- Reduce speed limit on major street
- Restrict turns out of streets with insufficient sight distance
- Clear trees and shrubs within the right of way or obtain additional right of way and clear to maintain a sight distance triangle

B. *Emphasis Area 2: Left Turn Crashes*

Description: Left turn crashes make up the highest percentage of the fatal and serious injury crashes occurring at the locations studied in detail.

Goal: Reduce left turn crashes

Strategies for Emphasis Area 2:

- Provide protected left turn phasing at signalized intersections
- Prohibit left turns



C. *Emphasis Area 3: Rear End Collisions*

Description: Rear end collisions make up the highest percentage of the crashes occurring at the locations studied in detail.

Goal: Reduce rear end collisions.

Strategies for Emphasis Area 3:

- Add turn lanes at intersections
- Add advance warning signs prior to signalized intersections
- Add flashing when red warning signs prior to signalized intersections
- Review and adjust signal timings



VIII. LIST OF PROJECTS AND STRATEGIES

Recommended improvements to address safety issues at the three roadway sections and four intersections identified for countermeasures are presented below. A total cost for the recommended improvements is presented as well. Detailed cost estimates and conceptual designs for the recommended countermeasures are presented in Appendix D.

NC 3 (Dale Earnhardt Boulevard) from NC 3 (Mooresville Rd)/Watson Crick Drive to SR 1766 (Rogers Lake Road)

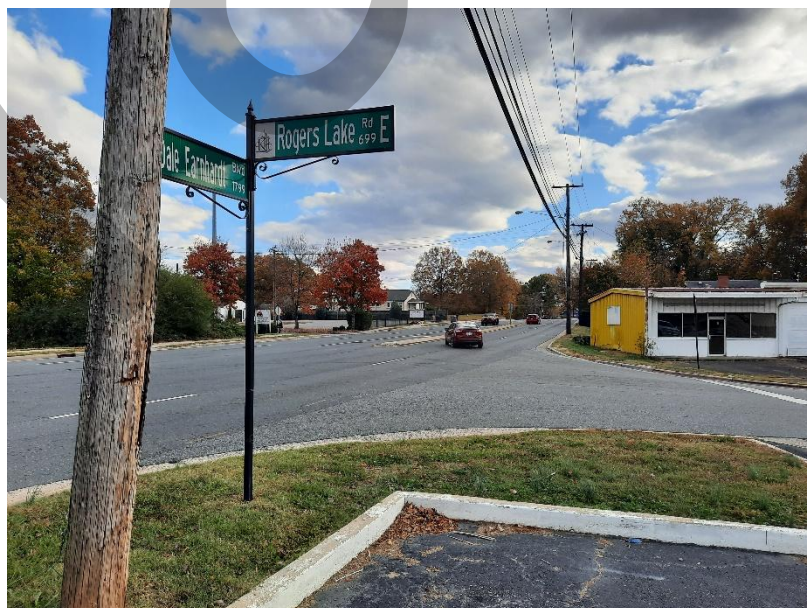
Issues:

- Insufficient sight distance at West Avenue, Spring Street, McClain Street, and Rogers Lake Road.
- Fifteen crashes occurred at the Ridge Avenue intersection. The majority of rear-end crashes occurred on the eastbound approach of this intersection. Many sideswipes approaching the intersection going eastbound occurred as well.
- The majority of the crashes at Fairview Street involve westbound traffic.

Recommended Countermeasures:

- Lower the speed limit to 35 MPH on sections with a current speed limit of 45 MPH.
- Signalize Rogers Lake Road intersection or prohibit left turns from Rogers Lake Road onto Dale Earnhardt Boulevard.
- Prohibit left turns onto Dale Earnhardt Boulevard from McClain Road, Cook Street, and Old Centergrove Road (southern intersection).
- Convert the two-way left turn lane to a median between South Main Street and Vance Street.
- Prohibit left turns from West G Street and Leonard Avenue.
- Prohibit all turns out of Spring Street onto Dale Earnhardt Boulevard.

Total Estimated Cost: \$1,339,178-\$1,766,883



NC 3 (Dale Earnhardt Boulevard) at the Rogers Lake Road Intersection



SR 1643 (Rainbow Drive/Bethpage Road) from NC 3 (Mooresville Road) to SR 1008 (South Main Street)

Issues:

- Several crashes at Leisure Park intersection. This is possibly a result of a crest vertical curve that is limiting sight distance for drivers at the northern intersection.
- Bethpage Road and Rainbow Drive is an irregular intersection and has had multiple turn and angle crashes.
- Many left turn crashes have occurred at the Leonard Avenue Intersection. This intersection also had the highest number of crashes on this road segment.
- Fatal crash at South Main Street. There is no channelization for the parking lot on the east side of South Main Street.

Recommended Countermeasures:

- Construct a roundabout at the Bethpage Road/Rainbow Drive intersection. All-way stop could be installed as an interim improvement.
- Construct a roundabout at the Bethpage Road/Leonard Avenue intersection. All-way stop could be installed as an interim improvement.
- Construct a roundabout at the Bethpage Road/Richard Avenue intersection. All-way stop could be installed as an interim improvement.
- Add curb on the east side of South Main Street to channelize the driveway for the business on the east side of South Main Street.
- Make Pacific Drive (private street) one way, enter at northern intersection and exit at southern intersection.
- Obtain right of way to clear the obstructions at the Aiken Street intersection to improve sight distance.

Total Estimated Cost: \$5,157,590



Looking Towards the Bethpage Road/Leonard Avenue Intersection from the Bethpage Road/Barlow Avenue Intersection



SR 1124 (West C Street) from SR 1129 (Nathan Avenue) to Glenn Avenue

Issues:

- Many rear-end and sideswipe crashes at the Pump Station Road intersection. The intersection is located at the bottom of a hill.
- Limited sight distance for left turns at Franklin Avenue due to the vertical curve east of the intersection.
- Conflicting left turns at Echo Avenue and Glenn Avenue.
- 38% of the crashes along this roadway segment are rear-end.

Recommended Countermeasures:

- Add left and right turn lanes on West C Street at Pump Station Road.
- Conduct signal warrant analysis for West C Street/Pump Station Road intersection.
- Move the start of the 35 MPH zone to west of Nathan Avenue.
- Add an island to restrict left turns onto Echo Avenue.
- Add a left turn lane on West C Street at Glenn Avenue.

Total Estimated Cost: \$1,683,863



Looking Eastbound at West C Street Just West of Bridge West of Pump Station Road



NC 73 (Davidson Highway)/SR 1622 (Trinity Church Road)

Issues:

- 69% of the rear-end crashes occurred on the southbound approach.
- Vehicles are unable to see the signal until around the curve.
- The 35 MPH speed limit is only posted near the intersection.
- Placing a signal ahead warning sign could be problematic.

Recommended Countermeasures:

- Prohibit right turns on red on southbound SR 1622.
- Provide queue detection with an optional flashing warning sign if a queue is present.
- Install a flashing warning sign when the signal is red.
- Add reflective high visibility backplates to the traffic signal heads.

Total Estimated Cost: \$14,450



Looking Southbound on Trinity Church Road Approaching the NC 73 Intersection
(Photo: Google Maps)



SR 1600 (West C Street)/South Walnut Street at North Loop Road/Dale Earnhardt Boulevard

Issues:

- Angle and left turn crashes occurred at this intersection, most of which involved the northbound approach.
- The roadway curvature on North Loop Road may cause sight problems for northbound left turns when a queue is present in the southbound left lane causing the northbound vehicles to be unable to see the southbound through traffic.
- Heavy pedestrian traffic crosses this intersection entering or leaving concerts at a nearby venue. This often occurs at night.

Recommended Countermeasures:

- Review the left turn phasing, allow only protected left turns from northbound Dale Earnhardt Boulevard.
- Add reflective high visibility backplates to the traffic signal heads.
- Move the advanced signal warning sign on northbound Dale Earnhardt Boulevard south of the intersection to south of the trees on the east side of Dale Earnhardt Boulevard for better visibility.
- Add a near side signal head for northbound Dale Earnhardt Boulevard.
- Add streetlights at the intersection.

Total Estimated Cost: \$82,145



Looking Northbound at West C Street/South Walnut Street Intersection with Dale Earnhardt Boulevard/North Loop Road



US 29 (North Cannon Boulevard)/SR 1254 (East 22nd Street)

Issues:

- A pedestrian fatality occurred at this intersection.
- Fourteen rear-end crashes, the majority of which involved southbound traffic, occurred at this intersection.
- This intersection is the first signal in over 1.2 miles for southbound traffic.
- Twelve angle/left turn crashes occurred at this intersection.

Recommended Countermeasures:

- Add high visibility cross walks, curb ramps, and landing pads in all quadrants.
- Add sidewalks along 22nd Street to next intersection on either side of US 29.
- Widen the islands on US 29 to provide pedestrian refuge.
- Upgrade the signal to include pedestrian actuation.
- Review the left turn signal phasing.
- Conduct traffic counts to determine the need for a southbound right turn lane.
- Add reflective high visibility backplates to traffic signal heads.
- Examine signal coordination and timing.
- Add flashing “Prepare to Stop when Flashing” sign on southbound US 29 north of the intersection.

Total Estimated Cost: \$1,033,785



Looking Southbound at US 29 (North Cannon Boulevard)/SR 1254 (East 22nd Street) Intersection



US 29 (North Cannon Boulevard)/SR 1267 (Ebenezer Road)

Issues:

- 67% of the rear-end crashes that occurred at this intersection occurred on the southbound approach.
- The trees in the median north of the intersection block the view of signal heads for southbound traffic.

Recommended Countermeasures:

- Add reflective high visibility backplates to the traffic signal heads.
- Replace the trees in the median with lower growing landscaping within the curves north and south of the intersection to improve the sight distance.
- Add mini-skip pavement markings to direct traffic on Ebenezer Road across US 29.
- Examine signal coordination and timing.

Total Estimated Cost: \$12,450



Looking Eastbound at US 29 (North Cannon Boulevard)/SR 1267 (Ebenezer Road) Intersection



IX. IMPLEMENTATION & EVALUATION

A. Implementation

The next step in implementation of the Kannapolis Safety Action Plan is to obtain funding for the recommended improvements. Potential funding sources for this work could include another USDOT Safe Streets for All grant, NCDOT, MPO, or City funding.

Several of the recommended improvements are relatively inexpensive, and could potentially be funded through maintenance funds or included in larger maintenance projects.

B. Prioritization

1. Phase 1 (Within One Year)

Fifteen recommended countermeasures have been identified that could be implemented within a year of approval of this safety action plan. These recommendations are either low-cost, easily implemented improvements or studies (such as examining signal coordination) that would need to be completed before other improvements could be made. The total estimated cost of these improvements is less than \$50,000. These improvements are listed on Table 7.

Table 7-Phase 1 Safety Improvement Recommendations

Roadway/Intersection	Recommendation	Cost
NC 3 (Dale Earnhardt Blvd)	Lower Speed Limit	\$2,200
SR 1643 (Rainbow Dr)/(Bethpage Rd)	Bethpage Rd/Rainbow Dr All-Way Stop	\$1,550
	Bethpage Rd/Leonard Ave All-Way Stop	\$1,550
	Bethpage Rd/Richard Ave All-Way Stop	\$1,550
	Curb on East Side of South Main St	\$7,590
SR 1124 (West C Street)	Lower Speed Limit	\$2,000
SR 1124 (West C Street)/Pump Station Road Intersection	Conduct Traffic Signal Warrant Analysis	
NC 73/SR 1622 (Trinity Ch Rd) Intersection	Prohibit Right Turns on Red	\$2,000
West C Street/North Loop Rd Intersection	Review Left Turn Signal Phases/Allow only Protected Left Turns	\$7,500
	Move Signal Ahead Advance Warning Sign	\$695
US 29 (North Cannon Blvd)/SR 1254 (East 22nd St) Intersection	Review Left Turn Signal Phasing	\$4,500
	Traffic Counts to Determine Need for Right Turn Lane	\$1,000
	Examine Signal Coordination and Timing	\$3,000
US 29 (North Cannon Blvd)/SR 1267 (Ebenezer Rd) Intersection	Replace Trees in Median	\$3,000
	Examine Signal Coordination and Timing	\$10,000
Phase 1 Total Cost		\$48,135



2. Phase 2 (1-2 Years)

Eleven recommended countermeasures have been identified that could be implemented within one to two years of approval of this safety action plan. These improvements are generally a little more expensive than the improvements in Phase 1. Some of the less expensive items, such as the traffic signal backplates, have been included in Phase 2 instead of Phase 1 because there are other more expensive signal items recommended in Phase 2 for the same location that can be addressed at the same time. Improvements recommended to be implemented in Phase 2 are shown on Table 8.

Table 8-Phase 2 Safety Improvement Recommendations

Roadway/Intersection	Recommendation	Cost
NC 3 (Dale Earnhardt Blvd)	Prohibit all turns from Spring St (Island)*	\$24,035*
	Prohibit all turns from Spring St (curb and gutter)*	\$77,800*
SR 1643 (Rainbow Dr)/(Bethpage Rd)	Sight Distance Clearing at Aiken St	Medium
NC 73/SR 1622 (Trinity Ch Rd) Intersection	Queue Detection/Flashing Warning Sign	\$11,250
	Traffic Signal Backplates	\$1,200
West C Street/North Loop Rd Intersection	Traffic Signal Backplates	\$2,200
	Near Side Signal Head	\$1,750
	Street Lights	\$70,000
US 29 (North Cannon Blvd)/SR 1254 (East 22nd St) Intersection	Traffic Signal Backplates	\$2,000
US 29 (North Cannon Blvd)/SR 1267 (Ebenezer Rd) Intersection	Traffic Signal Backplates	\$2,200
	Add Mini-skip Pavement Markings	\$250
Phase 2 Total Cost		\$114,885 Or \$168,650

*-Two alternatives are presented for prohibiting all turns from Spring Street. The less expensive option would be to add an island to reduce Spring Street to one lane at the intersection. Another option would be to remove the existing pavement from one lane of Spring Street and extend curb and gutter to reduce Spring Street to one lane at the intersection



3. Phase 3 (2-5 Years)

Ten recommended countermeasures have been identified that could be implemented within two to five years of approval of this safety action plan. These Improvements range in cost from a little more than \$11,000 to a little less than \$1,000,000. Improvements recommended to be implemented in Phase 3 are shown on Table 9.

Table 9-Phase 3 Safety Improvement Recommendations

Roadway/Intersection	Recommendation	Cost
NC 3 (Dale Earnhardt Blvd)	Signalize Rogers Lake Rd Intersection*	\$400,000*
	Prohibit Left Turns from Rogers Lake Rd*	\$26,060*
	Prohibit Left Turns from McLain Rd and Cook St	\$92,948
	Prohibit Left Turns from Old Centergrove Rd	\$25,430
	Prohibit Left Turns from Leonard Ave	\$23,280
	Prohibit Left Turns from West G St	\$21,255
SR 1124 (West C Street)	Glenn Ave Turn Lane/Echo Ave Left Turn Restriction	\$302,600
US 29 (North Cannon Blvd)/SR 1254 (East 22nd St) Intersection	High Visibility Cross Walks, Curb Ramps, and Landing Pads, Add Sidewalks Along East 22nd St, Widen Islands on US 29	\$953,495
	Add Pedestrian Actuation to Traffic Signal	\$58,540
	Flashing "Prepare to Stop" Sign	\$11,250
Phase 3 Total Cost		\$1,514,858 Or \$1,888,798

*-Two alternatives are presented for improving safety for traffic turning left onto Dale Earnhardt Boulevard from Rogers Lake Road. One alternative would signalize the intersection, while the second would add channelization to prohibit left turns from Rogers Lake Road onto Dale Earnhardt Boulevard without signalization.



4. Phase 4 (5-10 Years)

Five recommended countermeasures have been identified that could be implemented within five to ten years of approval of this safety action plan. These are the most expensive recommendations, with estimated construction costs of over one million dollars. Each will require a more involved project development process than the recommendations in the earlier phases. Improvements recommended to be implemented in Phase 4 are shown on Table 10.

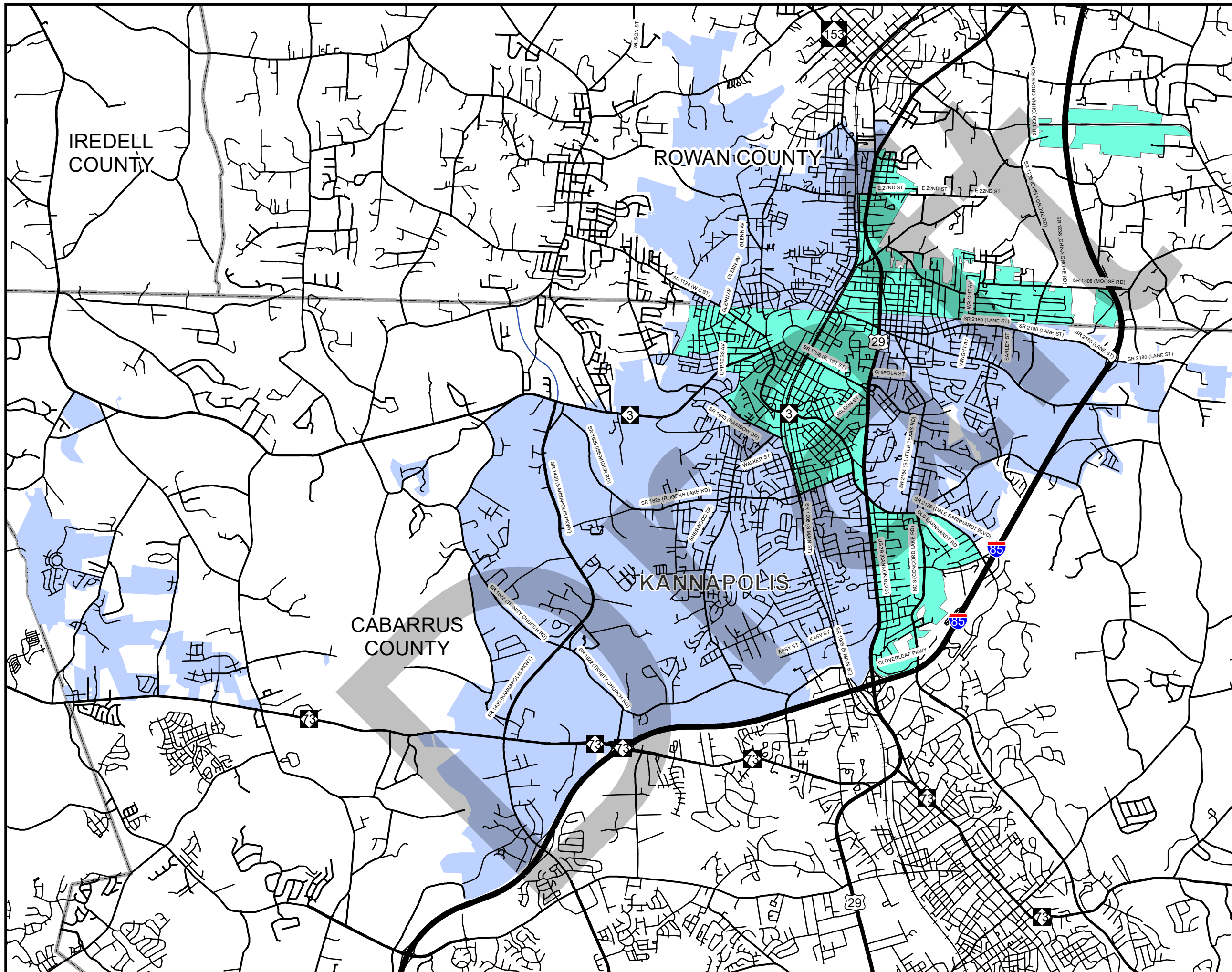
Table 10-Phase 4 Safety Improvement Recommendations

Roadway/Intersection	Recommendation	Cost
NC 3 (Dale Earnhardt Blvd)	Convert Two-Way Left Turn Lane to a Median	\$1,126,170
SR 1643 (Rainbow Dr)/(Bethpage Rd)	Bethpage Rd/Rainbow Dr Roundabout	\$1,850,000
	Bethpage Rd/Leonard Ave Roundabout	\$1,750,000
	Bethpage Rd/Richard Ave Roundabout ⁴	\$1,550,000
SR 1124 (West C Street)	Left and Right Turn Lanes at Pump Station Rd	\$1,382,000
Phase 4 Total Cost		\$7,658,170

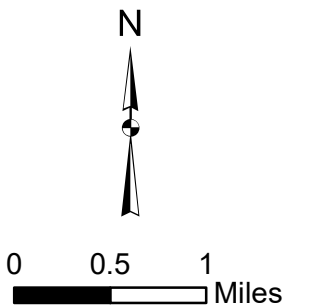
C. Evaluation

The City will post this Safety Action Plan on the City's website. The City could review progress towards implementation of the recommendations in this plan on a yearly basis.





 KANNAPOLIS MUNICIPAL LIMITS
 KANNAPOLIS DISADVANTAGED CENSUS



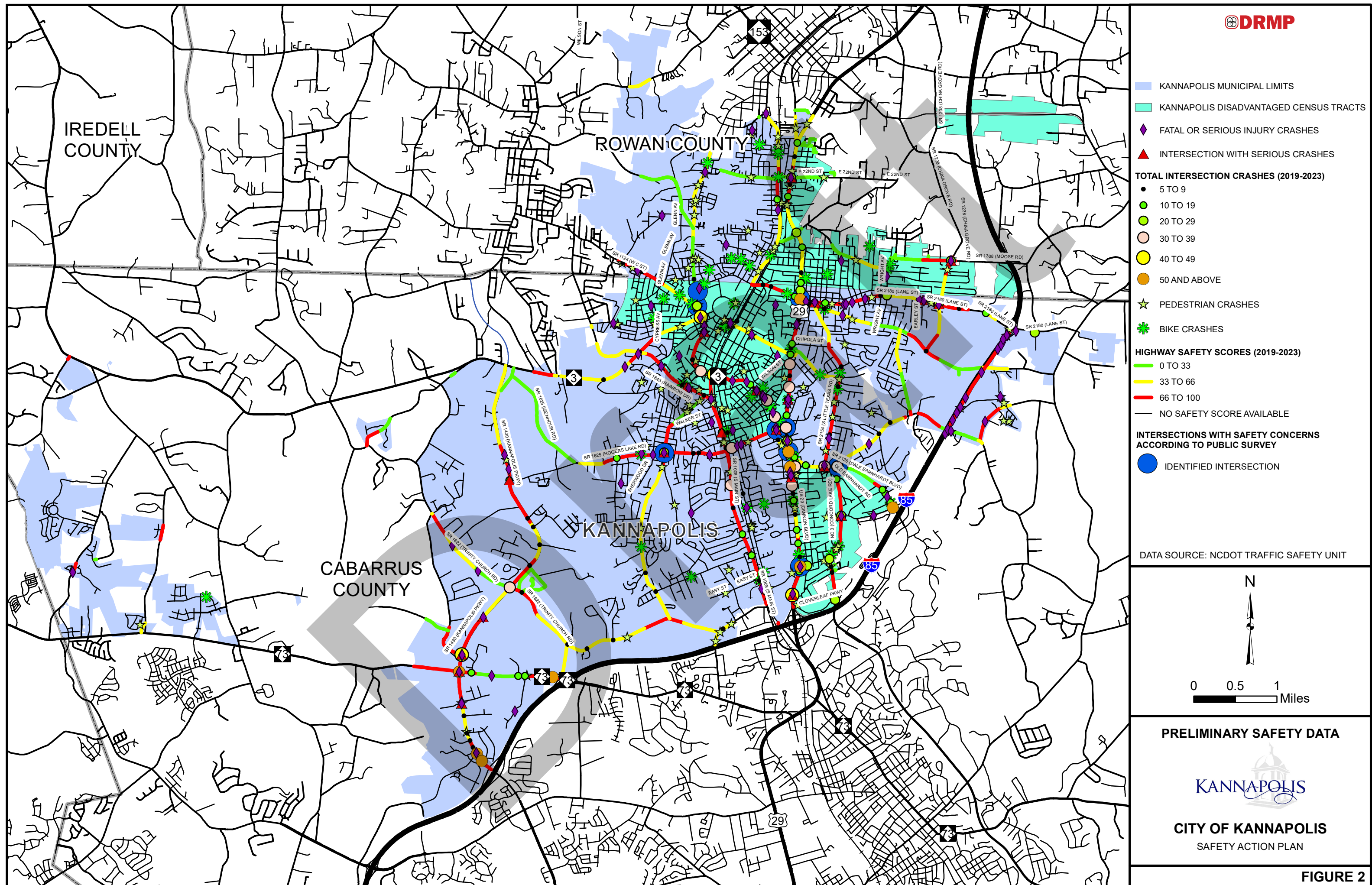
KANNAPOLIS SAFETY ACTION PLAN STUDY AREA

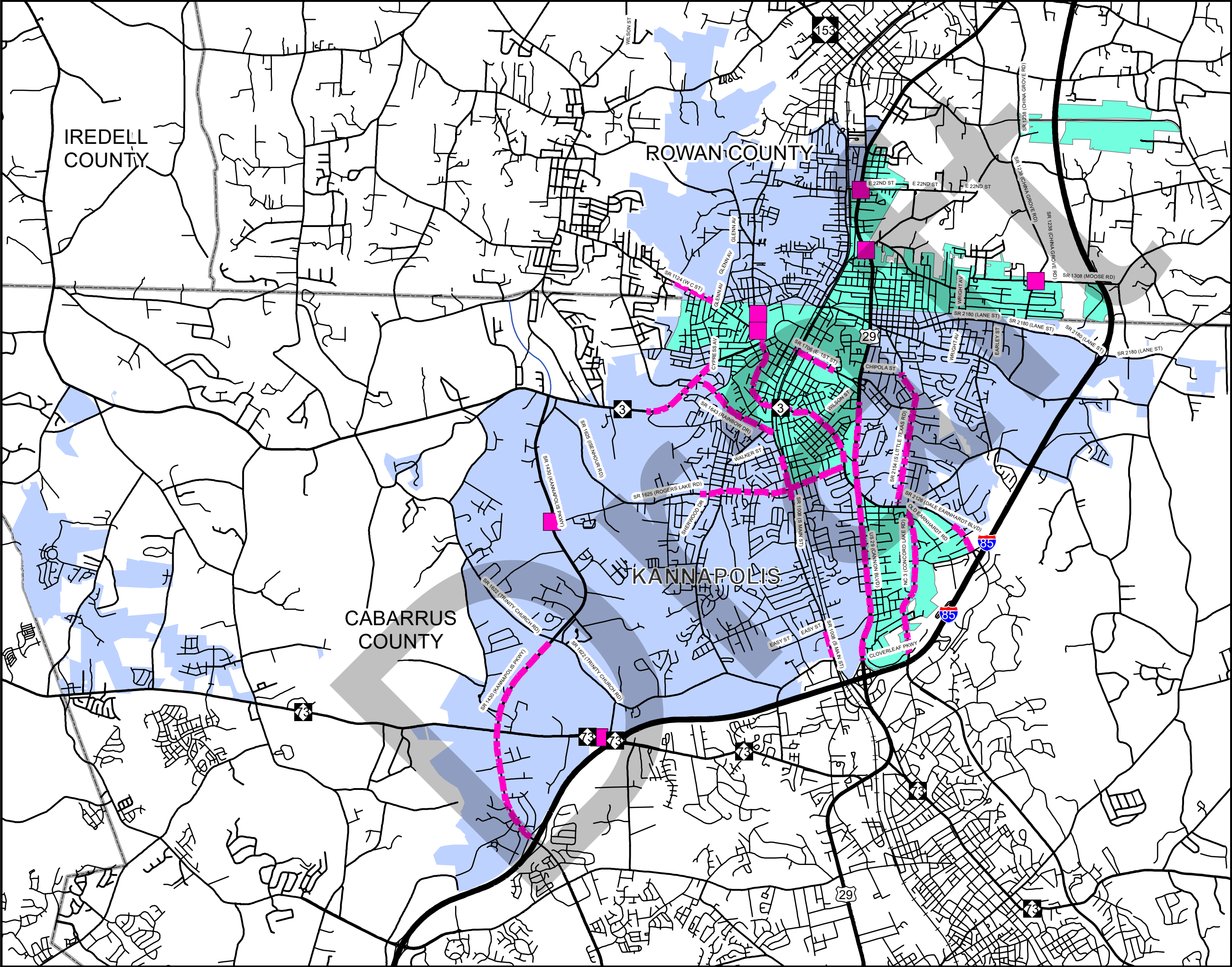


CITY OF KANNAPOLIS

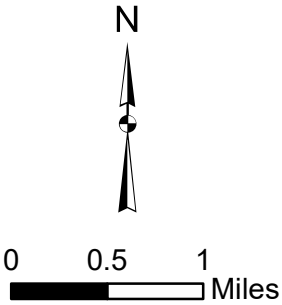
SAFETY ACTION PLAN

FIGURE 1





- INTERSECTIONS SELECTED
- ROADWAY SECTIONS SELECTED
- KANNAPOLIS MUNICIPAL LIMITS
- KANNAPOLIS DISADVANTAGED CENSUS TRACTS

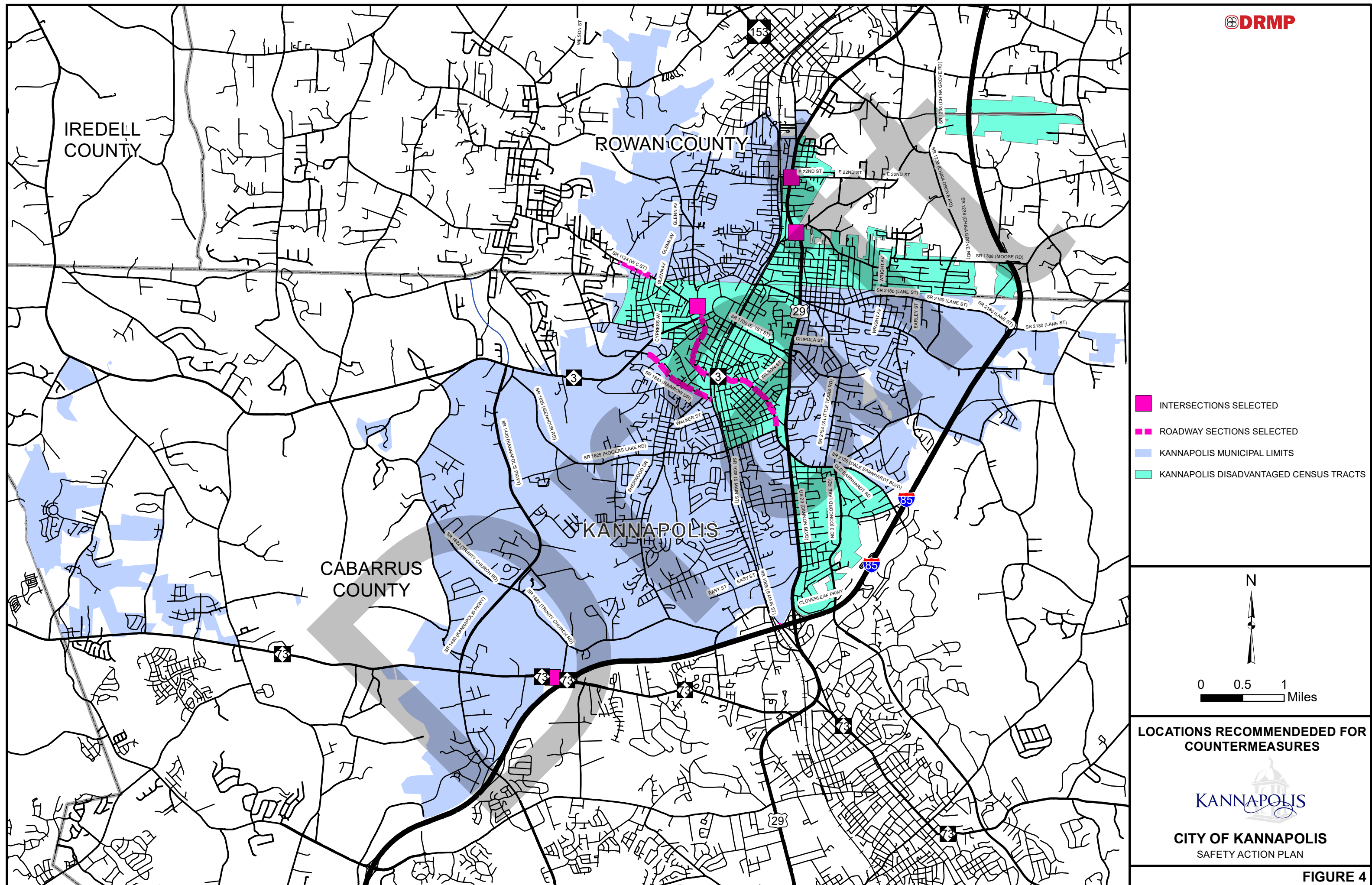


DETAILED STUDY LOCATIONS



CITY OF KANNAPOLIS
SAFETY ACTION PLAN

FIGURE 3



Appendix A

Stakeholder Committee Meeting Minutes

Memorandum

DRMP Job #: 301.2400489.000

Date: July 18, 2024

To: FILE

From: Jay McInnis, PE
DRMP**Subject: Kannapolis Safety Action Plan Stakeholder Committee Meeting #1-July 17, 2024**

A meeting was held on July 17, 2024, at Kannapolis City Hall to introduce the Kannapolis Safety Action Plan to the Stakeholder Committee and discuss the vision, mission, and goals for the Plan. The following persons were in attendance:

Beth Hassenfritz
Betsy Barnette
Kristin Jones
Michael Rattler
Richard Smith
Kirk Beard
Brent Rowland
Jeff Mitchell
Brian Murphy
Kelly Seitz

City of Kannapolis
City of Kannapolis
City of Kannapolis
City of Kannapolis
City of Kannapolis
Kannapolis Fire Department
Kannapolis Police Department
Cabarrus County Schools
NCDOT Traffic Safety
NCDOT Div 9 District 1

Marc Morgan
Jay McInnis
Theo Ghitia

NCDOT
DRMP
NCDOT

Joined via Teams:

Phil Conrad
Scott Rodgers
Steve Belk
Tanya Thompson

RLC Associates (MPO)
Kannapolis City Schools
Kannapolis City Schools
DRMP

Safety Action Plan

Mr. McInnis gave a brief overview of the Kannapolis Safety Action Plan. He explained that the plan is funded through a USDOT Safe Streets and Roads for All Grant (SS4A). The plan will identify the five intersections or roadway segments within Kannapolis with the worst fatal or serious injury crash history and provide recommendations and conceptual designs for improving safety at the five locations.

Stakeholder Committee

Mr. McInnis noted there will be five stakeholder committee meetings for this study. The next three meetings will be virtual, and the final meeting will be held in person. The second meeting is expected to be held in September and DRMP will present the 20 recommended intersection or roadway segments for detailed study. DRMP will document the recommendations in technical memorandums. The third meeting is scheduled for February 2025 and will focus on selecting the five sites to develop countermeasures and conceptual designs to improve safety. The fourth meeting is scheduled for April 2025 and will focus on identifying countermeasures for the five selected sites. The final, in-person meeting will be held in July 2025 and will focus on the conceptual designs for each of the five sites.

Mr. McInnis explained the purpose of the stakeholder committee is to provide input on the plan's vision and goals, detailed study areas, safety improvement prioritization, countermeasure identification, and improvement concepts.

Study Schedule

Mr. McInnis presented the estimated schedule, noting preliminary data collection began in June 2024. A webpage for the study will be developed in July/August 2024, serving as a public outreach platform. Project information, such as the memorandum identifying the 20 initial sites, will be posted on the webpage throughout the duration of the study. He suggested adding mapping and a survey to gather public input. The webpage will be hosted on the City of Kannapolis website.

Mr. McInnis noted that the identification of detailed study areas is underway and should be completed by August. This involves identifying 20 intersections or roadway segments for improvement, focusing on fatal and serious injury crashes. DRMP plans to send out this memorandum to the committee prior to the second Stakeholder Committee Meeting, anticipated in September. Further detailed data collection will occur between October and December 2024. Safety improvement prioritization, selecting the five worst intersections or roadway segments, will occur between December 2024 and January 2025. The third Stakeholder Committee Meeting will be in February 2025. Identification of countermeasures will occur between February and March 2025. The fourth Stakeholder Committee Meeting will be held in April 2025. Concept designs and cost estimates for the five sites will be determined between May and July 2025. The final Stakeholder Committee Meeting will be held in July 2025.

The Safety Action Plan will be prepared between September and October 2025 and presented to the City Council and the public at a public hearing before finalizing. Additional ideas for raising awareness of the plan include presenting information at other public events or including information in mailed utility bills. It was clarified that the SS4A website lays out the public engagement required, including that the plan should be placed on the project webpage.

Study Scope Discussion

Mr. Morgan noted two serious injuries along the railroad tracks and suggested including a rail component to the study, citing safety issues around the rail and the city's efforts to reduce at-grade crossings. Mr. McInnis clarified that while the study can include rail crossings, it cannot address trespassing as it would not fit the scope of the grant. He added that if a rail crossing is among the top five projects, it might be worth starting coordination with the Rail Division when applying for an implementation grant.

Vision, Mission, and Goals

Mr. McInnis stated that one purpose of the meeting is to identify the vision, mission, and goals of the study. He noted these will be included on the project webpage for public viewing. He explained that the vision statement should be an idealized description of the future and provided an example: "No fatal or serious injury crashes on streets or roadways within the City of Kannapolis." He noted the example is similar to vision statements in other studies. Mr. Murphy suggested the vision statement indicate the city is moving towards zero and recommended including a broad timeline. Ms. Hassenfritz suggested broadening the statement to include pedestrians. The group agreed to include a year in the vision statement and eliminate the word "crashes."

The final vision statement is:

"No transportation-related fatalities or serious injuries on streets and roadways within the City of Kannapolis by the Year 2050."

Mr. McInnis explained a mission statement describes what will be done to achieve the vision. He provided the following example: "Eliminate fatal and serious injury crashes on streets and roadways within the City of Kannapolis." The group agreed that the statement should be more specific about the actions taken.

The updated mission statement is:

"Implement a collaborative data-driven approach to reduce and prevent fatalities and serious injuries on all streets and roadways within the City of Kannapolis by teaming with transportation professionals, law enforcement, emergency responders, and the public."

Mr. McInnis explained a goal is a measurable step to achieve the vision and provided two examples:

- "Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes."
- "Reduce fatalities and serious injuries at the identified locations to zero following the implementation of the plan."

The group agreed to keep the first example as a goal. Mr. Murphy suggested the second goal focus more on identifying countermeasures for the five sites. It was noted that fatal accidents are somewhat random and not

necessarily at the locations with the most frequent crashes. Mr. McInnis noted the study will look for patterns where crashes are occurring, and the sites that have some fatal and serious injuries will move to the top.

The second goal was updated to: "Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations." A third goal was added: "Obtain funding for these projects."

The goals identified by the group are:

- Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes.
- Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations.
- Obtain funding for these projects.

Next Steps

Mr. McInnis clarified that the next steps for this plan are setting up the project webpage and identifying the 20 intersections or roadway segments for detailed study. The next meeting will be in September. It was agreed that Wednesdays at 10 AM work best for everyone. It was suggested that information be shared with everyone using either Teams or OneDrive.

Action Items:

- DRMP will send language to place on the project webpage.
- DRMP will draft a survey for the project webpage.
- DRMP will schedule the second Stakeholder Committee meeting for a Wednesday in September (possibly the second or third Wednesday).
- DRMP will prepare a memorandum identifying the 20 intersection or roadway segments recommended for improvements.

Memorandum

DRMP Job #: 301.2400489.000

Date: September 25, 2024

To: FILE

From: Jay McInnis, PE
DRMP**Subject: Minutes for Kannapolis Safety Action Plan Stakeholder Committee Meeting #2-September 18, 2024**

A meeting was held on September 18, 2024, via Microsoft Teams, to review the intersections and roadway sections to be studied in detail for the Kannapolis Safety Action Plan with the Stakeholder Committee. The following persons were in attendance:

Beth Hassenfritz	City of Kannapolis	Jeff Mitchell	Cabarrus County Schools
Kristin Jones	City of Kannapolis	Steve Belk	Kannapolis City Schools
Richard Smith	City of Kannapolis	Marc Morgan	NCDOT
Albaro Reyes-Martinez	City of Kannapolis	Theo Ghitea	NCDOT
Annette Privette-Keller	City of Kannapolis	Kelly Seitz	NCDOT
Kirk Beard	Kannapolis Fire Department	Jay McInnis	DRMP
Brent Rowland	Kannapolis Police Department	Andrew Eagle	DRMP
Phil Conrad	Cabarrus-Rowan MPO	Reya Jamison	DRMP

Safety Action Plan Vision, Mission, and Goals

Jay McInnis reviewed the vision statement, mission statement, and goals for the Kannapolis Safety Action Plan.

Vision: No transportation-related fatalities or serious injuries on streets and roadways within the City of Kannapolis by the Year 2050.

Mission: Implement a collaborative data-driven approach to reduce and prevent fatalities and serious injuries on all streets and roadways within the City of Kannapolis by teaming with transportation professionals, law enforcement, emergency responders, and the public.

Goals:

- Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes.
- Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations.
- Obtain funding for these projects.

Status Update

Mr. McInnis explained the status of the plan study. The first stakeholder meeting was held on July 17th, the text for the website and survey was provided to the city on August 15th, and the draft list of roadway segments and intersections to be studied in detail has been developed and will be reviewed during the meeting. He asked Ms. Privette-Keller and Ms. Jones about the status of the web page for the study. Ms. Privette-Keller stated the webpage hosted by the City of Kannapolis is finished and accessible to the public, and the survey is ready to launch. Both Mr. McInnis and Ms. Jones agreed that the survey can be launched, and Ms. Privette-Keller will make the link to the latest survey live.

Data Collection

Mr. McInnis explained that DRMP has gathered data available online from the NCDOT Traffic Safety Unit and put this data into a GIS map and spreadsheets for further analysis. The top three intersections with the most crashes per year between 2016 and 2020, as provided by the Kannapolis Police Department, were also included with this data. He clarified that the NCDOT 2019-2023 safety scoring data is made up of half-mile sections based on fatal crash and critical crash rates, and that sections with higher scores have more issues. The GIS map and spreadsheet also include locations of serious and fatal injury crashes as well as the total number of crashes for intersections.

Data Analysis

Mr. McInnis explained that the top 30 roadway sections with the highest combined safety scores were selected for the preliminary list and compared with injury, pedestrian, and bike crash data and disadvantaged census tracts. If two sections adjacent to each other were selected, the sections were combined, sections were also combined with nearby segments with high safety scores that did not qualify for the top 30 preliminary list. He explained that intersections for detailed study were selected from a list of intersections with either at least one serious injury crash and ten or more total crashes, fifty or more total crashes, or the most reported crashes according to the Kannapolis Police Department. The list of intersections and roadway segments were compared, and intersections within a listed roadway segment were removed from the intersections list.

Detailed Study

Mr. McInnis displayed a map of the roadway segments and intersections for detailed study and gave a brief explanation for each. Listed below are the roadway segments and intersections selected:

Roadway Segments:

- SR 1430 (Kannapolis Pkwy.) from I-85 to SR 1622 (Trinity Church Rd.)
- NC 3 (Dale Earnhardt Blvd.) from Watson Crick Dr. to SR 1766 (Rogers Lake Rd. E)
- SR 1643 (Rainbow Dr./Bethpage Rd.) from NC 3 (Mooresville Rd.) to SR 1008 (S. Main St.)
- US 29 (Cannon Blvd.) from I-85 to Wilson St.
- NC 3 (Concord Lake Rd.) from Cloverleaf Pkwy/Executive Park Dr. NE to SR 2126 (Dale Earnhardt Blvd.)
- SR 2126 (Dale Earnhardt Blvd.) from Old Earnhardt Rd. to I-85
- SR 1008 (S. Main St.) from Fredrick Ave. to Walker St.
- SR 1625/SR 1766 (Rogers Lake Rd.) from Sherwood Dr. to NC 3 (Dale Earnhardt Blvd.)
- SR 2154 (Little Texas Rd.) from NC 3 (Dale Earnhardt Blvd.) to Chipola St.
- SR 2180 (Lane St.) from US 29 (Cannon Blvd.) to Wright Ave.
- SR 1124 (West C St.) from SR 1129 (Nathan Ave.) to Glenn Ave.
- NC 3 (Mooresville Rd.) from Bethpage Rd. to Cypress Ave.
- SR 1008 (S. Main St.) from SR 1790 (Winecoff School Rd.) to Easy St.

Intersections:

- SR 1430 (Kannapolis Pkwy.)/Rogers Lake Rd.
- NC 73/SR 1622 (Trinity Church Rd.)
- US 29/E. 22nd St.
- SR 2180 (Lane St.)/Earley St.
- SR 2180 (Lane St.)/SR 2202 (China Grove Rd.)
- SR 1238 (China Grove Rd.)/SR 1308 (Moose Rd.)
- NC 73/SR 1602 (Jim Johnson Rd.)

Of the roadway segments and intersections selected, nine of thirteen segments and two of seven intersections are within or adjacent to a persistent poverty or disadvantaged census tract.

Brent Rowland commented that part of the intersection of NC 73 and Jim Johnson Rd. is outside of the Kannapolis City limits. Richard Smith said he thought they should take this intersection off the list since the north

end of the intersection is inside the City and the south end is outside of city limits. The rest of the attendees agreed.

Mr. McInnis asked if there were any intersections of concern that were not included in the list. Kirk Beard commented that Cannon Boulevard from I-85 to Wilson Street should be looked at as a possibility for the list. Captain Rowland said that the scores for Mooresville Road and Lane Street may have improved since construction on both roads was finished very recently. Mr. McInnis said they would keep Lane Street on the list for now and acquire updated data but may take NC 3 off the list as its construction was just finished and the data is not reflective of current conditions. After some discussion, the decision was made to leave both Lane Street and NC 3 on the list. Mr. Beard stated the Cannon Boulevard and Dale Earnhardt Boulevard corridors would be the ones he would focus on.

Study Schedule

Mr. McInnis presented the study schedule and stated that currently, the plan is in line with the schedule. The next stakeholder meeting will be held in March 2025.

Next Steps

Mr. McInnis explained that DRMP will request detailed crash data for each roadway segment and intersection from NCDOT and will schedule the next stakeholder meeting soon so it will be on everyone's calendars. Ms. Privette-Keller asked if the City should put a map of the detailed study area on the website page when the survey goes live. Mr. McInnis said that they should, and he will send a map of the detailed study area with roadways shown. Ms. Privette-Keller commented they usually put surveys out for two weeks but could add a week for this survey. Mr. McInnis said that a longer time might be better, and Mr. Smith also said that he thinks the survey should be out for three weeks. Mr. McInnis asked if everyone was able to access the Microsoft group for the plan and will resend the link to join if necessary. The PowerPoint presentation for the meeting will be uploaded to the Microsoft Teams channel.

Action Items:

- Jay McInnis will provide a map of the study area to Ms. Privette-Keller for the City's website (Maps provided by email 9/18/24).
- DRMP will request detailed crash data for intersections from NCDOT.
- The City of Kannapolis will make the survey live to the public.
- The next stakeholder committee meeting will be scheduled for March 2025.

Memorandum

DRMP Job #: 301.2400489.000

Date: March 19, 2025

To: FILE

From: Tanya Thompson, AICP
DRMP**Subject: Minutes for Kannapolis Safety Action Plan Stakeholder Committee Meeting #3-March 19, 2025**

A meeting was held on March 19, 2025, via Microsoft Teams, to review the intersections and roadway sections identified for countermeasures, concept designs, and cost estimates for the Kannapolis Safety Action Plan with the Stakeholder Committee. The following persons were in attendance:

Beth Hassenfritz	City of Kannapolis	Steve Belk	Kannapolis City Schools
Brian Roberts	City of Kannapolis	Brian Murphy	NCDOT
Kristin Jones	City of Kannapolis	Scott Miller	NCDOT
Richard Smith	City of Kannapolis	Jay McInnis	DRMP
Kirk Beard	Kannapolis Fire Department	Andrew Eagle	DRMP
Brent Rowland	Kannapolis Police Department	Tanya Thompson	DRMP
Jeff Mitchell	Cabarrus County Schools		

Safety Action Plan Vision, Mission, and Goals

Jay McInnis reviewed the vision statement, mission statement, and goals for the Kannapolis Safety Action Plan.

Vision: No transportation-related fatalities or serious injuries on streets and roadways within the City of Kannapolis by the Year 2050.

Mission: Implement a collaborative data-driven approach to reduce and prevent fatalities and serious injuries on all streets and roadways within the City of Kannapolis by teaming with transportation professionals, law enforcement, emergency responders, and the public.

Goals:

- Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes.
- Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations.
- Obtain funding for these projects.

The meeting focused on the first goal: Identifying the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes. Mr. McInnis presented the list of the study locations from the previous meeting and explained that DRMP requested crash data from NCDOT, which confirmed crash sites and calculated crash rates.

Status Update

Mr. McInnis explained the status of the plan study. The roadway segments and intersections have been narrowed down to identify those with the highest fatal and/or serious injury crash rates, as well as potential for crash countermeasures at these locations.

Data Analysis

Mr. Eagle presented NCDOT data on the roadway segments, including segment length and crash totals by injury type. The categories included fatal crashes, “A” injury crashes (serious injuries preventing normal activity for at least a day, such as broken bones or significant blood loss), “B” injury crashes (non-disabling but visible injuries like bruises or swelling), “C” injury crashes (no visible injuries but complains of pain or brief unconsciousness), and Property Damage Only (PDO) crashes.

Detailed Study

DRMP analyzed the roadway segments, calculated crash rates, and focused on fatal and type “A” injury crashes. Mr. Eagle identified the five segments with the highest crash rates:

- NC 3 (Dale Earnhardt Blvd.) from Watson Crick Dr. to SR 1766 (Rogers Lake Rd. E)
- SR 1643 (Rainbow Dr./Bethpage Rd.) from NC 3 (Mooresville Rd.) to SR 1008 (S. Main St.)
- US 29 (Cannon Blvd.) from I-85 to Wilson St.
- SR 2154 (Little Texas Rd.) from NC 3 (Dale Earnhardt Blvd.) to Chipola St.
- SR 1124 (West C St.) from SR 1129 (Nathan Ave.) to Glenn Ave.

The crash rates for type “A” injury crashes and fatal crashes were then combined to determine a total crash rate for each segment and the top four were identified:

- NC 3 (Dale Earnhardt Blvd.) from Watson Crick Dr. to SR 1766 (Rogers Lake Rd. E)
- SR 1643 (Rainbow Dr./Bethpage Rd.) from NC 3 (Mooresville Rd.) to SR 1008 (S. Main St.)
- SR 2154 (Little Texas Rd.) from NC 3 (Dale Earnhardt Blvd.) to Chipola St.
- SR 1124 (West C St.) from SR 1129 (Nathan Ave.) to Glenn Ave.

NCDOT provided crash data for the intersections, listing crashes at each intersection, with detailed crash numbers, types, and related characteristics from January 1, 2020 to December 31, 2024. DRMP analyzed crash rates to identify predominant crash types and detect patterns. Mr. Eagle presented the findings, noting that Kannapolis Pkwy. and Rogers Lake Rd., Loop Rd. and West A St., and China Grove Rd. and Moose Rd. are not recommended for countermeasures. The first two had no fatal or serious injury crashes and no clear pattern, while the last had only one serious injury crash and was recently converted from a two-way stop to a four-way stop. It was clarified that DRMP could take a further look at crash reports at Kannapolis Pkwy. And Rogers Lake Rd., but the team and stakeholders agreed it is not a concern at this point.

Mr. Eagle noted four intersections where simple countermeasures could be effective and suggested grouping them as one of the five priority safety project. The first is NC 73/SR 1622 (Trinity Church Rd.), where frequent rear-end crashes occur on Trinity Church Road approaching the light. Next is US 29 (Cannon Blvd.)/E. 22nd St., where a fatal pedestrian crash occurred, and no sidewalks or pedestrian signals are present. Loop Road/West C St. has conflicts between left-turn movements and opposing through traffic. Lastly, US 29 (Cannon Blvd.)/Ebenezer Rd. experiences recurring rear-end crashes, making it another candidate for countermeasures.

Ms. Hassenfritz noted ongoing projects on two of the identified roadway segments. Mr. Smith mentioned a new apartment complex behind the City Hall that will impact NC 3 (Dale Earnhardt Blvd.) and SR 1124 (West C St.). SR 1643 (Rainbow Dr.) has two major projects, including townhomes and detached single-family homes. Additionally, a 230-townhomes development on C Street and Glenn Avenue is set to break ground later this year.

DRMP clarified that while defining study areas, closely located roadway segments were combined into larger sections. The team will analyze these extended segments and collaborate with NCDOT to pinpoint specific crash locations and identify the best countermeasures.

Mr. McInnis asked if there were any roadways segments or intersection that should be revisited. Mr. Bears pointed out frequent crashes at Mount Olivet Road and Cannon Boulevard, while Mr. Rowland noted most involve vehicles turning from Cannon Boulevard onto Mount Olivet Road. He highlighted a sight distance issue where drivers struggle to see beyond the hilltop.

Study Schedule

Mr. McInnis presented the study schedule. The next stakeholder meeting will be held in May 2025, where the discussed roadway segments and intersections will be presented along with potential countermeasures. The Countermeasures Technical Memorandum will be submitted in June. Concepts will be developed and presented to stakeholders in September. A public meeting is scheduled for October. However, the group previously discussed that a presentation to City Council will suffice for public involvement. No public meeting will be held for the study. The Safety Action Plan is expected to be approved in December.

Action Items:

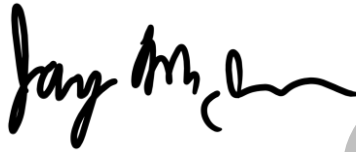
- DRMP will request fatal and serious injury crash data for selected roadway segments.
- DRMP will provide technical memorandum to the stakeholder committee for review. The memo will identify specific countermeasures.
- DRMP will schedule the next stakeholder meeting.
- Jay will send out the presentation and meeting minutes. He noted the presentation is on the Teams channel.

Memorandum

DRMP Job #: 301.2400489.000

Date: August 18, 2025

To: FILE

From: Jay McInnis, PE
DRMP**Subject: Minutes for Kannapolis Safety Action Plan Stakeholder Committee Meeting #4-August 13, 2025**

A meeting was held on August 13, 2025, via Microsoft Teams, to review the recommended countermeasures for identified roadway segments and intersections for the Kannapolis Safety Action Plan with the Stakeholder Committee. The following persons were in attendance:

Kirk Beard	Kannapolis Fire Department	Brian Murphy	NCDOT
Brent Rowland	Kannapolis Police Department	Kelly Seitz	NCDOT
Phil Conrad	Cabarrus-Rowan MPO	Tanya Thomson	DRMP
Theo Ghitea	NCDOT	Isabella Nieri	DRMP
Jerome Miller	NCDOT	Jay McInnis	DRMP

Safety Action Plan Vision, Mission, and Goals

Jay McInnis reviewed the vision statement, mission statement, and goals for the Kannapolis Safety Action Plan.

Vision: No transportation-related fatalities or serious injuries on streets and roadways within the City of Kannapolis by the Year 2050.

Mission: Implement a collaborative data-driven approach to reduce and prevent fatalities and serious injuries on all streets and roadways within the City of Kannapolis by teaming with transportation professionals, law enforcement, emergency responders, and the public.

Goals:

- Identify the five intersections or roadway segments within the City of Kannapolis with the highest fatal or serious injury crashes.
- Develop countermeasures, conceptual designs, and cost estimates for projects to eliminate fatal and serious injuries at the identified locations.
- Obtain funding for these projects

Previous Stakeholder Committee Meeting

Mr. McInnis reviewed the detailed study locations that were recommended for safety countermeasures in the previous stakeholder committee meeting. Four roadway segments and four intersections were recommended for countermeasures based on detailed crash data.

Roadway Segments:

- NC 3 (Dale Earnhardt Boulevard) from Watson Crick Drive to SR 1766 (Rogers Lake Road)
- SR 1643 (Rainbow Drive/Bethpage Road) from NC 3 (Mooresville Road) to SR 1008 (South Main Street)
- SR 2154 (Little Texas Road) from NC 3 (Dale Earnhardt Boulevard) to Chipola Street
- SR 1124 (West C Street) from SR 1129 (Nathan Avenue) to Glenn Avenue

Intersections:

- NC 73/SR 1622 (Trinity Church Road)
- US 29/SR 1254 (E. 22nd Street)
- Loop Road/SR 1680 (West C St)
- US 29 (Cannon Boulevard)/SR 1267 (Ebenezer Road)

Status Update

Mr. McInnis explained the status of the plan study. Since the previous stakeholder committee meeting held on March 19, 2025, DRMP has obtained crash rates and crash history reports for the study area and developed countermeasures for the roadway segments/intersections identified in the previous stakeholder committee meeting.

Recommended Countermeasures

Mr. McInnis displayed a map of the roadway segments and intersections recommended for countermeasures. He then provided detailed explanations of the safety issues at each roadway segment and intersection and the countermeasures recommended to address the issues. Listed below are the safety issues, recommended countermeasures, and the comments from stakeholders for each roadway segment and intersection:

NC 3 (Dale Earnhardt Boulevard) from Watson Crick Drive to SR 1766 (Rogers Lake Road)

Issues:

- Insufficient sight distance at West Avenue, Spring Street, McClain Street, and Rogers Lake Road.
- 15 crashes occurred at the Ridge Avenue intersection. The majority of rear-end crashes occur on eastbound approach. Many sideswipes approaching the intersection going eastbound.
- The majority of the crashes at Fairview Street involve westbound traffic.

Recommended Countermeasures:

- Lower the speed limit to 35 MPH on sections with current speed limit of 45 MPH.
- Signalize Rogers Lake Road intersection.
- Prohibit left turns onto NC 3 from McLain Road, Cook Street, and Old Centergrove Road.
- Convert the two-way left turn lane to a median between S. Main Street and Vance Street.
- Prohibit left turns from W. G Street and Leonard Avenue.
- Prohibit all turns out of Spring Street onto NC 3.
- The ideal solution is to add median to the section between Rogers Lake Road and Old Centergrove Road as well as restricting left turns to signalized intersections. This would involve widening the road.

Comments:

- Brent Rowland suggested restricting the Rogers Lake Road intersection to right turn only instead of signalizing the intersection since most crashes at this intersection result from left turns. Doing so would also be less expensive than signalizing the intersection.
- Kirk Beard suggested utilizing the same solution at the Fairview Street intersection. Mr. Rowland supports this, he noted there are many rear-end crashes that result from left turns at this intersection.
- Mr. McInnis inquired into how traffic would be redirected if Rogers Lake Road was right turn only.
- Mr. Beard acknowledged that signalizing the intersections discussed would be ideal, but prefers restricting left turns because it is the less expensive solution.

- Mr. Rowland inquired about the status of the NCDOT project at the intersection of Dale Earnhardt Boulevard and US 29. Restricting left turns was included in this plan. Theo Ghitea informed the group that this project (STIP Project U-5761) has a construction let date of Spring 2027.
- Brian Murphy discussed that a concern with Dale Earnhardt Boulevard is the four-lane undivided cross-section. If the traffic volumes are low enough, a road diet could be considered. Mr. McInnis mentioned the volumes on Dale Earnhardt Boulevard are approximately 16,000 vehicles per day. Mr. Murphy confirmed those volumes are probably too high for a road diet.

**SR 1643 (Rainbow Drive/Bethpage Road) from NC 3 (Mooresville Road) to
SR 1008 (South Main Street)**

Issues:

- Several crashes at Leisure Park intersection. This is possibly a result of a crest vertical curve that is limiting sight distance for drivers at the northern intersection.
- Bethpage Road and Rainbow Drive is an irregular intersection and has had multiple turn and angle crashes.
- Many left turn crashes have occurred at the Leonard Avenue Intersection. This intersection also had the highest number of crashes on this road segment.
- Fatal crash at S. Main Street. There is no channelization for the parking lot on the east side of S. Main Street.

Recommended Countermeasures:

- Construct a roundabout at the Bethpage Road and Rainbow Drive intersection.
- Construct a roundabout at the Leonard Avenue and Bethpage Road intersection.
- Add curb on the east side of S. Main Street to channelize the driveway for the business on the east side of S. Main Street.
- Make Pacific Drive one way.
- Obtain right of way to clear the obstructions at the Aiken Street intersection to improve sight distance.
- The ultimate solution is to widen the roadway to three lanes with curb, gutter, and sidewalk.

Comments:

- Mr. McInnis noted that a sidewalk project is already in progress along the south side of Bethpage Road.
- Mr. Rowland agreed with the idea of a roundabout at Leonard Avenue
- Mr. Beard raised concerns about constructing two roundabouts in such a short distance.
- Mr. Rowland suggested the Richard Avenue intersection also be converted to a roundabout. He mentioned it is hard to see to make a turn onto Bethpage Road at that intersection. Mr. Beard mentioned there is a fire station on Richard Avenue and the Bethpage Road intersection is a tight turn for the fire trucks.

SR 2154 (Little Texas Road) from NC 3 (Dale Earnhardt Boulevard) to Chipola Street

Issues:

- Majority of the crashes along this segment are rear-end.
- There were two fatalities along this roadway segment, one at Hyde Street and one at NC 3.
- El Paso Street is within a curve on Little Texas Road, because of this there were multiple rear-end and angle crashes approaching the El Paso Street intersection.
- Multiple rear-end crashes occurred at the First Street intersection.
- The existing crosswalk for the elementary school directs pedestrians into a ditch on the east end of the crossing.

- The crashes at the NC 3 intersection were majority angle and left turn. The left turn phasing at this intersection recently changed.

Recommended Countermeasures:

- Widen the roadway to three lanes and provide curb, gutter, and sidewalk.
- Adjust vertical alignment on Little Texas Road at Old El Paso Street and/or obtain right of way for sight distance and remove obstructions.
- Prohibit left turns onto Little Texas Road from Old El Paso Street.
- Provide pedestrian facilities and warning signs along Little Texas Road and the connecting streets near Forest Park Elementary with the neighborhood to the east.

Comments:

- Mr. Rowland mentioned the fatality at Hyde Street was a result of reckless driving.
- Mr. Beard recalled there is a sidewalk project along Little Texas Road in progress. Mr. Beard and Mr. Rowland recommended gathering further information regarding the project.
- Following the meeting, it was verified there is a project (STIP Project EB-5844) to add curb and gutter and sidewalks to Little Texas Road from Dale Earnhardt Boulevard to Lane Street. Right of way is currently being acquired for the project and construction is scheduled for fiscal year 2025 in the current State Transportation Improvement Program. Given that there is an ongoing project on this section of roadway, it should probably be removed from consideration for countermeasures.

SR 1124 (West C Street) from SR 1129 (Nathan Avenue) to Glenn Avenue

Issues:

- Many rear-end and sideswipe crashes at the Pump Station Road intersection. The intersection is located at the bottom of a hill.
- Limited sight distance for left turns at Franklin Avenue due to the vertical curve east of the intersection.
- Conflicting left turns at Echo Avenue and Glenn Avenue.
- 38% of the crashes along this roadway segment are rear-end.

Recommended Countermeasures:

- Add left and right turn lanes on West C Street at Pump Station Road.
- Move the start of the 35 MPH zone to west of Nathan Avenue.
- Add an island to restrict left turns onto Echo Avenue.
- Add a left turn lane on West C Street at Glenn Avenue.
- The ultimate solution is to widen West C Street to three lanes with curb and gutter and sidewalk.

Comments:

- Mr. Beard noted that there is a large housing project in progress at the Pump Station Road and West C Street intersection. It's possible that development might signalize the intersection.
- Mr. Rowland agreed with the recommendation to lower the speed limit to 35 MPH.
- Mr. Beard noted there may also be another housing development in progress off Glenn Avenue which would increase traffic. (Following the meeting, it was noted the Kannapolis online Development Map shows a 203-unit townhouse development in progress with road frontages on both West C Street and Glenn Avenue).

NC 73/SR 1622 (Trinity Church Road)

Issues:

- 69% of the rear-end crashes occurred on the southbound approach.
- Vehicles are unable to see the signal until around the curve.
- The speed limit posting of 35 MPH is only posted near the intersection.
- Placing a signal ahead warning sign could be problematic.

Recommended Countermeasures:

- Prohibit right turns on red on southbound SR 1622.
- Provide queue detection with an optional flashing warning sign if a queue is present.
- Install a flashing warning sign when the signal is red.
- Add reflective high visibility backplates to the traffic signal heads.

Comments:

- Mr. Rowland expressed preference for making it a signalized right turn only intersection.

US 29/SR 1254 (East 22nd Street)

Issues:

- A pedestrian fatality occurred at this intersection.
- 14 rear-end crashes, the majority of which involved southbound traffic, occurred at this intersection.
- This intersection is the first signal in over 1.2 miles for the southbound traffic.
- 12 angle/left turn crashes occurred at this intersection.

Recommended Countermeasures:

- Add high visibility cross walks, curb ramps, and landing pads in all quadrants.
- Widen the islands on US 29 provide pedestrian refuge.
- Upgrade the signal to include pedestrian actuation.
- Review the left turn signal phasing.
- Conduct traffic counts to determine the need for a southbound right turn lane.
- Add reflective high visibility backplates to traffic signal heads.
- Examine signal coordination and timing.
- Add flashing "Prepare to Stop when Flashing" sign on southbound US 29 north of the intersection.

Comments:

- Mr. Murphy stated the pedestrian improvements are good at the intersection, but noted there is not a pedestrian network to connect the improvements to. He stated it's good to pair the pedestrian improvements at the intersection with pedestrian network improvements.
- Mr. Rowland and Mr. Beard mentioned there are issues with intoxicated individuals walking in this area.
- Mr. McInnis asked Mr. Murphy if he recommends adding crosswalks if there are no plans to also construct sidewalk.
- Mr. Murphy responded that several improvements can still be made, however crosswalks would be challenging if there is no sidewalk to cross over to.
- Mr. Murphy mentioned left turn crashes could possibly be addressed with signal timing. He mentioned there are several things that could be done at this intersection to improve safety that are low-cost.

Loop Road/ SR 1680 (West C Street)**Issues:**

- Angle and left turn crashes occurred at this intersection, most of which involved the northbound approach.
- The roadway curvature on Loop Road may cause sight problems for northbound left turns when a queue is present in the southbound left lane causing the northbound vehicles to be unable to see the southbound through traffic.

Recommended Countermeasures:

- Review the left turn phasing, allow only protected left turns from northbound Loop Road.
- Add reflective high visibility backplates to the traffic signal heads.
- Move the advanced signal warning sign on northbound Loop Road south of the intersection to south of the trees on the east side of Loop Road for better visibility.
- Add a near side signal head for northbound Loop Road.

Comments:

- Mr. Rowland noted the nearby concert park may be contributing to the crashes at this intersection.
- Mr. Beard suggested another safety concern at this intersection is the lack of lighting and recommended improved lighting. The City will add temporary lighting sometimes at this intersection to facilitate pedestrian crossings at night for events. He mentioned pedestrians are crossing all four directions of this intersection during events.

US 29 (Cannon Boulevard)/SR 1267 (Ebenezer Road)**Issues:**

- 67% of the rear-end crashes that occurred at this intersection occurred on the southbound approach.
- The trees in the median north of the intersection block the view of signal heads for the southbound traffic.

Recommended Countermeasures:

- Add reflective high visibility backplates to the traffic signal heads.
- Replace the trees in the median with lower growing landscaping within the curves north and south of the intersection to improve the sight distance.
- Add mini-skip pavement markings to direct traffic on Ebenezer Road across US 29.
- Examine signal coordination and timing.

Comments:

- Mr. Rowland agreed with these recommendations.

General Comments

- When discussing Little Texas Road, Mr. McInnis inquired about the feasibility of widening roadways to three lanes. Mr. Beard and Mr. Rowland both stated this solution is unlikely due to funding constraints. Brian Murphy also expressed concerns about the ability to obtain a safety grant for widening the roadway as it would be a challenge to justify how it would address the specific crash types along the roadway. Mr. Murphy stated there are several low-cost countermeasures that would have a significant impact.

- Mr. Murphy inquired about the nature of the team that did the reviews and developed the countermeasures, was it internal to DRMP or were other agencies involved?
- Mr. McInnis clarified that it was an internal DRMP team that developed the countermeasures.
- Mr. Murphy suggested having an interdisciplinary team review the countermeasures in more detail and help make the decision regarding which solutions to prioritize. He mentioned sometimes after identifying areas of concern a road safety assessment would take place. This would include NCDOT and City staff.

Study Schedule

Mr. McInnis presented the study schedule and stated that currently, things might need to be pushed back to provide more time to further develop the countermeasures. The next stakeholder meeting will be held in November 2025. Mr. Rowland suggested that meetings no longer be held on Wednesdays due to conflicts for the Town of Kannapolis and recommended meeting on Tuesday or Thursday instead.

Next Steps

Mr. McInnis explained that DRMP will provide a technical memo identifying specific countermeasures to the stakeholder committee for review and will schedule the next stakeholder meeting soon so it will be on everyone's calendars. Mr. McInnis asked Mr. Murphy if a draft technical memo would be appropriate. Mr. Murphy said that a draft is appropriate.

Action Items:

- DRMP to provide a draft technical memo, which will identify specific countermeasures, to the Stakeholder Committee for review and comment.
- DRMP to schedule next stakeholder committee meeting.

Appendix B

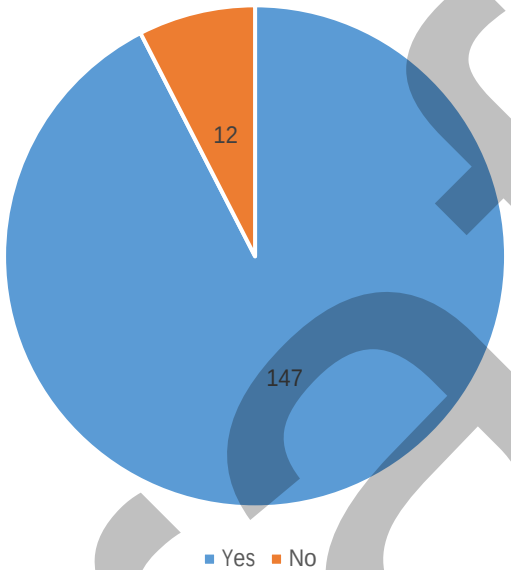
October 2024 Safety Survey Results

Appendix B-Survey Results

A survey was posted to the City of Kannapolis' website from October 3, 2024 to October 31, 2024. One hundred fifty-nine survey responses were received. Below is a summary of the survey responses.

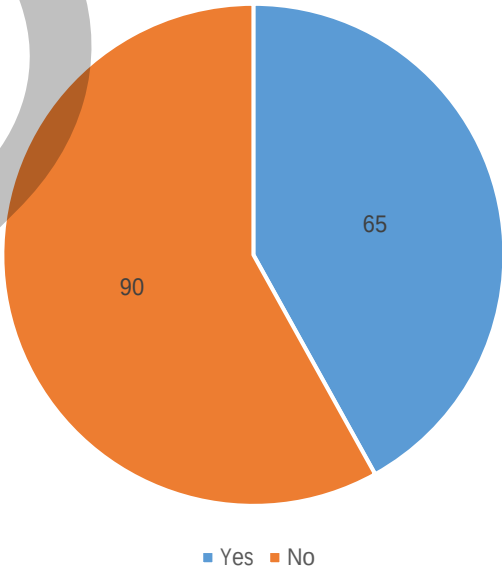
1. Are you a resident of Kannapolis?

Are you a resident of Kannapolis?

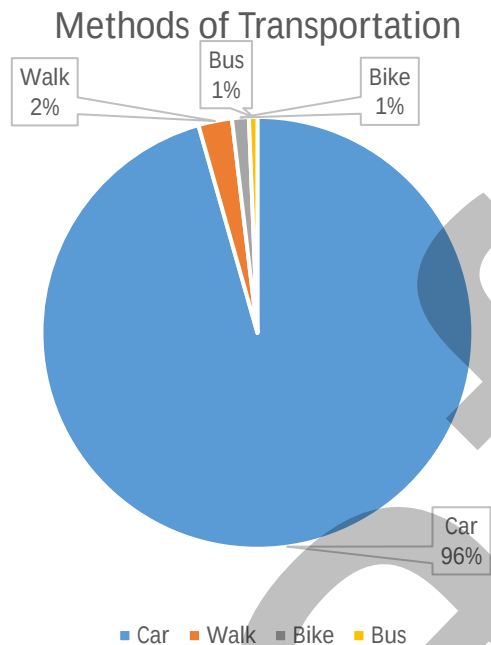


2. Do you work in Kannapolis?

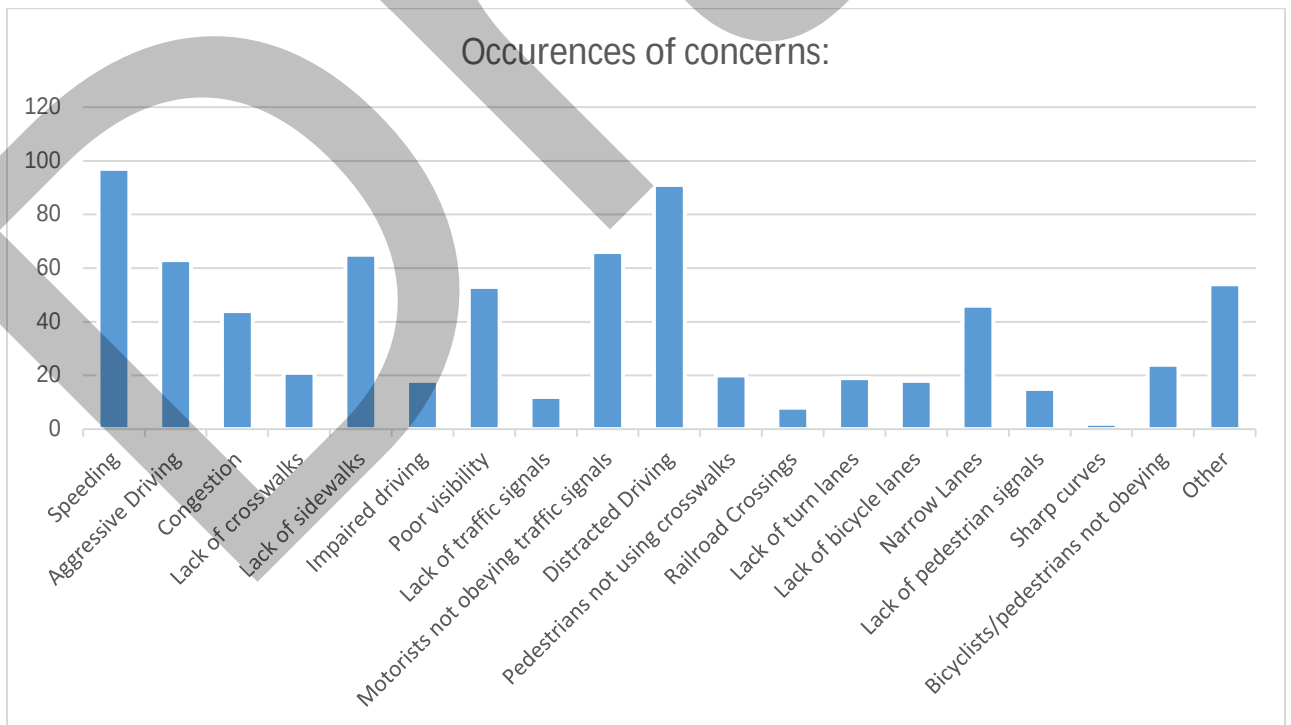
Do you work in Kannapolis?



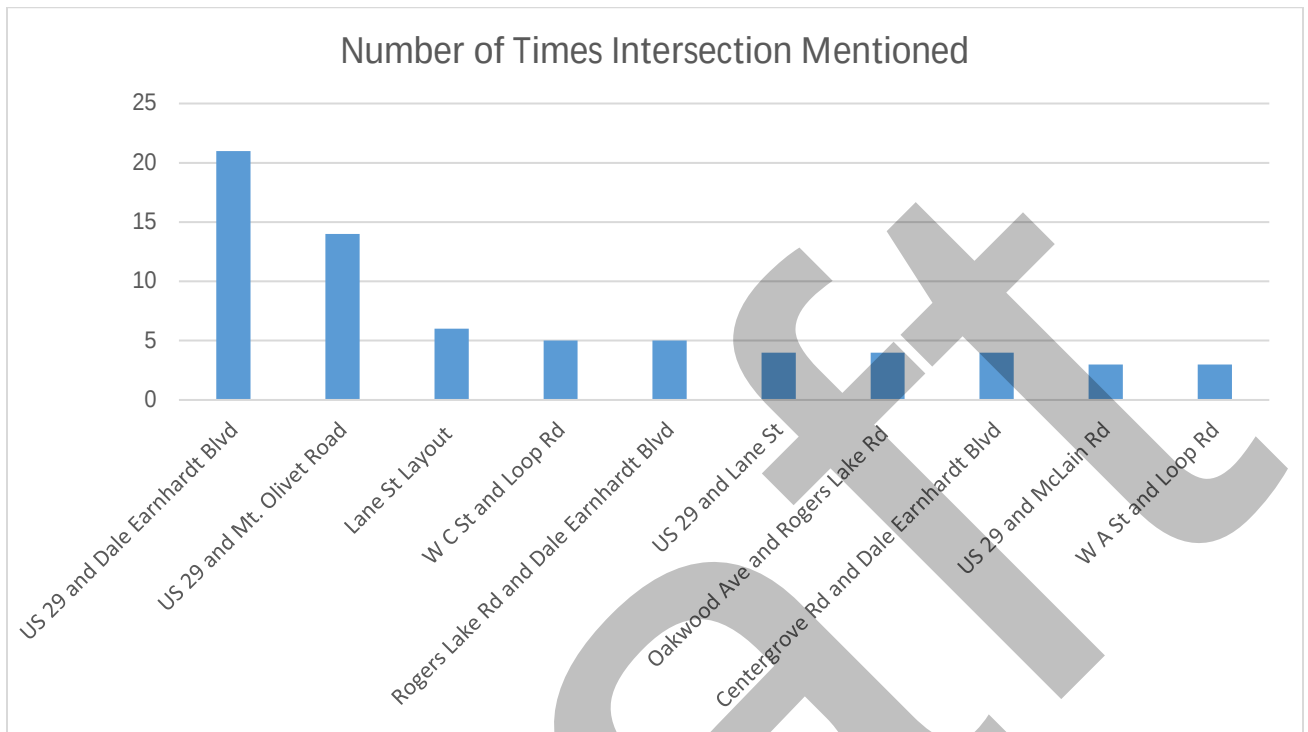
3. How do you typically travel around Kannapolis?



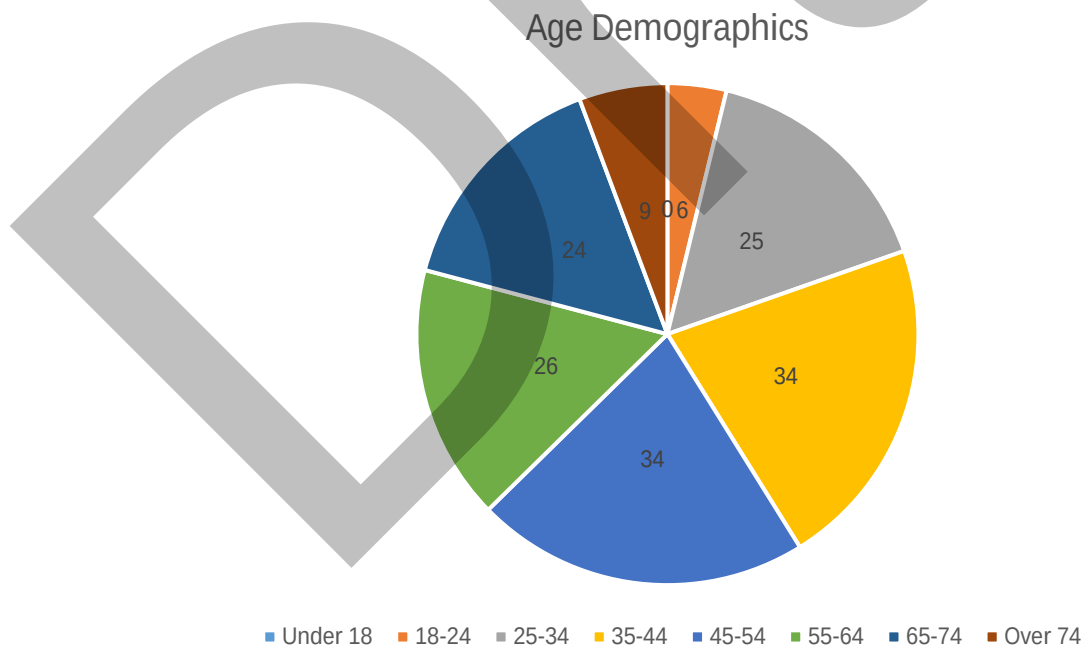
4. Select the top five transportation safety issues in Kannapolis from the list below:



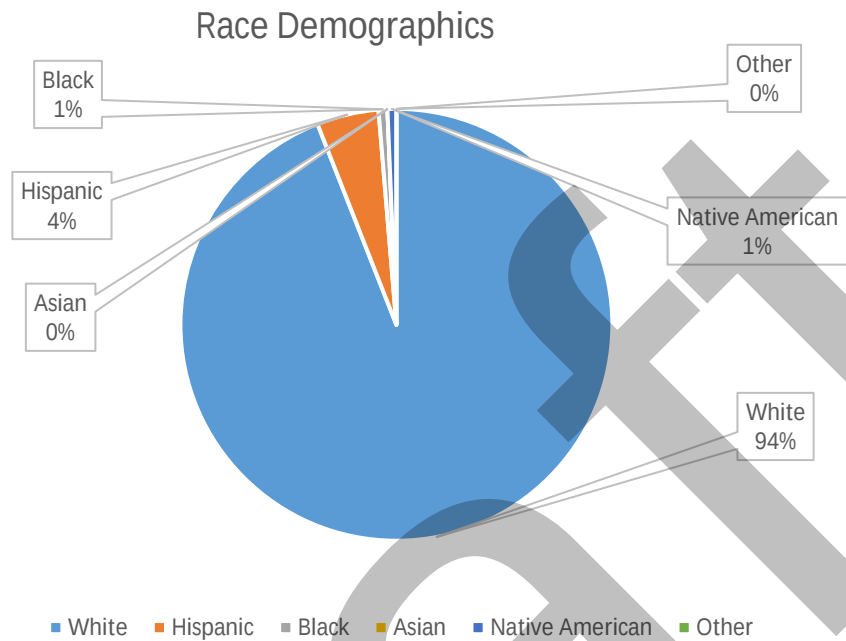
5. List the three intersections or roadway segments in Kannapolis with the most safety concerns



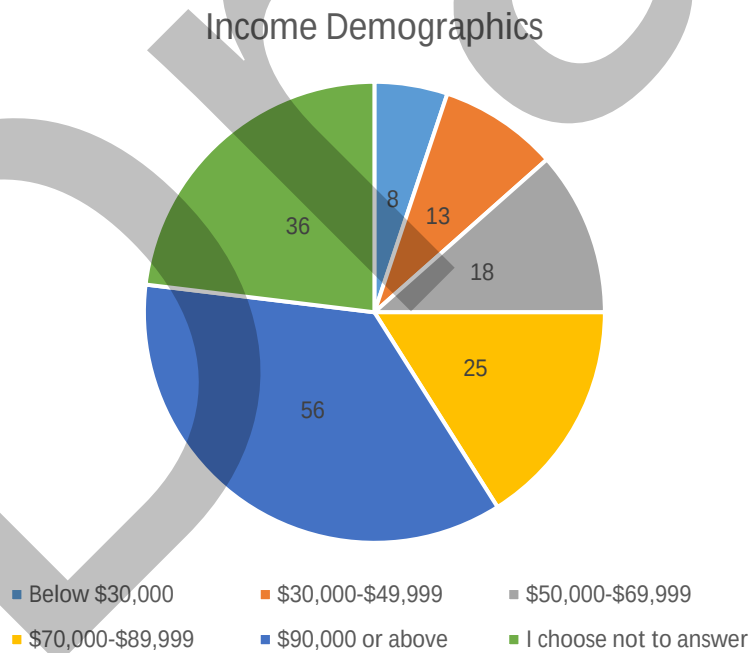
6. What is your age? (Optional question)



7. How would you classify your race? (Optional question)



8. What was your household income last year? (Optional question)



Appendix C

Roadway Segments/Intersections for
Detailed Study

TABLE C1
KANNAPOLIS SAFETY ACTION PLAN
RECOMMENDED ROADWAY SEGMENTS AND INTERSECTIONS FOR DETAILED STUDY

GIS FID	ROUTE/INTERSECTION	FROM	TO	WITHIN DISADVANTAGED CENSUS TRACT?	NO. OF SERIOUS INJURY CRASHES (FATAL OR A)	TOTAL NO. OF B OR C INJURY CRASHES	PROPERTY DAMAGE ONLY CRASHES	TOTAL NO. OF CRASHES	COMMENTS
49, 65, 108, 130, 138	SR 1430 (Kannapolis Pkwy.)	I-85	SR 1622 (Trinity Church Rd.)		6	77	270	353	
2, 33, 44, 83	NC 3	Watson Crick Dr.	SR 1766 (Rogers Lake Rd. E)	Y	6	73	254	333	
1, 95	SR 1643 (Rainbow Dr./Bethpage Rd.)	NC 3 (Mooresville Rd.)	SR 1008 (S. Main St.)	Partially	2	11	22	35	
8, 40, 76, 106, 111, 122	US 29	I-85	Wilson St.	Partially	3	135	441	579	
3, 102, 139, 143	NC 3 (Concord Lake Rd.)	I-85	SR 2126 (Dale Earnhardt Blvd.)	Y	1	37	101	139	
110	SR 2126 (Dale Earnhardt Blvd.)	Old Earnhardt Rd.	I-85	Y	1	26	109	136	
17	SR 1008 (S. Main St.)	Fredrick Ave.	Walker St.	Partially	1	6	21	28	
22, 86, 152, 182	SR 1625/SR 1766 (Rogers Lake Rd.)	Sherwood Dr.	NC 3 (Dale Earnhardt Blvd.)	Partially	2	40	82	124	
32, 117, 181	SR 2154 (Little Texas Rd.)	NC 3 (Dale Earnhardt Blvd.)	Chipola St.	N	1	21	25	47	
45, 167	SR 1124 (West C St.)	SR 1129 (Nathan Ave.)	Glenn Ave.	Partially	1	7	21	29	
10, 63	NC 3 (Mooresville Rd.)	Bethpage Rd.	Cypress Ave.	Partially	0	11	21	32	
155	SR 1008 (S. Main St.)	SR 1790 (Winecoff School Rd.)	Easy St.	N	0	14	32	46	
53	SR 1706 (E. 1st St.)	N. Main St.	N. Harding Ave.	Y	0	2	2	4	Concentration of bicycle and pedestrian crashes.
89	SR 1430 (Kannapolis Pkwy.)/Rogers Lake Rd.			N	1	7	9	17	
135	NC 73/SR 1622 (Trinity Church Rd.)			N	0	10	56	66	
121	US 29 (N. Cannon Blvd.)/SR 1254 (E. 22nd St.)			Y	1	4	16	21	
112	North Loop Rd./SR 1680 (West C St.)			Y	0	5	19	24	Identified in survey.
	North Loop Rd./SR 1913 (West A St.)			Y	N/A	N/A	N/A	N/A	Identified in survey.
126	US 29 (N. Cannon Blvd.)/SR 1267 (Ebenezer Rd.)			Y	0	5	15	20	
124	SR 1238 (China Grove Rd.)/SR 1308 (Moose Rd.)			Y	1	8	11	20	

N/A-Not Available

Appendix D

Conceptual Designs and Cost Estimates

**NC 3 (Dale Earnhardt Boulevard) from NC 3 (Mooresville Rd)/Watson Crick Drive to
SR 1766 (Rogers Lake Road)**

Recommended Countermeasures	Estimated Cost
Lower the speed limit to 35 MPH on sections with a current speed limit of 45 MPH.	\$2,200
Signalize Rogers Lake Road intersection or prohibit left turns from Rogers Lake Road onto Dale Earnhardt Boulevard	
Signal	\$400,000
Prohibit left turns (no signal)	\$26,060
Prohibit left turns onto Dale Earnhardt Boulevard from McLain Road and Cook Street	\$92,948
Prohibit left turns onto Dale Earnhardt Boulevard from Old Centergrove Road	\$25,430
Prohibit all turns onto Dale Earnhardt Boulevard from Spring Street	
Island	\$24,035
Remove pavement, add curb and gutter	\$77,800
Prohibit left turns onto Dale Earnhardt Boulevard from Leonard Avenue	\$23,280
Prohibit left turns onto Dale Earnhardt Boulevard from West G Street	\$21,255
Convert two-way left turn lane to a median between South Main Street and Vance Street	\$1,126,170
	\$1,339,178
Total Estimated Cost:	to \$1,766,883

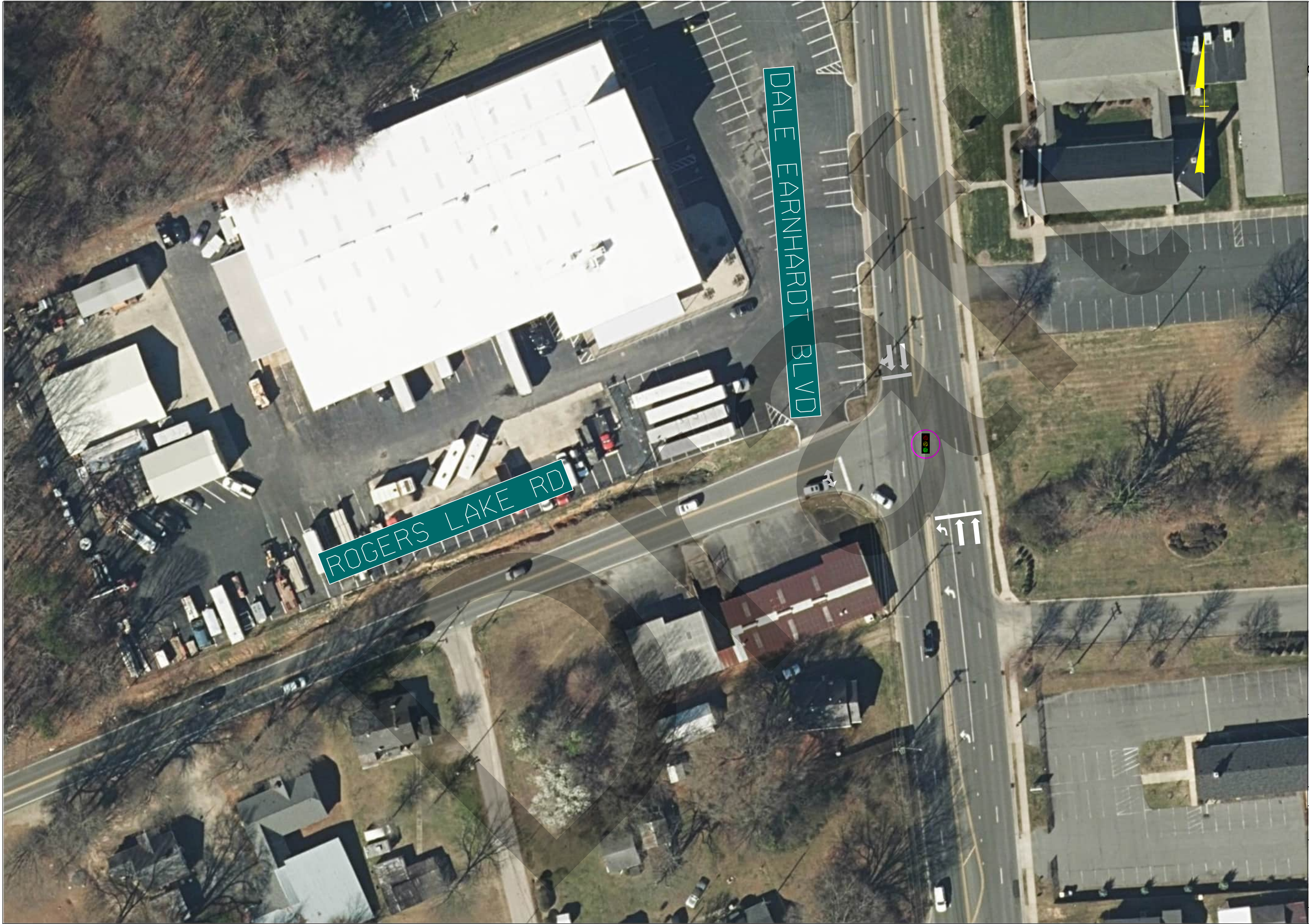


FIGURE D-1

ROGERS LAKE ROAD
CONCEPT INTERSECTION
IMPROVEMENT
(SIGNAL)

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL
- PROPOSED SIGNAL

CONCEPTUAL DESIGN -
SUBJECT TO CHANGE
WITHOUT NOTICE.

NOVEMBER 2025

PLANS PREPARED BY:

DRMP, INC.
5808 FARINGTON PLACE
RALEIGH, NC 27609
NC LICENSE NO. F-1524 (919) 872-5115



FIGURE D-2

ROGERS LAKE ROAD
CONCEPT INTERSECTION
IMPROVEMENT
(NO RIGHT TURN)

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-3

**MCLAIN ROAD
CONCEPT
INTERSECTION
IMPROVEMENT**

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-4

**OLD CENERGROVE RD
CONCEPT
INTERSECTION
IMPROVMENT**

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-5

SPRING ST CONCEPT
INTERSECTION
IMPROVEMENT
ALTERNATIVE A

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

CONCEPTUAL DESIGN -
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FIGURE D-6

SPRING ST CONCEPT
INTERSECTION
IMPROVEMENT
ALTERNATIVE B

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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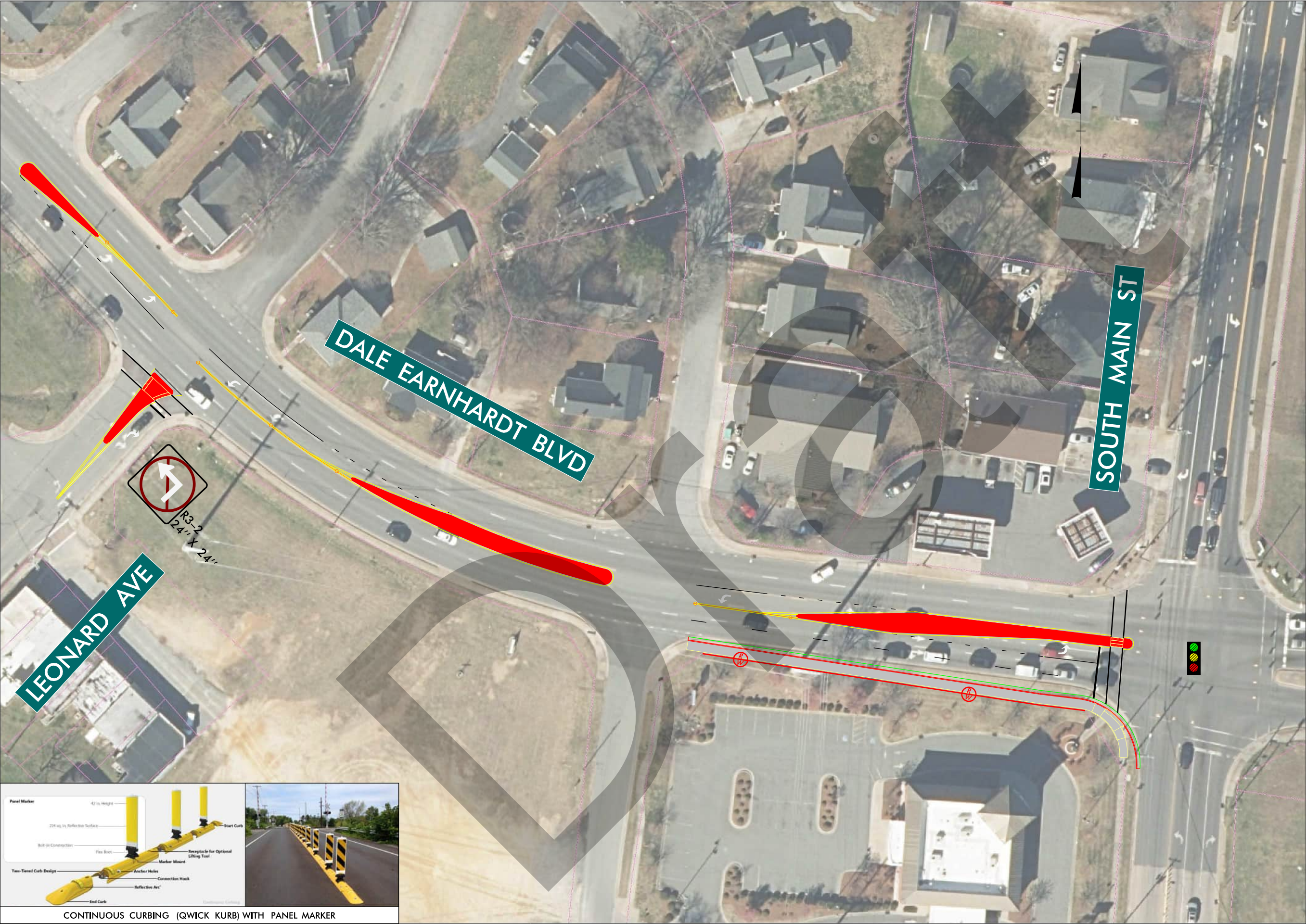


FIGURE D-7

LEONARD AVE AND
S MAIN ST
CONCEPT
INTERSECTION
IMPROVEMENTS

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-8

W G ST
CONCEPT
INTERSECTION
IMPROVEMENT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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Panel Marker

Two-Tiered Curb Design

CONTINUOUS CURBING (QWICK KURB) WITH PANEL MARKER



FIGURE D-9

DALE EARNHARDT BLVD.
CONCEPT
IMPROVEMENTS

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

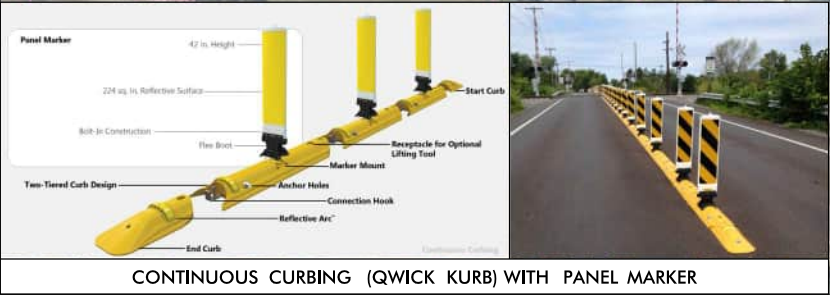
- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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CONTINUOUS CURBING (QWICK KURB) WITH PANEL MARKER

SR 1643 (Rainbow Drive/Bethpage Road) from NC 3 (Mooresville Road) to SR 1008 (South Main Street)

Recommended Countermeasures	Estimated Cost
Bethpage Road/Rainbow Drive intersection	
Roundabout	\$1,850,000
All-way stop (no roundabout)	\$1,550
Bethpage Road/Leonard Avenue intersection	
Roundabout	\$1,750,000
All-way stop (no roundabout)	\$1,550
Bethpage Road/Richard Avenue intersection	
Roundabout	\$1,550,000
All-way stop (no roundabout)	\$1,550
Curb on east side of South Main Street to channelize driveway	\$7,590
	\$12,240
Total Estimated Cost:	to
	\$5,157,590



FIGURE D-10

BETHPAGE ROAD
CONCEPT
ROUNDBOUTS

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-11

BETHPAGE ROAD
CONCEPT
URBAN ROUNDABOUT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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SR 1124 (West C Street) from SR 1129 (Nathan Avenue) to Glenn Avenue

Recommended Countermeasures	Estimated Cost
Add left and right turn lanes on West C Street at Pump Station Road intersection (includes replacing bridge over Irish Buffalo Creek)	\$1,382,000
Move start of 35 MPH zone to west of Nathan Avenue	\$2,000
Glenn Avenue turn lane/Echo Avenue left turn restriction	\$302,600
Total Estimated Cost:	\$1,686,600

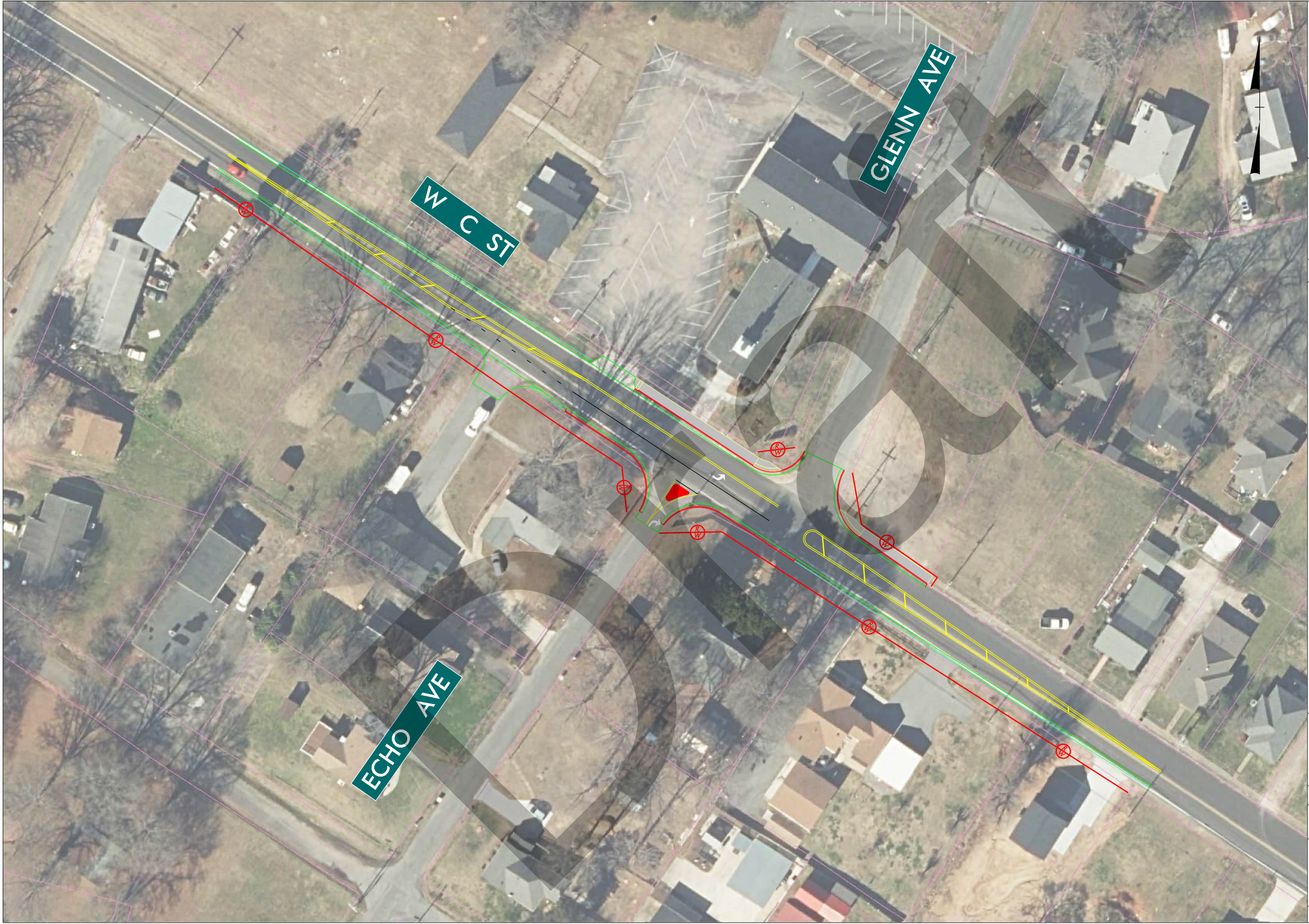


FIGURE D-12
W C ST AND
ECHO AVE
CONCEPT
INTERSECTION
IMPROVEMENTS

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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FIGURE D-13

**PUMP STATION RD
CONCEPT
INTERSECTION
IMPROVEMENT**

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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NC 73 (Davidson Highway)/SR 1622 (Trinity Church Road)

Recommended Countermeasures	Estimated Cost
Prohibit right turns on red on southbound SR 1622	\$2,000
Queue detection and flashing warning sign/install flashing warning sign when signal is red	\$11,250
Add reflective high-visibility backplates to traffic signal heads	\$1,200
Total Estimated Cost:	\$14,450

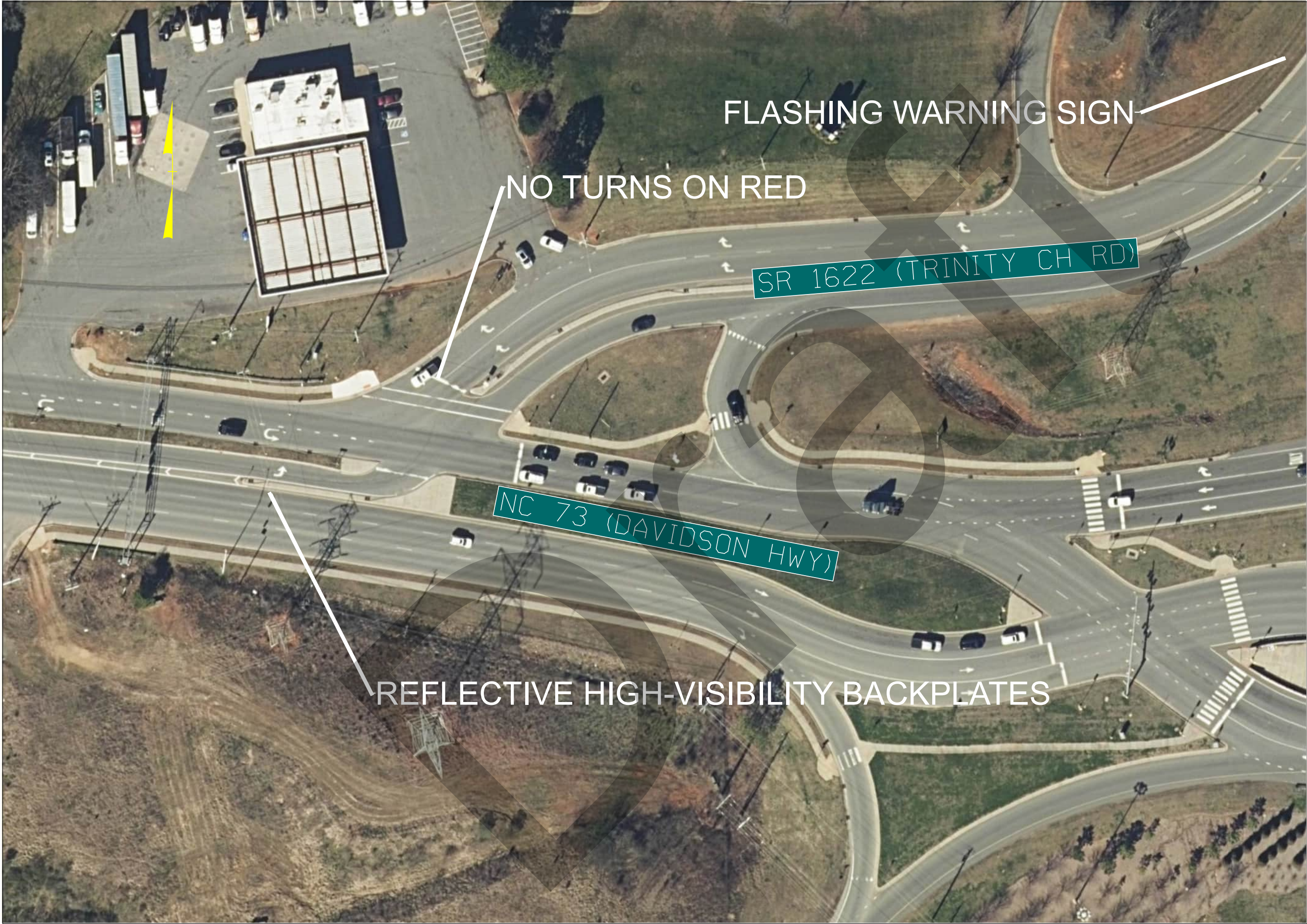


FIGURE D-14

NC 73/SR 1622
(TRINITY CHURCH RD)
INTERSECTION
CONCEPT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QWICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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NC LICENSE NO. F-1524 (919) 872-5115

SR 1600 (West C Street)/South Walnut Street at North Loop Road/Dale Earnhardt Boulevard

Recommended Countermeasures	Estimated Cost
Review left turn signal phasing, allow only protected left turns from northbound Dale Earnhardt Boulevard	\$7,500
Add reflective high-visibility backplates to traffic signal heads	\$2,200
Move advanced signal warning sign on northbound Dale Earnhardt Boulevard south of the intersection to south of trees located on east side of Loop Road	\$695
Add near side signal head for northbound Dale Earnhardt Boulevard	\$1,750
Add street lights at intersection	\$70,000
Total Estimated Cost:	\$82,145

REFLECTIVE HIGH-VISIBILITY BACKPLATES

SR 1600 (WEST C ST)

NORTH LOOP RD

WALNUT ST

DALE EARNHARDT BLVD

MOVE SIGNAL AHEAD SIGN

FIGURE D-15
NORTH LOOP RD/
WEST C ST
INTERSECTION
CONCEPT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN



LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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US 29 (North Cannon Boulevard)/SR 1254 (East 22nd Street)

Recommended Countermeasures	Estimated Cost
Add high visibility cross walks, curb ramps, and landing pads in all quadrants	\$953,495
Add sidewalks along East 22 nd Street	
Widen islands on US 29 for pedestrian refuge	
Upgrade traffic signal to include pedestrian actuation	\$58,540
Review left turn signal phasing	\$4,500
Conduct traffic counts to determine the need for a southbound right turn lane	\$1,000
Add reflective high visibility backplates to traffic signal heads	\$2,000
Examine signal coordination and timing	\$3,000
Add flashing "Prepare to Stop when Flashing" sign on southbound US 29 north of the intersection	\$11,250
Total Estimated Cost:	\$1,033,785



FIGURE D-16

E 22ND ST AND
N CANNON BLVD
CONCEPT
INTERSECTION
IMPROVEMENT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

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NOVEMBER 2025

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US 29 (North Cannon Boulevard)/SR 1267 (Ebenezer Road)

Recommended Countermeasures	Estimated Cost
Add reflective high visibility backplates to the traffic signal heads.	\$2,200
Replace trees in the median with lower growing landscaping within the curves north and south of the intersection	\$3,000
Add mini-skip pavement markings to direct traffic on Ebenezer Road across US 29.	\$250
Examine signal coordination and timing.	\$10,000
Total Estimated Cost:	\$15,450



FIGURE D-17

US 29
(NORTH CANNON BLVD)/
SR 1267 (EBENEZER RD)
INTERSECTION
CONCEPT

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

KANNAPOLIS, NC
SAFETY ACTION PLAN

LEGEND

- PROPOSED RIGHT OF WAY LINES
- PROPOSED EDGE OF TRAVEL
- PROPOSED PAVED SHOULDER
- PROPOSED CURB & GUTTER
- QUICK KURB
- STREAM
- PROPERTY LINES
- PROPOSED MONOLITHIC ISLAND
- PROPOSED SIDEWALK
- EXISTING PAVEMENT REMOVAL
- EXISTING SIGNAL

CONCEPTUAL DESIGN -
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WITHOUT NOTICE.

NOVEMBER 2025

PLANS PREPARED BY:

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RALEIGH, NC 27609
NC LICENSE NO. F-1524 (919) 872-5115



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Terry Spry, Chief of Police, Kristin Jones, Budget and Strategy Director
Subject: **ORDINANCE** - Budget Amendment #26-27 appropriating cash reserves for the Axon lease agreement - **UNANIMOUSLY APPROVED**

Recommended Action Requested by City Council

Motion to approve an Ordinance for Budget Amendment #26-27 appropriating fund balance for the Axon lease agreement which replaces body-worn cameras, in-car cameras and tasers for the Police Department.

Required Votes to Pass Required Action

Majority Present at Meeting

Background

The City currently utilizes Axon for all body-worn cameras, in-car cameras, and tasers. This equipment is critical to daily Police Department operations and is frequently relied upon for court hearings and evidentiary purposes. The existing Axon equipment was acquired under a five-year agreement and has reached the end of its useful life.

City staff met with an Axon representative to review specifications for a new lease agreement. Under the proposed agreement, the total cost would be \$3.5 million over a five-year period. The current contract expires in June 2026, and the new contract would begin in July 2026. Annual costs would increase from approximately \$350,000 under the current agreement to \$710,000 under the new agreement due to upgraded equipment and market-wide price increases.

We are requesting funding in advance of the regular budget cycle to lock in current pricing. To complete the required preaudit and have the contract in place before the new fiscal year begins in July, funding must be secured in June. If the City delays execution of the new agreement until after the current contract expires, Axon has indicated that pricing could increase an additional 10–20%, or approximately \$355,000 to \$710,000 based off historical price increases.

Fiscal Implications

A budget amendment is required to allocate fund balance for this agreement.

Alternate Courses of Action

1. Table to a future meeting.
2. Take no action.

Attachments

1. 2025-85 Ordinance for Budget Amendment #26-27 Axon Lease

**ORDINANCE AMENDING BUDGET FOR THE
CITY OF KANNAPOLIS, NORTH CAROLINA
FOR THE FISCAL YEAR BEGINNING JULY 1, 2025, AND ENDING JUNE 30, 2026
Amendment # 26-27**

BE IT ORDAINED by the City Council of the City of Kannapolis, North Carolina meeting in open session this 24th day of November that the following amendment to the Budget Ordinance for the City of Kannapolis, North Carolina for the Fiscal Year beginning July 1, 2025, and ending June 30, 2026, is hereby adopted:

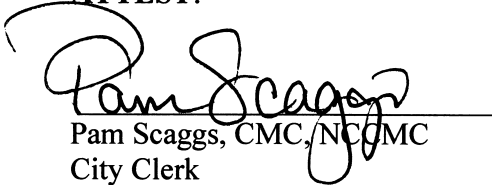
Description: This budget amendment appropriates funding for the Axon lease agreement over a 5-year window. This agreement is up for renewal in July 2026. The Axon lease covers: in car cameras, body worn cameras and tasers.

SECTION I- GENERAL FUND

Revenue:	Increase: Fund Balance Appropriation Revenue: 19900-39900	\$710,800
Expenditure:	Increase: Axon Lease Expenditure: 12035-46500	\$710,800

This ordinance is approved and adopted on this 24th day of November.

ATTEST:


Pam Scaggs, CMC, NCCMC
City Clerk


M. Darrell Hinnant, Mayor
City of Kannapolis



Kannapolis City Council

City Council Agenda Staff Report
November 24, 2025

To: Mayor and City Council
From: Terry Spry, Chief of Police
Subject: **DISCUSSION:** Policing Strategies in Downtown Kannapolis

Recommended Action Requested by City Council

None. Presentation and discussion only.

Required Votes to Pass Required Action

Presentation Only. No Action Required

Background

A brief presentation will be provided to City Council concerning existing and future policing strategies in Downtown Kannapolis.

Fiscal Implications

None.

Alternate Courses of Action

None. Presentation and discussion only.

Attachments

None