



## City of King City Council Organizational Meeting

6:00 PM Monday, February 2, 2026

City of King City Hall Council Chambers  
229 S. Main St., King, NC 27021

# MINUTES

The King City Council convened for its regular meeting at King City Hall, Council Chambers, 229 S. Main St, King, on Monday, February 2, 2026, at 6:00 pm. The purpose of the meeting was to discuss and make decisions on various city matters. Present at the meeting were Councilman Tyler Bowles, Mayor Rick McCraw, Councilwoman Terri Fowler, Councilman Michael Lane, City Engineer Ben Marion, City Attorney Brad Friesen, City Manager Scott Barrow, City Clerk Nicole Branshaw, Fire Chief Steven Roberson, Police Chief Jordan Boyette, Intern City Planner Emerson Wright, Police Lt. M. Perdue, Collections Clerk Tiffany GGeorge, and Chaplain Rick Hughes. Mayor Pro Tem Jane Cole, Director of Finance and Personnel Susan O'Brien, and Planning/Zoning Official Todd Cox were present via phone. *\*\*Mayor Pro Tem Jane Cole will not count toward the quorum and will not vote on any agenda item during the meeting. \*\**

### MEETING CALLED TO ORDER

The meeting was called to order at 6:00 PM on Monday, February 2, 2026. The Pledge of Allegiance was recited with all remaining standing for the invocation given by Chaplain Rick Hughes.

Mayor McCraw requested a motion to excuse Mayor Pro Tem Cole due to a medical procedure she had that day.

**Motion:** Councilman Bowles moved to excuse Mayor Pro Tem Cole. Councilman Lane seconded. Motion carried unanimously.

### ANNOUNCEMENTS

The mayor asked the council and staff if there were any additions or subtractions to make from the announcements. There were none. The mayor thanked everyone for attending despite the weather, noting appreciation for both those in chambers and those watching online.

### PUBLIC COMMENT

Mayor McCraw opened the public comment period at 6:03 PM, reading the guidelines for public participation, including the 3-minute time limit for individual speakers and rules for courteous behavior.

There being no one to give written or verbal requests, wishing to speak. Mayor McCraw closed the public comment portion of the meeting at 6:02 pm. **\*\*SEE DOCUMENT 1\*\***

### 1. ADJUSTMENTS TO AGENDA

Mayor McCraw announced adjustments to the agenda:

- Adding item 2B to the consent agenda regarding Setting a Public Hearing Date for March 2, 2026, for the closure consideration of a portion of Rupert Hall and Slate Alley.
- Adding item 2C to set a Public Hearing Date for March 2, 2026, for a conditional rezoning request by Gary Bowman of Tobacconville, NC.
- Removing item 3A (Introduction of new employee)

- Removing item 4B (The Quasi-Judicial Public Hearing - Public Hearing for Special Use Permit Request by Gary Bowman – SU-011)

## **2. CONSENT AGENDA**

Mayor McCraw explained that the consent agenda items were considered noncontroversial and administrative in nature. The following consent items were approved:

### **A. Approval of Minutes**

- a. January 5, 2025, Regular City Council Meeting

**B.** Set A Public Hearing Date for March 2, 2026, for the Consideration of Closing a Portion of Rupert Hall and Slate Alley.

**C.** Set A Public Hearing Date for March 2, 2026, for Gary Bowman's Request for a conditional rezoning request by Gary Bowman of Tobaccoville, NC.

***Motion:** Councilwoman Fowler moved to approve the consent agenda as amended. Councilman Lane seconded. Motion carried 3-0. **\*\*SEE DOCUMENT 2\*\****

## **3. NEW EMPLOYEE**

### **A. Introduction to New Employee:**

- *REMOVED FROM AGENDA*

## **4. PUBLIC HEARING**

### **A. PUBLIC HEARING: Voluntary Annexation Request by Alice R. & Garry L. Merritt (7'G's, LLC).**

Mayor McCraw opened the public hearing on the voluntary annexation request at 6:05 PM.

Public Comments:

Terry Frye, property owner at 126 Fosstorall Road, spoke first: "Good evening. My name is Terry Frye. I'm a property owner, 126 Fosstorall Road. I do not consent to the annexation of Fosstorall Road, and I do not consent to any changes, upgrades, or increased use of the roadway. I respectfully ask the council to consider the objections of the residents who are directly affected." He explained that the deed creating the road includes a 60-foot roadway easement for ingress and egress benefiting adjoining property owners and the public. He emphasized that "those easement rights exist regardless of annexation, and annexation does not expand or alter them because those rights are unresolved with respect to subdivision level traffic. Annexation does not resolve the access issue being used to justify this request."

James Twedt, property owner at 125 Fosstorall Road, spoke next: "Good evening. My name is James Twedt. I'm a property owner on Fosstorall Road. I do not consent to annexation of Fosstorall Road." He pointed out that the annexation petition relies on layered deed references, including a later deed referring back to a 1977 deed for the roadway description. He warned that "annexation does not cure ambiguity in underlying deed language or resolve private easement rights. Proceeding under those circumstances places the city at unnecessary legal and financial risk."

Matilda McGee, property owner at 135 Fosstorall Road, then addressed the council: "Good evening. My name is Matilda McGee, and I'm a property owner on Fosstorall Road. And I also do not consent to the annexation of Fosstorall Road." She explained that the Fosstorall Road property owners had delivered a letter to city hall, hoping to provide hard copies of their concerns, and requested that all delivered information be entered into the record. She then read the letter in its entirety: "Regarding Fosstorall Road objection to annexation and protection of private road and easement rights to the honorable mayor and members of the King City Council,

King, North Carolina. The purpose of this letter is to formally provide information and address serious concerns regarding the legal rights of the property owners along Fosstorall Road, a private road, and to express unanimous opposition to the proposed annexation of Fosstorall Road for the purpose of facilitating a private land sale and subdivision development."

McGee continued reading: "With a unanimous vote, the property owners along Fosstorall Road strongly opposed annexation of this private road. The proposed annexation appears to be undertaken solely to advance a private transaction between a landowner and a development company contingent upon municipal approval. A subdivision proposal has reportedly been accepted or tentatively accepted by the city despite unresolved questions regarding lawful access."

She emphasized the central concern: "A central concern is the city's apparent commitment to this development without verified dedicated public access. During the planning stages, concessions were reportedly granted, allowing increased housing density. As part of those negotiations, the developer represented that Fosstorall Road would be upgraded to North Carolina Department of Transportation standards and assumed by the NCDOT for maintenance. North Carolina DOT has now apparently declined that acceptance. In response, the landowner is petitioning the city to annex the road to preserve a private sale agreement. This places the city in the position of remedying a private construction failure."

McGee detailed the deed issues: "The landowner asserts ownership based on the 1977 deed. That deed references Fosstorall Road as beginning at State Road 1236 Old Highway 52, which it clearly does not. We respectfully request that the 1977 deed description corresponds to the present roadway and that no newly created survey be substituted for the recorded deed description." She explained that the 1977 deed contains an express easement clause granting property owners a 60-foot right-of-way, replicated in each property deed, and authorizes the owners to maintain it. "These easement and maintenance rights are recorded and binding."

She concluded: "Fosstorall Road serves 10 homes and was never intended to support municipal traffic or access for 189 home subdivision. Such use would materially overburden the easement and defeat its original intent. We respectfully request that the city cease further action related to the annexation of Fosstorall Road, formally acknowledge the recorded easements and maintenance agreements, and refrain from using annexation authority to facilitate the private land transaction. Respectfully submitted on behalf of the Fosstorall Road property owners."

Mayor McCraw asked if anyone else wished to speak on the matter, then turned to the council for questions to staff.

Councilman Bowles began the questioning: "Staff looked at the deed that is noted here, the 1977 deed, and what information has been pulled from that deed in support of or not in support of the annexation on Fosstorall?"

Planning Intern Emerson Wright deferred to Todd Cox, Planning & Zoning Interim Administrator, who responded via phone: "I think our attorney reviewed that and had no issues with that being property that Mr. Merritt owns and that can be annexed or voluntarily annexed in at his request, which he's doing."

Councilman Bowles followed up: "From everything that is here, everything that we understand, Merritt owns the right of way?"

Cox confirmed: "Correct? Yes."

City Attorney Brad Friesen clarified: "That is subject to the easement rights, but annexing it into the city doesn't change those. The ownership of the property remains the same whether it's within the city limits or not."

Councilman Bowles continued his line of questioning: "From what I'm hearing, it sounds like the main concern is not so much well, maybe it is paving the road, but the main concern is the access to the adjoining potential neighborhood. So, with that being said, what has that development already been approved?"

Cox confirmed: "Yes."

"Do we know when that development was approved?" Bowles asked.

"I think we approved that back in June," Cox replied, then clarified it was the Planning Board that approved it, not the City Council.

Cox addressed a misconception: "There was some mention, one of the people there at the public hearing, about it being approved with additional lots if they could get Fosstorall, which is not correct. It was developed under the clustering section because it's in the watershed. And by doing so, they were able to pick up additional lots that had nothing to do with the fact that they accessed Fosstorall."

He explained the subdivision regulations: "In our subdivision regs, if you develop more than 99 lots, you have to provide a second means of egress, and that's where Fosstorall comes in. This project, which is now called Country Heights, has 183 lots, if I'm not mistaken. So, it would require the 2 means of egress. And one of the conditions, I believe, of the sale was that Fosstorall be part of that second means of egress. So the developer could use that as part of his planned exits for the subdivision."

Councilman Bowles asked about the zoning: "And when was the zoning approved on this neighborhood?"

Cox explained: "The zoning was correct to start with... as we adopted zoning in 85, so it was zoned that back in 85."

Bowles then asked: "So if we don't approve this, don't know who this question would be for, if we don't approve this, what are Mr. Merritt's intentions, or do we know?"

Gary Merritt came forward to address the council: "My name is Gary Merritt, 229 Whispering Creek Road, King. Give me about 3 minutes, and then I'll answer you."

Merritt provided extensive background: "Mr. Roberson owned land that is now from 52 back to this property that I own. In 1973, 3 gentlemen, Tom O'Neil, Mr. Smith, and Mr. Tash from Winston, created a Fosstorall Company and developed the 50 acres that we're talking about. It consisted of 2 streets, Scenic Ridge, which is a street up top, and Fosstorall, which is a street down here."

He continued with the property history: "In 1977, which is a deed that you referred to, Fosstorall sold to HPS Developers Inc by General Warranty Deed, both right of ways. 60-foot right of way being Fosstorall and Scenic Ridge."

Merritt explained how Scenic Ridge got paved: "Scenic Ridge got paved under the old DOT standard that if you had a gravel road and it was in close to a city and if you had more than 4 houses on it, it could get a tar and gravel road. So, they picked up behind JR Jones Medical because it was built in, and that's where DOT paved that road down to the property."

He described his purchase: "I bought on April 8, 1998, from HPS Fosstorall and Scenic Ridge in addition to 118 acres." He then read from the legal description: "In addition to the 2 linked metes and bounds descriptions of these 2 tracks that describe the right of way. It says at the bottom of that said conveyance will be free and clear of all encumbrances but will be subject to a 60-foot road easement for purposes of ingress and egress to purchasers of property adjoining said 60-foot easement and to the general public. Said purchasers of lots will have the right individually or collectively to improve all or any part of said 60-foot road easement."

Merritt emphasized: "Now that's the rights that the adjoining property owners have. Counselor, I have a general warranty deed, which means I own it. Is that correct?"

When it was confirmed that he owns it subject to the easement rights, stated City Attorney B. Friesen.

Merritt continued: "So, the owners of that easement, as long as they own it, fee simple, and there are no encumbrances. It's theirs. To do what they want to do with it just as long as they don't [affect] egress and ingress."

He stated his intentions clearly: "Now, all I'm trying to do is build a road in so we can build a subdivision because that's where I'm making a living and have for a long time. The final section of something that was started in the early seventies."

Merritt explained the benefits of annexation: "Now, if the city annexes it, then that road will be built to city standards, and it will be maintained long after I'm gone to set its standards. Right now, what you've got is a road that's got a little bit of gravel on it, and that's about it."

He addressed the timeline: "We're building a subdivision. It's going to take a long time. It ain't gonna happen in 3 or 4 years. It's a pretty big undertaking, but we're going to put that road in."

Merritt argued: "Now, the right thing to do is for the city to own it. Then there's no more discussion." He mentioned having a new recorded plat that shows the exact metes and bounds of the right-of-way to clear up any ambiguities.

Regarding road maintenance agreements, when Councilwoman Fowler mentioned that Wayne Hill, Kaiser, and William Ford signed one in 1994, Merritt responded: "But they didn't own the roadway... Well, that's the first I've heard of, and I've owned the property since 1998."

He concluded: "Anyway, so all I'm asking is for you to annex it so you're on the road when we get finished."

Councilman Lane asked: "So if we were to choose not to annex it, would you still build a road on your property through May?"

Merritt confirmed: "Yes, Sir. Okay. Now the question is, when I'm gone, who's going to maintain it? And will it be an NCDOT road like the other portion of that, or whatever? But I'm gonna build it. That's why I bought the property. And I wouldn't have bought the property if I didn't have the right to build that road."

Lane clarified: "So just to be clear, this is a request for annexation, not a request for permission to build a neighborhood. Right? Am I understanding this correctly? The neighborhood's approved. Right."

City Attorney Friesen further clarified: "And to be clear, the request for annexation did not include dedication and request for acceptance of your road."

Merritt acknowledged: "I can't, you can't accept it till I build it to your standard. Right."

Councilwoman Fowler asked about the June approval mentioned earlier, which Cox clarified was the Planning Board's approval of the subdivision, not the City Council's.

Councilman Bowles asked about the road maintenance agreement: "The only other question I have is the road maintenance agreement that was referenced just a few minutes ago. How does that affect decision-making here? Say if Mr. Merritt were to pave the road, would that just mean that what is a road maintenance agreement? Probably is the better question."

Friesen explained: "I haven't seen that one, but generally, there are contracts from the different owners who have rights over the road, dividing up whose responsibility it is to maintain the space of the maintenance of it."

Mayor McCraw observed, "So I know from me looking at all of this, Mr. Merritt actually paid money for that right of way. Correct? He paid money for that right-of-way there. So, the right-of-way basically belongs to him."

When Councilwoman Fowler asked why it was never shown on GIS that he owned it, the discussion turned to the distinction between easement rights and ownership.

Councilman Lane made an important observation: "I respect people's rights to come here. I think y'all are doing this the right way by coming here, doing these things. And, you know, you can go to Facebook and cause issues, all sorts of things. Coming here and doing this is the right thing to do. But I ultimately think that what is being asked for in the council chambers and what's being protested against are not the same thing. If you know, we're not giving Mr. Merritt permission to build a road or do it. He already has those rights. All we're doing is saying this is in the city or this is not in the city, which doesn't affect y'all either way, except that it may affect taxes and everything. Well, no. This doesn't annex you. We're not taxing your property. We're not touching your property. No. He's just asking for his own property to be put in there. This doesn't change your taxes at all."

A resident asked: "But why doesn't it show on GIS that he owns that road?"

Lane responded: "I don't know, I mean, if he's going to build it either way, and ultimately give the opportunity to put it up to city standards. Ultimately, this looks to me like it would give you a better road in the long term if the road is gonna go through either way."

Another resident raised concerns about deed contradictions and whether proper research had been done comparing Merritt's deed to the homeowners' deeds.

Mayor McCraw attempted to clarify the situation: "Let me try to maybe explain it a little bit. I think some of us may be asking to be volunteers annexed to that road. We cannot force annex anybody. If we approve his road to go down through there, and it's a city road, we're still not annexing you into the city. You would have to come before us and say, "I'm Mr. Terry Frye, and I would request that my property be annexed into the city."

He explained the implications: "Right now, you don't pay any city tax, do you? Are you on city water or sewer? City water. City water. Okay. So, you're paying out-of-city water rates because you're out of the city. When he would, he's just asking for his road to be annexed, not your property. Not your lot. Your house is not annexed unless you come to us and say, I'm at such and such Fosstorall Road, and I would like to be annexed into the city."

A resident who identified himself as Steve Whitt, 106 Fosstorall Road, a homeowner and educator of 27 years in Stokes County, spoke about traffic concerns: "I live in the first house over the gravel road... I can tell you this. We're talking about we're right there at the end of the road. And as a public educator, as a schoolteacher, right there at that curve, if none of you've ever been down through there, that curve in the morning is extremely dangerous because the people off of Scenic come through there, and then you've got the people in our neighborhood trying to get out. You add 183 cars to that. That's going to make that intersection right there. Our local fire and local police are going to end up being out there a lot."

He continued: "I can tell you also, from an education standpoint, that in all due respect, I know the other egress is in for your development. But if folks who live in that development are taking their kids to school, and they're going to West Stokes, Chestnut Grove, or King Elementary, 99 percent of them are just like all of us: they're going to take the shortest distance between 2 points. Traffic in the morning on 52 is crazy. Turning out there. Turning left is dangerous."

He asked: "My question is, was there ever a study done to see how it would affect that area as far as traffic in the morning and things of that nature with a housing development of this size going in there and that being an egress."

Todd Cox responded: "Mayor, if I could, Ben and I have already addressed this with NCDOT, and there will be some changes made to Fosstorall and Scenic Intersection, as well as NCDOT making some changes there at Scenic and West King Street. So, yes, those concerns are gonna be addressed."

City Attorney Friesen and City Engineer Ben Marion provided more details on the traffic improvements required, including turn lanes and stop signs at various intersections.

Discussion continued about water runoff concerns, with Ben Marion confirming that the developer would have to meet City standards as well as NCDEQ soil and erosion requirements.

Councilman Bowles summarized his position: "I want to make the best decision for all of you. I want to make the best decision. I don't see that not annexing this is the best decision for y'all if it's going to be paid either way. If it's going to be used as an entrance and an exit to a neighborhood, I don't think that not annexing is going to be the best decision for y'all long term. That's where I'm at."

Mayor McCraw added: "All right. I really appreciate all of you coming here to speak about it. And also Mr. Merritt. I can see both sides."

**Motion:** Councilman Lane moved to approve the voluntary annexation request by Alice R. and Gary L. Merritt, 7 G's LLC. Councilman Bowles seconded. Motion carried unanimously 3-0. (Lane-Y, Bowles-Y, Fowler-no vote) **\*\*SEE DOCUMENT 3\*\***

Mayor McCraw then formally closed the public comment period on the Merritt land annexation, which he had failed to do earlier.

## **B. PUBLIC HEARING – Quasi-Judicial: Public Hearing for Special Use Permit Request by Gary Bowman – SU-011**

- REMOVED FROM AGENDA

## **4. ACTION ITEMS**

### **A. Permit & Inspections Office Renovation**

Ben Marion presented the proposal. Staff recommends renovating the basement of the old PD building to house the city's Building Inspection Department. This has come to light as the building inspections department has grown, and City Hall has run out of space. Staff feel this will be a good use of an existing building that is currently not being used. Staff received 3 bids from three contractors given the same scope of work.

Provided to the council is a layout of the new building design as well as the estimate for the scope of work from the lowest contractor. Highlights of this upfit are:

- Repair and paint all interior walls
- Convert the old fingerprint room into the inspections reception office to be open to the public
- Repair the break room and conference room
- Have a map and plans room to house old and current building plans, and an area for staff to review plans (built-in mapping cabinet)
- New flooring throughout the building (except tile bathrooms)
- TV, TV mount, refrigerator
- Signage for building and door (hours of operation, etc.)

Finney Construction has given staff a 4–6-week timeline from start to completion. We could conservatively have building inspection staff in their new building by the end of April at the latest. This would allow the new Community Relations Coordinator to be placed at City Hall in the planning department's current reception area. This allows citizens to sign up and pay for water, sewer, park rentals, solid waste services, and other city services all in one place. The current building inspection office will be dedicated as a conference room at City Hall, to be used by staff and council outside the council chambers.

The cost for this project would be \$35,000 for the remodel and \$3,500 for signage, a TV, and a refrigerator.

Staff would recommend paying for this by using the following funds:

- Revenues from rental of the upstairs of the building from the chamber of commerce= \$15,000
- 2<sup>nd</sup> Quarter ABC distributions = \$20,000
- Planning vehicle maintenance & supplies and materials = \$3,500

Councilwoman Fowler expressed strong support: "I don't have any questions. I just think this is a great idea. I think it'll be great for them to have their own place and spread out. I like that conference room where they can meet with folks, and I like it a lot. And I think it's wonderful that he can do it in 4 to 6 weeks. Yeah. Really awesome."

Councilman Lane agreed: "I just think it's a great use of the space, and I know that this, as you said, is one of the growing departments. It's one of the areas of concern that our citizens and people around us have, to make sure our planning can do what they do, and right now, if you ever walk through their area over there, it's tight. Yes. I mean, people sharing desks and all sorts of things. So, to be able to give them an entire floor of the building would be great. I think this is great. I'm excited about this process."

**Motion:** Councilwoman Fowler moved to approve moving forward with the \$35,000 cost estimate from Phoenix Construction for the remodel of the old police department basement, as proposed in the budget amendment at our meeting tonight. Councilman Lane seconded. Motion carried unanimously 3-0.

### **B. Consideration of Budget Amendment 2025-06.03**

The budget amendment adds \$38,500 to Public Buildings, \$137,596 to Police Department, \$31,470 to Fire Department, \$4,900 to Public Works, \$84,160 to Special Appropriations, and deducts \$3,500 from Planning/Inspections. All of these are offset by revenues; therefore, no contingency or fund balance is used in this amendment.

**Motion:** Councilwoman Fowler moved to approve budget amendment 2025-06.03. Councilman Lane seconded. Motion carried unanimously 3-0. **\*\*SEE DOCUMENT 4\*\***

### **C. Comprehensive Plan Contract Review and Awarding**

Emerson Wright presented: "Thank you, mayor council. As you may recall, you directed staff to move forward with obtaining bids to update our current comprehensive plan, the Stokes County 2035 plan, and to create a new freestanding plan for King. We put together a request for proposals and sent it out to various firms as well as advertised on several listservs."

He explained the selection process: "We formed a staff committee to review the 5 bids we had received. After the committee finished their review and called the bidding firm's references, we selected Kimley Horn to recommend to the council."

Wright outlined the recommendation: "Staff recommends awarding the King comprehensive plan updates to Kimley Horn and Associates Inc for the amount as stated in the contract, and give the city manager permission to execute the contract. If approved, our contact and lead planner from Kimley Horn will be Jonathan Whitehurst."

He described the process: "We plan on starting out our process by interviewing the city council and then our support boards and commissions, and getting their input. These topics will then be developed into chapters in

our comprehensive plan. Then once we get a draft plan in place, we will open it up to public comment and review through a series of chartrtes."

Wright listed the topics to be covered: demographics and history, citizens' involvement, economic development, land use, growth management, recreation and quality of life, transportation, infrastructure, natural resources and environment, historic preservation, community services and capital improvements, programs and financing resources and strategies, and marketing and branding.

Councilman Bowles asked: "Other than what I assume the cost and the fact that they don't have a civil engineer, was that our only reasoning for not going with the previous plan maker?"

Wright explained that the review team felt Kimley Horn was the stronger choice, with plenty of engineers available for consultation.

Councilman Lane expressed enthusiasm: "Is there a standard in planning of comp plans, how far down the road you're looking?" Wright suggested typically about 15 years, with Todd Cox later confirming they were looking at a 15-year plan with updates starting around year 10.

Lane continued: "The thing I would say that I've seen, don't want to speak for everybody up here, but I think we would probably all agree this is one of the biggest needs, and one of the greatest complaints we get is a lack of planning from the past. And to go from just a county plan that was done by everybody to a scope that is put in place by our staff and by our council and by our citizens is a huge need."

He emphasized the importance: "This is something that we've all been wanting to see. But truthfully, we thought we were getting a couple of years ago, and the ball has dropped on. And I'm thankful now that that ball has been picked up, that we are hopefully running for the end zone with this one. It looks good."

Lane noted the dramatic changes in King: "You look at where King is now versus where we were 16 years ago. Everybody in the room knows it's not the same place. Everything has changed. So, to now understand where we are now and to be able to look and project out into the future is a really big deal and something that I'm excited to be a part of."

He also mentioned additional services not included in the base contract that could be addressed later: water and sewer analysis, land use planning, and updates to development regulations.

Mayor McCraw highlighted his enthusiasm about Kimley Horn having their own civil engineers on staff.

**Motion:** Councilwoman Fowler moved to approve the contract to update the city's comprehensive plan. Councilman Bowles seconded. Motion carried unanimously

#### ***D. Recommendation to Award Crooked Run Creek/ Farm Pump Station and Force Main Replacement Project***

Ben Marion presented the major infrastructure project: "Mayor and Council, staff along with KCI Technologies, have been working on the design to upgrade the city's existing Crooked Run Creek Pump Station, or better known as the Farm Pump Station, and the force main line that runs to that station. The farm pump station is the city's main pump station that carries sanitary sewer from King to the City of Winston Salem's Outfall and eventually to the City of Winston Salem's lower Muddy Creek Wastewater Treatment Facility, to be treated and disposed of."

He provided background: "This pump station was last upgraded in 2000, but the 4.7 miles of force main, the original force main, installed in 1983. So, it's 45 years old."

Marion detailed the bid results: "The city received 3 bids for the project. Garney Companies Inc, from Apex, NC, was the lowest responsive, responsible bidder based upon the modified scope of work outlined in the Request for Proposals."

He outlined the scope of work:

- Replace and upgrade 4.2 miles of existing 14" Ductile Iron force main piping (DIP) to 18" and 20" PVC and DIP piping

- Replace and upgrade 120 LF of 24" of existing DIP gravity sewer piping to 24" PVC
- Automatic Bar Screen Rake
- Upgrade to the Crooked Run Creek/ Farm Pump Station

Marion broke down the costs: "The project was funded through the American Rescue Plan Act (ARPA). The breakdown of this cost project is as follows. The contractor was \$8,894,463. The contingency is \$444,723. Engineering is \$429,150, and the Farm Pump Station upgrades are \$2,281,171 for a total of \$12,049,507. This project will exhaust all of the \$22,000,000 ARPA funding."

Councilman Lane asked about capacity improvements: "The upgrade from a 14-inch iron Duct wiring to 18 and 20, what does that look like? And I guess really the pump station as a whole, what does that look like from a volume standpoint?"

Marion explained the oddity of the 14-inch pipe and noted, "We have a capacity to send 3,000,000 gallons a day. Upgrading this force main and pump station will allow us to actually send 3,000,000 gallons a day. Now, we don't currently send 3,000,000 gallons a day, about 1,000,000 gallons a day, but it gives us that opportunity to have growth."

Lane calculated: "So right now, we're only using about 1 sixth of what we're permitted to do per day."

Lane highlighted a significant improvement: "This is just a small part of this, but something that excites me about this, if you've been to the farm pump station... Our employees have to go out there every day, just in case you don't know. They actually have to manually rake off that screen. Yep. The sewer screen." He emphasized how the automatic bar screen would eliminate this unpleasant manual task.

Councilwoman Fowler asked, "How long will this take?"

Marion responded: "About 20 months... 20 to 24 months. I think that's the timeline for this." He noted it would depend on the weather and other factors.

Councilman Bowles asked about the remaining ARPA funding, and Marion briefly outlined that it had been used for Muddy Creek pump stations and increased-capacity purchases.

When asked about problems with the 14-inch pipe, Marion explained: "It's hard to get repair lines, and that's our biggest issue right now, that line. I'm afraid that when they start digging it, if you look at it the wrong way, it's probably going to break."

Councilwoman Fowler expressed relief: "Well, I'm thankful we have this money that we're able to do that because, I mean, otherwise, I don't know what we would do. Will this get rid of all the 14-inch pipe in our system?"

Marion confirmed it would eliminate all 14-inch force mains.

Mayor McCraw commended staff and council: "I gotta commend staff and council on how we have rightfully used our ARP money. Some municipalities didn't use it very well, and they are now experiencing the consequences of that. And I think this is our best-case scenario, other than having our own sewage station, which is not possible. So, an upgrade and all of this is going to take us far into the future, I think."

**Motion:** Councilman Bowles moved to approve awarding the project contract to Garney Companies Incorporated. Councilwoman Fowler seconded. Motion carried unanimously.

## **E. Special Event Street Closures - Ordinance 2026-01**

City Clerk Nicole Branshaw presented the annual street closure ordinance for special events throughout the year.

Councilman Bowles asked about the Oktoberfest cancellation, and Branshaw confirmed the event was being canceled altogether because organizers were informed it was not as beneficial to the local downtown businesses as initially hoped, so the organization plans to put their efforts into a new event later down the road.

Mayor McCraw brought up his vision for a 4th of July celebration: "This Ordinance is something that if an event comes up a little later, can we amend this? My main reason for bringing that up is because I wanted us to do something for the 4th of July, being 250 years of our country, 25 years for our park."

He outlined his ideas: "I have contacted the Masonic Lodge because they do our Christmas parade. My vision would be to have a 4th of July parade and a Christmas parade. I'd love to see us host an event in our park that day. And then, of course, that night will be our 4th of July fireworks."

Council discussed the Christmas parade timing, with Councilman Lane noting, "On the Christmas parade, I know it went a long time this year. Was it done by 3?" They discussed extending the street closure time to ensure adequate coverage.

After discussion, the consensus was to adjust the hours for the Christmas parade from 12:30 to 4:00 PM to ensure there was adequate time to finish the event.

**Motion:** Councilwoman Fowler moved to approve ordinance number 2026-01 to adopt the city ordinance for Special Event Street Closures for 2026 as presented, with the exception of amending number 7 to change the street closure from 12:30 to 4 PM. Councilman Bowles seconded. Motion carried unanimously 3-0.

**\*\*SEE DOCUMENT 5\*\***

## **6. DEPARTMENTAL REPORTS**

Mayor McCraw asked if the council had any questions about the departmental reports. Hearing none, he thanked all departments for their reports, specifically mentioning the fire department, police department, and senior center: "Y'all do a great job. So, I really do appreciate that."

The Council acknowledged receipt of all departmental reports.

**Motion:** Councilwoman Fowler moved to accept the departmental reports. Councilman Lane seconded. Motion carried unanimously 3-0.

## **ITEMS OF GENERAL CONCERN**

Councilman Lane began by praising city staff for their response to the ice and snowstorms: "First off, through the ice storm and then the snowstorm, I know that our city staff here got way too many calls, and I just want to say that's an understatement by the way. I just want to say how much I appreciate Ricky and his crew and everybody who got involved."

He emphasized the exceptional nature of the ice storm: "You know, the ice was kind of a once in couple decade storm. It's just, or maybe longer. This is just something that is not something we typically expect or prepare for, or could have the ability to prepare for."

Lane highlighted innovative solutions: "They did go above and beyond in that I don't know if it was Ben's idea or whose idea it was to get a motor grader, which was, I mean, really going above and beyond to try to clear those streets out. That's gotten popular now. There's a county that has 5 today."

He praised the brine solution and quick response: "After that, you know, trying to get that storm cleared up before the next one came in, somebody had the idea and the ability to go out and get brine to brine our streets in a way that's normally not done. And then, I mean, the snow hasn't even stopped yet. And I already saw them out clearing streets, and they've cleared most streets 3 or 4 times now to make sure it was good."

Lane emphasized the collaborative effort: "And it wasn't just Ricky's guys. I mean, the utilities guys, everybody was out there. I think I heard fire and police departments out there shoveling sidewalks and doing things. So, everybody got involved in doing this work. So, Scott, thank you for your leadership. And then to each of our employees who did that, thank you very much."

Lane then turned to police vehicle shortages: "Next thing is that I know that our officers, as a result of just doing their jobs, our police departments are down a bunch of vehicles right now. How many are we down right now, chief?"

Chief Boyette responded: "7."

Lane asked: "So, do we have 7 cars to spare?"

Boyette explained: "We have no spares. We have none. We have doubled up. We had to go pick an officer up and double him up. We have 5 in the maintenance shop now, in the process of being repaired. Maybe within the next 30 days. We'll get those back, and we've got 2 that total."

Lane expressed concern about efficiency: "So when you say doubled up, do you mean two officers riding in one car? Yes. This is basically a waste of city funds when two officers are in the same car because they can't respond to two separate calls. Right. It ties up what you're doing, which is reducing response time. You're tying up 2 officers that could be going to 2 different calls."

When asked about replacement vehicles, Chief Boyette explained they had 2 replacement cars on hold but were waiting for capital approval. He detailed the challenges with the order bank for police vehicles being closed and the difficulty in finding available police package vehicles.

Susan O'Brien provided insurance information: "For one of the vehicles, we will receive \$16,334. That would be for the Charger. And for the Explorer, \$26,292. So that's a total of \$42,625. And the 2 replacement vehicles without equipment and all that would total \$97,120. So, we have a difference of \$54,495."

Discussion continued about upfitting costs and funding options. O'Brien suggested using ABC revenue and surplus property sales to cover the gap, leaving approximately \$7,255 short that could be covered by future ABC revenue.

Lane asked: "So how, I mean, how soon can something be done about this, mister manager?"

The city manager suggested calling a special meeting within 48 hours.

Council agreed to meet on Friday at noon to address the police vehicle purchases.

Councilwoman Fowler echoed appreciation for city staff: "Well, Michael took all of mine... so I'll just say that I am so thankful and appreciative of our city staff. Everybody pulling together and working together and doing all of the things that they did to help us survive the ice and then the snow and all the calls and the negative that they took from people who just don't understand that, you just really can't do anything with ice."

Fowler thanked specific staff: "And, Tiffany, I'm hearing lots of good things about the things that you're doing, how you're slipping into your role. And I appreciate that and all the effort you're putting in to get up to speed on all the things."

Fowler emphasized the importance of supporting staff: "I think it's important for us to provide our employees with the things that they need, not that they want, but that they need to be able to do their job successfully."

She then raised a phone system issue: "The third thing is, I had gotten several calls today... people called me to tell me they were calling the 336-983-8265. And so that's, I guess, a number at city hall. They were getting a recording that we were closed today on that phone, due to inclement weather." She explained that another city number was answered, creating confusion.

Discussion ensued about when weather delays should be called, with Fowler advocating for earlier notification to help employees arrange childcare. The city manager explained they had never called a delay before 6 AM until this year, when they called it at 11 PM the night before.

Councilman Bowles expressed his pride in city staff: "I am so extremely proud of our city staff for handling the weather last weekend in particular. But this weekend as well. I am very proud of our city staff and how they have been taking care of our city. Then, it is so smart to make the brine machine. I mean, it was just very cool to see our city come together and make things like that happen. But just very, very proud."

Mayor Pro Tem Cole (via phone) concurred with the council's comments: "Well, I'm not going to say much tonight, but I do concur with everything that the council has said about the staff. Our roads are way better than many, many roads out there. And I want to thank them for everything they did, for working overtime, and for using some innovative ideas. I thought y'all ran a really good city council meeting."

Mayor McCraw concluded with his thanks and some follow-up: "I'd like to concur also to thank our staff. I think every one of us up here said that it's innovative to come up with a brine solution."

The Mayor thanked the crews again: "I do thank all of our crews for being innovative to come up with a brine solution, and I know I was talking to one of them today, and he said the next day they went out, and everywhere the brine hits hit the road it was melted so it did make a difference and I thank them for that."

He addressed the police car agenda issue: "I owe some of the council an apology. I didn't mean to ruffle any feathers to not have that on the agenda for the police cars, but I do think it's important for all of council to be here."

**ADJOURNMENT**

**MOTION:** Councilwoman Fowler made a motion to adjourn at 8:18 PM. Councilman Lane seconded the motion. The motion carried unanimously, 3-0.

**\*\*\* Clerk's Note: See Document 1-5 for supporting documents. \*\*\***

Attest:

Approved by:

\_\_\_\_\_  
Nicole Branshaw, City Clerk

\_\_\_\_\_  
Richard E. McCraw, Mayor



Date: February 2, 2026

# PUBLIC COMMENT SIGN-UP SHEET

All persons who wish to speak MUST sign up for the Public Comment period unless you wish to speak during a public hearing, in which case you must sign up for the Public Hearing. ALL SPEAKERS ARE LIMITED TO 3 MINUTES.

## PLEASE PRINT ALL INFORMATION

<u>NAME</u>	<u>ORGANIZATION (If Any)</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>SUBJECT</u>	<u>City Resident?</u>
1. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
2. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
3. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
4. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
5. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
6. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
7. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
8. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
9. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
10. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
11. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
12. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no
13. _____	_____	_____	_____	_____	<input type="checkbox"/> yes <input type="checkbox"/> no

BOARD: City Council  
 DATE: February 2, 2026  
 DOCUMENT #: 1 PAGES: 1

In many cases, the City Council will receive your comments but take no action at the meeting.

A staff member will contact you to follow up on your concerns.





EAST DALTON ROAD

Robert Hall  
Cassidy 27021, LLC  
Gary C. Tilton

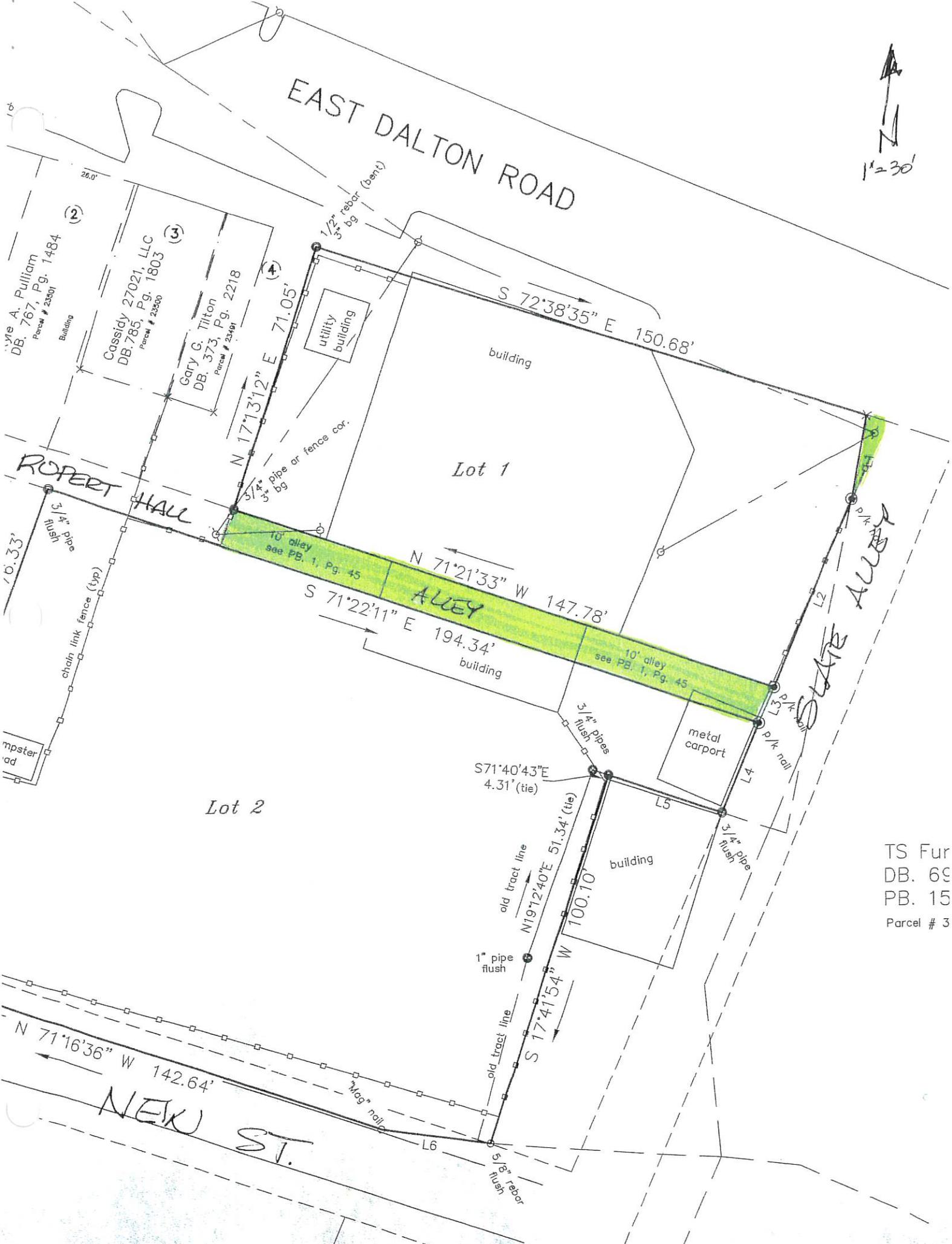
Lot 1

Lot 2

ALLEY

STATE ALLEY

TS Fur  
DB. 69  
PB. 15  
Parcel # 3



# Add to Consent Agenda 2C

	<b>CITY OF KING CITY COUNCIL</b>	<b>MEETING DATE:</b>  <b>FEBRUARY 2, 2026</b>		
<b>PART A</b>				
<b>Subject:</b>	REQUEST FOR A PUBLIC HEARING BY GARY BOWMAN OF TOBACCOVILLE, NC.			
<b>Action Requested:</b>	Set public hearing date for conditional rezoning for March 2, 2026, with the planning board reviewing the request at their February 23, 2026, regular meeting.			
<b>Attachments:</b>				
		<b>This abstract requires review by:</b>		
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"><b>City Manager</b></td> <td style="width: 50%; text-align: center;"><b>City Attorney</b></td> </tr> </table>	<b>City Manager</b>	<b>City Attorney</b>
<b>City Manager</b>	<b>City Attorney</b>			
<hr/> <b>Todd Cox, Int. Planning &amp; Zoning Official</b> <b>Emerson Wright, Planning &amp; Zoning intern</b>				
<b>PART B</b>				
<b>Introduction and Background:</b>				
<p>We have a request from Gary Bowman to build a 7-unit apartment building on the corner of Spainhour Road and Pineview Drive. Mr. Bowman owns the rest of the complex on Pineview Drive and wants to use the vacant area at the beginning of Pineview Street to add to his apartment complex. The tract is currently zoned O-I (Office-Institutional) and is within the city limits.</p>				
<b>Discussion and Analysis:</b>				
<p>The applicant would be requesting a change from O-I to R-MF-A (Residential-Multi-Family-Apartments)</p>				
<b>Budgetary Impact:</b>				
<p>Additional tax base, if rezoned.</p>				
<b>Recommendation:</b>				
<p>Staff recommends setting the public hearing for –</p> <ol style="list-style-type: none"> <li>1. Public hearing for conditional rezoning on March 2, 2026 with the planning board reviewing the request at their regular meeting on February 23, 2026 meeting.</li> </ol>				



FILED Feb 06, 2026 09:56 am  
BOOK 00798  
PAGE 2187 THRU 2189 STOKES COUNTY, NC  
INST # 00558 BRANDON S. HOOKER  
EXCISE TAX (None) REGISTER OF DEEDS

CITY OF KING  
ORDINANCE NO. 2026-02  
AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE  
CITY OF KING, NORTH CAROLINA

WHEREAS, the City Council of the City of King has been petitioned under G.S. 160A-31, as amended, to annex the areas described herein: and

WHEREAS, the City Council of the City of King has, by resolution, directed the city clerk to investigate the sufficiency of said petition(s) and set the public hearing; and

WHEREAS, the city clerk has certified the sufficiency of said petition(s), and a public hearing on the question of this annexation was held at the City Hall, 229 South Main Street, King, North Carolina, at six o'clock p.m. on the 2<sup>nd</sup> day of February 2026; and

WHEREAS, the City Council of the City of King does hereby find as a fact that said petition(s) meet the requirements of G.S. 160A-31, as amended.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of King, North Carolina:

Section 1. By virtue of the authority granted by G.S. 160A-31, as amended, the following described properties are hereby annexed and made part of the City of King as of the 2<sup>nd</sup> day of February 2026.

(SEE ATTACHED BOUNDARY DESCRIPTIONS AND MAP)  
(The tract being Fosstorall Road and a portion of Scenic Drive, King, NC, currently owned by T'G's, LLC)

Section 2. Upon and after the 2<sup>nd</sup> day of February 2026, the described territories and property shall be subject to all debts, laws, ordinances, and regulations in force in the City of King and shall be entitled to the same privileges and benefits as other parts of the City of King.

Section 3. The Mayor of the City of King shall cause to be recorded in the office of the Register of Deeds of Stokes County, and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1, hereof, together with a duly certified copy of the ordinance. Such a map shall also be delivered to the County Board of Elections, as required by G.S. 160A-288.1, and various other state and local departments.

Adopted this, the 2<sup>nd</sup> day of February 2026.

{Seal}



*Richard E. McCraw*  
Richard E. McCraw, Mayor

ATTEST:  
*Nicole Branshaw*  
Nicole Branshaw, City Clerk

BK 0798 PG 2188  
Boundary description

BEING, a portion of the property of 7'G's, LLC, recorded in Stokes County Registry, recorded in deed book 607, page 725. more particularly described as follows in Exhibit A:

Tract One:

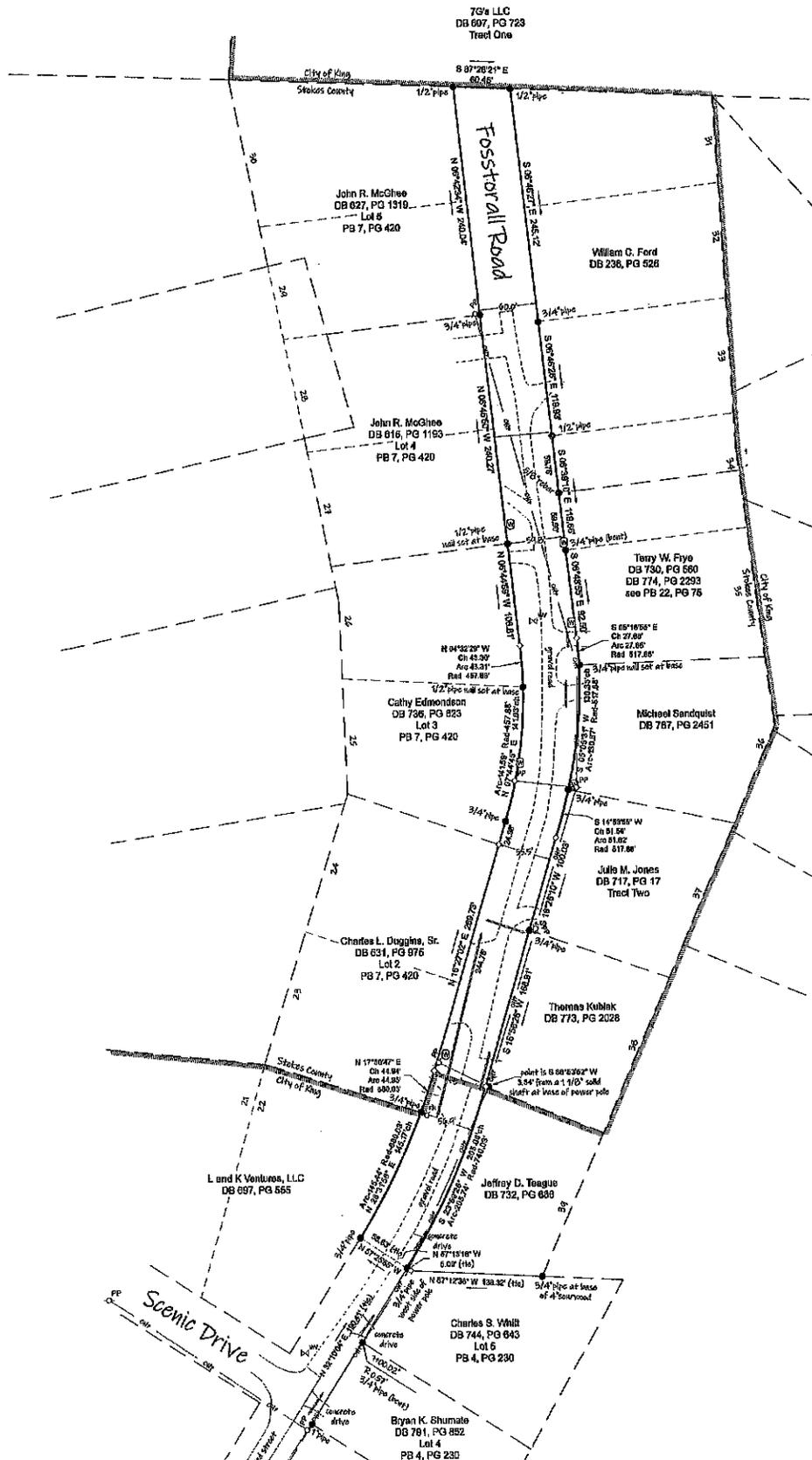
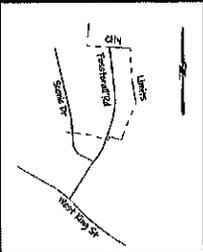
BEGINNING at an iron at the northernmost corner of Porter McGee (now or formerly, DB 197 PG 388) in the west right-of-way line of Brown Road (SR 1128); thence from said. Beginning point with the boundary of McGee S 55°30'34" W a distance of 450.74 feet to an iron; thence S 36°50'7" E a distance of 242.06 feet to an iron at the northwest corner of Harold J. Boyles (DB 300 PG 732); thence first with the boundary of Boyles and continuing with the boundary of the Holly Ridge Development (PB 4 PGS 7 and 15) S 8°1'36" W a distance of 1554.60 feet to an iron; thence continuing first with the boundary of Brentwood Section 1 (PB 4 PG 12) and then with the boundary of Fosstorall (unrecorded) N 84°9'9" W a distance of 1334.72 feet to an iron; thence continuing with the boundary of Fosstorall the following three courses: N 9°9'40" E a distance of 983.92 feet to an iron; thence N 83°13'35" W a distance of 470.37 feet to an iron in the northwestern terminus of Scenic Drive; thence N 83°30'59" W a distance of 436.34 feet to a two foot oak tree; thence with a boundary of Todd Smith Baker (92E86) N 9°25'59" E a distance of 590.51 feet to an iron; thence with the boundary of Whispering Pines (PB 6 PG 33) N 6°12'2" E a distance of 576.47 feet to an iron; thence with the boundary of Edgar O. Ernst et al (DB 230 PG 399) N 7°35'20" E a distance of 741.63 feet to an iron; thence with the boundary of Garry L. Merritt et al (DB 258 PG 422) N 7°41'47" E 515.30 feet to a point in the centerline of a creek which is the property line, and continuing a distance of 12.55 feet for a total distance of 527.85 feet to an iron marking a random location line; thence along a random location line located north of the creek, the centerline of which is the actual property line, S 30°1'40" E a distance of 441.47 feet; thence running from said creek N 50 deg. 51 min. 27 sec. E 64.97 feet to an iron; thence with the boundary of Lot 12 of Country Place Section Three (PB 4 PG 189) S 49°52'33" E a distance of 190.03 feet to an iron at the southern terminus of Horseshoe Trail; thence with the southern terminus of the right of way of Horseshoe Trail S 57°45'43" E a distance of 60.05 feet to an iron; thence with the boundary of Lot 11 of Country Place Section One (PB 4 PG 90) S 61°35'3" E a distance of 175.19 feet to an iron; thence S 18 deg. 55 min. 03 sec. W 50.87 feet to a point in the centerline of the creek, thence along a random location line located north of the creek, the centerline of which is the actual property line, the following four (4) courses: S 61°35'37" E a distance of 190.00 feet; thence N 80°57'38" E a distance of 370.48 feet; thence S 44°0'37" E a distance of 429.68 feet; thence S 36°22'23" E a distance of 357.26 feet; thence with the boundary of Lot 1 of Country Place Section One N 12°16'34" E a distance of 181.14 feet to a point in the south right of way line of Whispering Creek Road; thence with said right of way line following the curvature thereof an arc distance of 51.54 feet (said arc curving to the left, having a chord bearing of S 44°14'3" E, a chord distance of 51.50 feet and a radius of 389.61 feet); thence continuing with said right of way line S 47°56'37" E a distance of 278.02 feet; thence continuing with said right of way line following the curvature thereof an arc distance of 200.16 feet (said arc curving to the left, having a chord bearing of S 61°17'15" E, a chord distance of 198.35 feet and a radius of 429.30 feet) to a point in the west right of way line of Brown Road; thence with the right of way line of Brown Road following the curvature thereof an arc distance of 78.35 feet (said arc curving to the left, having a chord bearing of S 13°8'18" E, a chord distance of 78.13 feet and a radius of 300.00 feet); thence

continuing with said right of way line S 30°24'22" E a distance of 198.45 feet; to the point and place of BEGINNING containing 118.787 acres, more or less; according to a survey and map prepared for Merritt Land Co., LLC by Gupton & Associates P.A. RLS dates March 20, 1998 and revised March 26, 1998; and designated as Project No. 11178-98D.

Also conveyed herein is a nonexclusive, perpetual and appurtenant easement and right of way for the purpose of ingress, egress and regress; and for the construction, use and maintenance of utilities over, across and under Whispering Creek Road and Horseshoe Trail as shown on the plats of Country Place recorded in Plat Book 4 Pages 90 and 189, in the office of the Register of Deeds of Stokes County.

**Tract Two:**

Being all of the street known as "Fosstorall Road" and all of the street known as "Scenic Drive" and more particularly described as "1<sup>st</sup> tract" and "2<sup>nd</sup> Tract" in the deed recorded in the Book 236 Page 563 in the Office of the Register of Deeds of Stokes County, which deed is incorporated herein by reference.



Stokes County, North Carolina  
Register of Deeds - Plat Registration

Filed for registration at \_\_\_\_\_ o'clock \_\_\_\_\_ m.  
This the \_\_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_  
and recorded in Plat Book 24, Page 123  
Filing fee of \$21.00 paid.  
Branden Hooker, Register of Deeds  
by: \_\_\_\_\_  
Assistant/Deputy

**SURVEYOR CERTIFICATION**  
I, Eric L. Craver certify that this plat was drawn under my supervision from an actual survey performed under my supervision; that the boundaries not surveyed are shown as dashed lines drawn from deed information as noted; that the ratio of precision as calculated is 1:12,000; that the Global Positioning System (GPS) survey and the following information was used to perform the GPS survey:

Class of survey: 1 B  
Positional accuracy: 0.10'  
Type of GPS field procedure: RTK  
Date of survey: January 2028  
Datum/EPOCH: NAD83(2011)  
Published/fix control use: VRS  
Geoid model: goid12a  
Combined gsd factor(s): 0.99999115  
Units: US survey foot

That this plat was prepared in accordance with G.S. 47-30 as amended.  
That the survey is of an existing parcel or parcels of land or one or more existing easements and does not create a new street or change an existing street.  
That this plat meets the requirements of G.S. 47-30 section F-11-c.1.

Witness my official signature and seal this the 27th day of January, 2028.



**-SURVEY FOR-**  
**7G's, LLC**

**-TITLE SOURCE-**  
A portion of Tract Two of DB 807, PG 723  
and being the northern extension of "Fosterall Road"  
as shown on an unrecorded plat of Fosterall Company  
by United, LTD and dated February 1977

TOWNSHIP: Yadon COUNTY: Stokes STATE: NC  
DATE: 6/27/2028 DRAWN BY: ELC FIELD PARTY: ELC/YAC

ERIC L. CRAVER, LAND SURVEYING  
PO Box 1076  
KING, NC 27221  
elcraver1@gmail.com  
JOB/CWG. NO.  
**2602-3**

**NOTES**  
Total Area - 1.410 Acres  
Total lots - N/A  
Zoning - N/A  
All distances horizontal ground distances  
This map is subject to any easements,  
Agreements or Rights of Way prior to date of this  
plat.  
Area by Coord. Method

**LEGEND**

Iron found	●
point	○
water meter	⊙
fire hydrant	⊕
water valve	⊖
power pole/telephone pedestals	⊗
overhead power lines	— O —
pipe (sewer, gas)	— P —
gravel road/driveways	— G —
City Limits	— C —



CITY OF KING  
BUDGET AMENDMENT 2025-06.03

BOARD: City Council  
DATE: February 2, 2026  
DOCUMENT #: 4 PAGES: 3

Be it hereby ordained by the City Council of the City of King that the following amendment be made to the Budget Ordinance adopted on the 4th day of June 2025, as follows:

Section 1. To amend the General Fund, the expenditures are to be changed as follows:

<u>General Fund Expenditures</u>	<u>Decrease</u>	<u>Increase</u>	<u>New Approp.</u>
Public Buildings		38,500	147,809
Police		137,596	4,079,828
Fire		31,470	3,374,371
Planning	3,500		534,324
Public Works		4,900	655,467
Special Appropriations		84,160	405,660
Total	3,500	296,626	

This will result in an increase in the expenditures of the General Fund. The above changes in expenditures will require no adjustment to revenues.

<u>General Fund Revenues</u>	<u>Decrease</u>	<u>Increase</u>	<u>New Approp.</u>
GF Revenues		293,126	12,145,835
GF Fund Balance Appropriated		0	50,371
Total	0	293,126	

Section 2. Copies of the budget amendment shall be furnished by the City Clerk to the City Council to the Mayor, Budget Officer and Finance Director for their directions.

Adopted this the 2<sup>nd</sup> day of February, 2026.

Richard E. McCraw  
Richard E. McCraw, Mayor

Attest: Nicole Branshaw  
Nicole Branshaw, City Clerk



**Fire Department**

	<u>Expenditure</u>	<u>Revenue</u>
FF Relief Fund	27,015	27,015
FF Relief Fund	4,455	4,455
FD Insurance repairs		
Insurance Proceeds		

FF Relief Fund is to financially assist firefighters who experience injury or loss of life. The funds are held in Forsyth County and the state mistakenly sent the check to us. Insurance repairs are for raft damage.

**MPO Grant**

	<u>Expenditure</u>	<u>Revenue</u>
Tfer to MPO Grant Fund	84,160	84,160
Installment Purchases		

These are unspent funds in escrow that have been returned to the city and will be used towards the required match for the MPO Grant.

**Public Works**

	<u>Expenditure</u>	<u>Revenue</u>
PW	4,900	4,900
Fixed Asset Sales		

These are funds received from selling surplus property.

**Public Buildings**

	<u>Expenditure</u>	<u>Revenue</u>
Old PD renovations	38,500	15,000
Old PD rental income		3,500
Planning Vehicle repairs		20,000
ABC Revenue General		

This cost is to renovate the basement of the old PD for Building Inspections. The cost will be offset by rental income from the upstairs of that building, a reduction in vehicle repairs, and ABC Revenue.

**Police Department**

	<u>Expenditure</u>	<u>Revenue</u>
PD Grant Exp	5,682	5,682
PD Grant Rev		

The PD received a grant for software. This is to record that cost and reimbursement.

**Police Department**

	<u>Expenditure</u>	<u>Revenue</u>
PD Standby Salaries	75,000	75,000
PD Standby Revenue		

We have received more hustle requests than originally budgeted. This increases the expenditure and corresponding revenue.

	<u>Expenditure</u>	<u>Revenue</u>
<b><u>Police Department</u></b>		
PD Insurance repairs	7,193	
Insurance Proceeds		7,193
PD Insurance repairs	10,011	
Insurance Proceeds		10,011
PD Insurance repairs	4,487	
Insurance Proceeds		4,487

\$7,193 is for a deer accident in November 2025.

\$10,011 is a 2019 Chrager from the 12/31/25 accident to be repaired.

\$4,487 is additional funding received for equipment from a September 2025 total loss.

	<u>Expenditure</u>	<u>Revenue</u>
<b><u>Police Department</u></b>		
PD (as council chooses)	15,425	
Fixed Asset Sales		15,425

These are funds received from selling surplus property and can be used as council chooses.

	<u>Expenditure</u>	<u>Revenue</u>
<b><u>Police Department</u></b>		
PD ABC General (as council chooses)	8,249	
PD Alcohol Education (DARE)	11,549	
ABC Revenue PD General		8,249
ABC Revenue PD Education		11,549

This is ABC Revenue required for the PD. The General portion can be used as council chooses.



CITY OF KING  
ORDINANCE 2026-01

BOARD: City Council

DATE: February 2, 2026

DOCUMENT #: 5 PAGES: 1

AN ORDINANCE DECLARING A ROAD CLOSURE FOR SPECIAL EVENTS CO-SPONSORED  
BY THE KING CITY COUNCIL

WHEREAS, the City Council of the City of King acknowledges a long tradition of co-sponsoring events that raise money to benefit charities and non-profit organizations throughout the City of King and Stokes County; and

WHEREAS, the City Council of the City of King acknowledges its citizens realize a financial benefit from holding community events.

NOW THEREFORE BE IT ORDAINED by the City Council of the City of King pursuant to the authority granted by G.S. 20-169 that they do hereby declare a temporary road closure during the day(s) and times set forth below on the following described portions of a State Highway System route:

- (1) **FEED STOKES 5-K**: Saturday, March 14, 2026, 7:00 a.m. – 10:00 a.m. (Rain date Saturday, TBD, 7:00 a.m. – 10:00 a.m.) Route description: Felts Drive, Pulliam Street, Westview Dr., Pilot View Road., E. Dalton Road, W. Dalton Road, Maple Street (**Event 8 am**)
- (2) **MEET ME ON MAIN & 5K/FUN RUN**: Saturday, April 25, 2026, 2:00 p.m. – 10:00 p.m. (Rain date Saturday, May 2, 2026, 2:00 p.m. – 10:00 p.m.); Route Description: Dalton Road from Pulliam Street to Maple Street, South Main Street from Felts Drive to King Street (**Event 4 pm-8 pm**)
- (3) **DINNER ON DALTON**: Saturday, May 16, 2026 - ONLY Dalton Road closed from Maple Street to S Main Street - 2 pm - 10 pm (**Event 5 pm-9 pm**)
- (4) **VETERAN'S WALK**: Saturday, July 4, 2026, 8:00 a.m. – 9:00 a.m.: Route Description: South Main Street from City Hall to American Legion Post #290
- (5) **WEST STOKES HIGH SCHOOL HOMECOMING PARADE**: Friday, October 2, 2026, 4:00 p.m. – 4:45 p.m.; Route Description: Dalton Road from West School Street to White Road
- (6) **DOWNTOWN SAFE TRICK OR TREATING**: Saturday, October 31, 2026, 5:30 p.m. – 8:00 p.m., Route Description: Dalton Road from Pulliam Street to Maple Street, South Main Street from Felts Drive to King Street (**Event 6 pm-8 pm**)
- (7) **KING CHRISTMAS PARADE**: Saturday, December 5, 2026, 12:30 p.m. – 4:00 p.m., Route Description: East School Street, East Dalton Road from East School Street to Main Street, and Main Street from Dalton Road to Jefferson Church Road. (**Event 1 pm-4 pm**)

This ordinance is to become effective when signs are erected, giving notice of the limits and times of the event and implementation of adequate traffic control to guide vehicles around the event route.

Adopted on the 2nd day of February 2026.

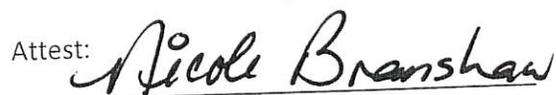
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Richard E. McCraw  
Mayor

Attest:



Nicole Branshaw  
City Clerk