City of Fayetteville

Meeting Agenda - Final

City Council Regular Meeting

Monday, Ju	ne 23, 2025	6:30 PM	Council Chamber			
1.0 CALL	. TO ORDE	R				
2.0 INVO	CATION					
3.0 PLED	OGE OF AL	LEGIANCE				
4.0 ANN	OUNCEME	NTS AND RECOGNITIONS				
5.0 CITY	MANAGEF	REPORT				
6.0 APPF	ROVAL OF	AGENDA				
7.0A CO	NSENT AG	ENDA				
7.0A1	 7.0A1 Approval of Meeting Minutes: May 29, 2025 - Budget Work Session June 2, 2025 - Work Session June 4, 2025 - Special June 5, 2025 - Special Budget Work Session June 9, 2027 - Discussion of Agenda Items June 9, 2025 - Regular 					
<u>Atta</u>	<u>ichments:</u>	052925 Budget WKS 060225 WKS 060425 Special - Evaluation 060525 Budget WKS SPECIAL 060925 DOAI 060925 Regular				
7.0A2	7.0A2 Adopt Amended Youth Protection Safety Ordinance					
Atta	chments:	Redlined Amended Youth Protection Safety Ordinance				
		Youth Protection Safety Ordinance Amended				

- **7.0A3** Approve P25-18: Request to rezone property located at 1055 McArthur Road (REID 0520932274000) from Single-Family Residential 6 (SF-6) to Mixed Residential 5 (MR-5).
 - Attachments:
 Application

 P25-18 Aerial Notification Map

 P25-18 Zoning Map

 P25-18 Future Land Use Map

 P25-18 Subject Property

 P25-18 Surrounding Properties

 P25-18 Consistency and Reasonableness Statements
- **7.0A4** Approve P25-20: A request to rezone REID 0435253050000 (no assigned address) from Planned Industrial (M(P)CU) to Light Industrial (LI). The property is owned by Rogers and Breece, Inc. and is represented by Cynthia Smith of Moorman, Kizer & Reitzel, Inc.
 - Attachments:P25-20 ApplicationP25-20 Aerial Notification MapP25-20 Zoning MapP25-20 Future Land Use MapP25-20 Subject PropertyP25-20 Subject PropertiesP25-20 Signed Consistency and Reasonableness StatementsZC PowerPoint 5.8.2025
- 7.0A5 Approve P25-26: A request to rezone from SF-10 to LC at 5324 Raeford Road (READ #0407809767000) owned by EQUATOR FORTUNE PARTNERS LLC;FAYETTEVILLE HOMES FOR YOU INC;JAYDOT INVESTING GROUP LLC.
 - Attachments:ApplicationP25-26 Aerial Notification MapP25-26 Zoning MapP25-26 Future Land Use MapSubject PropertySurrounding PropertiesP25-26 Consistency and Reasonableness Statements

7.0A6 Approve P25-27: A rezoning request from SF-6 to MR-5/CZ at 230 Pinecrest Drive (0427452719000), owned by WMG Investments LLC and represented by Charles Grannis

Attachments:ApplicationP25-27 Aerial Notification MapP25-27 Zoning MapP25-27 Future Land Use MapP25-27 Subject PropertyP25-27 Surrounding PropertiesSite PlanP25-27 Consistency and Reasonableness StatementsZoning confirmation 2025-6-11

7.0A7 Approve P25-28: A rezoning request from OI to LC at 5414 Yadkin Road (0408667440000), owned by Xiaodi Life Fehler Estate and Phillip L. Life Fehler Estate; represented by Phillip Fehler.

<u>Attachments:</u>

 Application

 P25-28 Aerial Notification Map

 P25-28 Zoning Map

 P25-28 Future Land Use Map

 P25-28 Subject Property

 P25-28 Surrounding Properties

 P25-28 Consistency and Reasonableness Statements

7.0A8 Approve P25-29: A request to rezone 3546 Braddy Road (9484789568000), consisting of 1.15 acres and owned by House Project LLC, from Agricultural Residential (AR) to Single Family Residential 15 (SF-15).

Attachments:	Application
	Aerial Notification Map
	Zoning Map
	Land Use Map
	Subject Property
	Surrounding Properties
	Consistency and Reasonableness Statement

7.0A9 Approve P25-31: A request to rezone 401 Country Club Drive (0439426648000), consisting of 1.09 acres and owned by Hughley B. Spruill Sr. and Dorris Spruill, from Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6).

 Attachments:
 Application

 Aerial Notification Map
 Zoning Map

 Land Use Map
 Subject Property

 Surrounding Properties
 Site Plan

 Consistency and Reasonableness Statement

- 7.0A10 Approve SUP25-04: Order of Approval, Findings of Fact Special Use Permit (SUP) to allow for the reduction in the separation requirement between public street right-of-way and an Ice House, located at 2726 Raeford Rd (REID # 0427217637000) and being the property, WIN-KAS NC LLC and project owner Davance Locklear Two Cams.
 - Attachments:ApplicationSUP25-04 Aerial Notification MapSUP25-04 Zoning MapSUP25-04 Land Use MapSubject PropertySurrounding Properties2726 Raeford Rd Site PlanSUP25-04 Requested Separation MapSUP25-04 Findings of Fact
- **7.0A11** Approve SUP25-05: Order of Approval, Findings of Fact Special Use Permit (SUP) to allow for the reduction in the separation requirement between Animal Care Uses and adjoining property lines, located at 4417 RAMSEYST (REID # 0439598207000) and being the property, RIDDLE PROPERTIES LLC.

<u>Attachments:</u>	Application
	SUP25-05 Aerial Notification Map
	SUP25-05 Zoning Map
	SUP25-05 Land Use Map
	Subject Property
	Surrounding Properties
	<u>Site Plan</u>
	SUP25-05 Requested Separation Map
	<u>SUP25-05 FoF</u>

7.0A12 Rescind Demolition Ordinance

1083 North Street - District 2

 Attachments:
 North Street, 1087 - Filed Ordinance.pdf

 2025-06-23
 Resolution Rescinding Demoilition Ordinance - North Street, 1083

 North Street, 1087 - Before - After Photos.pdf

 2025-06-23
 Code Enforcement Demoilition Recind- CC Meeting.pdf

7.0A13 Adopt Ordinances for Uninhabitable Structures: Demolition Recommendations

	107 Mary Stree 2217 Bragg Boy 2442 Hope Mill	ulevard	District 2 District 5		
	2443 Hope Mills				
Attach	<u>ments:</u>	Mary Street, 107	<u>′ - Aerial Map.pdf</u>		
		Mary Street, 107	<u>′ - Photos.pdf</u>		
		Mary Street, 107	<u>′ - Ordinance.pdf</u>		
		Demolition Scori	ng Matrix- Mary Street, 107.pdf		
		Bragg Boulevard	I, 2217 - Aerial Map.pdf		
		Bragg Boulevard	I, 2217 - Photos.pdf		
		Bragg Boulevard, 2217 - Ordinance.pdf			
		Demolition Scori	ng Matrix- Bragg Boulevard, 2217.pdf		
		Hope Mills Road	<u>, 2443 - Aerial Map.pdf</u>		
		Hope Mills Road	<u>, 2443 - Photos.pdf</u>		
		Hope Mills Road	, 2443 - Ordinance.pdf		
		Demolition Scori	ng Matrix- Hope Mills Road, 2443.pdf		
		<u>2025-06-23 - Co</u>	de Enforcement Demolitions - CC Meeting.pdf		
<u>ب</u>	Approve and A	dopt the Comp	rehensive Pedestrian Plan Update		
<u>Attach</u>	ments:	Fayetteville Pede	estrian Plan_final report		
		Appendix A - Fa	yetteville Ped Plan PEP		

Appendix C - Prioritization Methodology

Ped Plan City Council June 2025

Appendix D - Project Cost Estimation Details

Appendix E - Fayetteville Pedestrian Plan Glossary

7.0A14

Appendix B - Public Survey Fay Ped Plan Survey Results Round 1 and 2

7.0A15 Approve and Adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study

<u>Attachments:</u>	Fayetteville Supplemental Ped Plan_final report.pdf
	Appendix A - School Network Analysis Spreadsheets.pdf
	Appendix B - Coordination and Engagement Documentation.pdf
	Appendix C - Recommendations Maps and Concept Plans.pdf
	Supplemental Ped Plan, 622025

7.0A16 Approve the Watershed Master Plan Overview and Final Deliverables for Carvers Creek, Bones Creek, and Cross Creek

 Attachments:
 Bones_Creek_Watershed_Study_Report_sealed

 Final CRV Report - 2025.06
 FD for Consent_Carvers Bones Cross Creek

 CRO Final Report (rev20250617)

7.0A17 Approve Resolution Authorizing a Supplemental Municipal Agreement with the North Carolina Department of Transportation (NCDOT) for Improvements on (EB-6030) US 401 Byp. Skibo Road from Richwood Court to NC 24 Bragg Blvd...

 Attachments:
 EB-6030 Skibo Road Supplemental Muni Agreement RESOLUTION

 Draft EB-6030 Supplemental Agreement

7.0A18 Approve the Addition of Certain Streets to the City of Fayetteville System

Attachments: Streets Acceptance JUNE 2025

7.0A19 Approval to Issue an Updated Conditional Funding Commitment Letter for Aspen Pointe, a Low Income Housing Tax Credit Development

Attachments: Updated Aspen Pointe Conditional Commitment Letter 06.23.2025 - Redline

7.0A20 Adoption of Special Revenue Fund Project Ordinance and the Associated Resolution to Appropriate and Direct the Expenditure of \$104,000 of Opioid Settlement Funds

 Attachments:
 SRO 2026-5

 Resolution to Direct The Expenditure of Opioid Settlement Funds

7.0A21 Approve FY26 Airport Residential Tenant(s) Fair Market Value Rent Adjustments

 Attachments:
 3519 Doc Bennett Rd Draft Lease

 3593 Doc Bennet tRd Draft Lease

 4015 Doc Bennett Rd Draft Lease

7.0A22 Accept Federal Aviation Administration (FAA) Grants (Airport Improvement Program 57 & 58), Authorize the City Manager to Execute the Agreement with the FAA, and Adopt Capital Project Ordinance to Appropriate Grant Funds for Master Plan Update and Taxiways G & F Rehabilitation

Attachments:Airport District Office - AIP EmailFAA Grant Offer No. 3-37-0021-057-2025CPOA 2025-49FAA Grant Offer No. 3-37-0021-058-2025CPO 2025-44

7.0A23 Authorization to Extend Agreement and Appropriation of \$30,000 for the Reclaiming Futures Youth Mentoring Program with Cumberland County CommuniCare

Attachments: Mentoring program proposal II SRO 2025-19

7.0A24 Adoption of Special Revenue Fund Ordinance Amendment 2025-4 to ensure appropriations for Community Development Block Grants from 2017-2024 accurately reflect grant funding updates.

Attachments: SROA 2025-4

7.0A25 Adoption of Capital Project Ordinance Amendment 2025-54 to Clarify Funding Source for Payment-In-Lieu-Of Resurfacing Revenue

Attachments: CPOA 2025-54

7.0A26 Adoption of Capital Project Ordinance Amendment 2025-55 and Special Revenue Project Ordinance Amendment to appropriately adjust and fund transit project appropriations to align with grant funding updates.

Attachments: CPOA 2025-55

7.0A27 Adoption of Budget Ordinance Amendment 2025-14 for the General Fund, Transit Fund, and Solid Waste Fund to ensure sufficient budget for year-end expenditures

Attachments: BOA 2025-14

Designations & Donations Rolled Forward

7.0A28 Adoption of Capital Project Ordinance, Budget Ordinance Amendment, and Special Revenue Ordinance to Appropriate Federal Transit Administration (FTA) Grant NC-2025-035 and the Required Local Match

Attachments: NC-2025-035-00 (Obligated)

Ordinances

7.0B ITEMS PULLED FROM CONSENT

8.0 PUBLIC HEARINGS (Public & Legislative Hearings)

- **8.01** Public Hearing to Consider Closing a Portion of Arsenal Avenue for the North Carolina Civil War & Reconstruction History Center
 - Attachments:
 Street Closure Petition

 Resolution and Order of the City Council of the City of Fayetteville Closing A Po

 Arsenal Ave Street Closing Map 2025.05.01

 Arsenal Avenue Closing Powerpoint

8.02 Public Hearing to Consider Closing a Portion of Bullock Street for Sapona Road Church of God

<u>Attachments:</u>	Petition to Close Street
	Resolution and Order of the City Council
	<u>Plat Book 7, Page 106</u>
	Bullock Street Closing Map 2025.04.30
	Bullock Street Closing Powerpoint

- **8.03** Update to the City of Fayetteville's Sign Code, Unified Development Ordinance Section 30-5.L Signage and other related sections.
 - Attachments:
 Draft Sign Ordinance

 Draft Sign Ordinance UDO Amendments
 Sign Regulation Comparison

 Sign Regulation Amendment Presentation
- 8.04 AX25-01: Yeadon Domes is petitioning to annex into the corporate limits of the City of Fayetteville one parcel of 12.53 ± acres. This parcel is located on the eastern side of Airport Road, at the end of Bridgewood Drive, at an unaddressed parcel and can be further identified by PIN: 0435-25-3050 and REID: 0435253050000.
 - Attachments:Appendix A AX25-01AX25-01_P25-20_Aerial Notification MapRogers & Breece Annexation 0435-25-3050Basic Information Sheet AX25-01Certificate Of Sufficienct AX25-01 041425AX25-01 Unsigned OrdinanceP25-20 Subject PropertyP25-20 Surrounding PropertiesAX25-01 PowerPoint

9.0 EVIDENTIARY HEARINGS

9.01 SUP25-03: Special Use Permit request to reduce the separation requirement for an Automotive Wrecker Service in a CC Zoning District at 3003, 3005, 3009
 MURCHISON RD (REID# 0428597115000, 0428596376000, 0428597350000) owned by Ali Abdo, CITY PROPERTY LLC.

Attachments:ApplicationSUP25-03 Aerial Notification MapSUP25-03 Zoning MapSUP25-03 Land Use MapSubject PropertySurrounding PropertySite PlanSUP25-03 Requested Separation MapSUP25-03 CC PowerPoint 5.27.2025

10.0 OTHER ITEMS OF BUSINESS

10.01 PWC - Determination of Utility Assessment Appeal - 8038 King Road

Attachments: 8038 King Road Appeal Documents

10.02 TA25-02. Proposed amendments to Article 30 (Unified Development Ordinance) of the City Code covering sidewalk exemptions during development.

 Attachments:
 Current Sidewalk Exemptions

 Permit to Construct Required

 Required Public Improvements

 TA25-02 Ordinance 30-5.F.9.a PC 6 17

 TA25-02 Consistency Statement

 UDO Text Amendments for Sidewalks

 2025.06.2317 UDO TA on Sidewalks

10.03 Bicycle Lane Ordinance Clarifications and Recommendations

Attachments:

Chapter 16 Ordinance Amendments.pdf FayOrdinance_16-263.pdf FayOrdinance_16-294.pdf Bicycle Lane Ordinance Presentation_REV

11.0 ADJOURNMENT

POLICY REGARDING PUBLIC HEARING AGENDA ITEMS

Citizens wishing to provide testimony in response to a notice of public hearing or to participate in the public forum can obtain instructions to submit a statement by emailing cityclerk@fayettevillenc.gov or by calling 910-433-1989 for assistance. Individuals desiring to testify on a quasi-judicial public hearing must contact the City Clerk by 5:00 p.m. the day of the meeting to sign up to testify; instructions will be provided on how to appear before Council to provide testimony.

CLOSING REMARKS

POLICY REGARDING CITY COUNCIL MEETING PROCEDURES SPEAKING ON A PUBLIC AND NON-PUBLIC HEARING ITEM

Individuals who have not made a written request to speak on a nonpublic hearing item may submit written materials to the City Council on the subject matter by providing thirteen (13) copies of the written materials to the Office of the City Manager before 5:00 p.m. on the day of the Council meeting at which the item is scheduled to be discussed.

<u>COUNCIL MEETING WILL BE AIRED</u> June 23, 2025 - 6:30 p.m. Cable Channel 7 and streamed "LIVE" at FayTV.net

Notice Under the Americans with Disabilities Act (ADA):

The City of Fayetteville will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities. The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities. The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. Any person who requires an auxiliary aid or service for effective communications, or a modification of policies or procedures to participate in any City program, service, or activity, should contact the office of Human Relations at yamilenazar@fayettevillenc.gov, 910-433-1696. or the Office of the City Clerk at cityclerk@fayettevillenc.gov, 910-433-1989, as soon as possible but no later than 72 hours before the scheduled event.

support	COMMUNITY REVITALIZATION	YOUTH	economic growth	telling OUI'stories
Integrate a comprehensive approach to violence reduction and mental health response.	Continue the City's commitment to revitalization efforts, emphasizing affordable housing needs	Increase Parks & Recreation opportunities for youth engagement and interaction.	Use City-owned property to enhance economic growth opportunities throughout the City.	Articulate & define who we are as a City, to tell our story in Fayetteville & beyond.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4717

Agenda Dat	e: 6/23/2025	Version: 1	Status: Agenda Ready	
In Control:	City Council Regular Meeting		File Type: Consent	
Agenda Nur	nber: 7.0A1			
TO:	Mayor and Members o	of City Council		
THRU:	Jodi Phelps, Assistan	t City Manager		
FROM:	Jennifer Ayre, MMC, City Clerk			
DATE:	June 23, 2025			
RE: Approval of Meeting Minutes: May 29, 2025 - Budget Work Session June 2, 2025 - Work Session June 4, 2025 - Special June 5, 2025 - Special Budget Work Session June 9, 2027 - Discussion of Agenda Items June 9, 2025 - Regular				

COUNCIL DISTRICT(S):

ALL

Relationship To Strategic Plan:

Develop and maintain strong community connections.

Executive Summary:

The Fayetteville City Council conducted meetings on the referenced date during which they considered items of business as presented in the draft.

Background:

The draft minutes are from the meeting held on the above mentioned dates.

Issues/Analysis:

N/A

Budget Impact:

N/A

Options:

- 1. Approve draft minutes
- 2. Amend draft minutes and approve draft minutes as amended
- 3. Do not approve the draft minutes and provide direction to staff.

Recommended Action:

Approve the draft minutes.

Attachments:

Draft minutes

FAYETTEVILLE CITY COUNCIL BUDGET WORK SESSION MINUTES COUNCIL CHAMBER, CITY HALL MAY 29, 2025 10:00 A.M.

Present: Mayor Mitch Colvin;

Council Members Katherine K. Jensen (District 1); Malik Davis (District 2); D. J. Haire (District 4) (departed at 1:30 p.m.); Lynne Greene (District 5); Brenda McNair (District 7) (arrived at 10:30 a.m.); Deno Hondros (District 9)

Absent: Council Members Mario Benavente (District 3); Derrick Thompson (District 6); Courtney Banks-McLaughlin (District 8)

Douglas Hewett, City Manager Others Present: Lachelle Pulliam, City Attorney Jeffery Yates, Assistant City Manager Adam Lindsay, Assistant City Manager Jodi Phelps, Assistant City Manager Kelly Strickland, Assistant City Manager Todd Joyce, Interim Police Chief David Richtmeyer, Assistant Fire Chief Tiffany Murray, Chief Financial Officer Andrew LaGala, Airport Director Tyffany Neal, Transit Director Loren Bymer, Marketing & Communications Director Jerry Clipp, Human Resource Development Director Sheila Thomas-Ambat, Public Services Director Willie Johnson, Chief Information Officer Willie Henry, Chief Information Officer Michael Gibson, Parks and Recreation Director Kimberly Leonard, Budget & Evaluation Director Yamile Nazar, Human Relations Manager Deonte Watson, Airport Deputy Director Brian McGill, Assistant Public Services Director Brook Redding, Senior Assistant to the City Manager Sarah Loewen, Budget Analyst Pricilla Xayaphet, Budget Analyst Amena Mitchell, Budget Analyst Tiffany Wolfhope, Budget Analyst Jerome Coaxum, Budget Analyst Jennifer Ayre, City Clerk Members of the Press

1.0 CALL TO ORDER

Mayor Colvin called the meeting to order at 10:07 a.m.

2.0 INVOCATION

The invocation was offered by Council Member Haire.

3.0 PLEDGE OF ALLEGIANCE

The Mayor and City Council led the Pledge of Allegiance.

4.0 APPROVAL OF THE AGENDA

MOTION:	Council Member Hondros moved to approve the agenda
SECOND:	Council Member Davis
VOTE :	UNANIMOUS (6-0)

5.0 ITEMS OF BUSINESS

5.1 Budget Chronicles Questions and Answers

Mr. Jeffery Yates, Assistant City Manager, stated the plan is to go over the budget chronicles and respond to questions and all the directors are in attendance to help answer questions. The fund balance through March 31, 2025, above the ten percent policy level is \$3.3 million and \$800,000.00 less than the twelve percent goal. Mr. Yates reviewed the annual costs and the one-time projects. Discussion ensued regarding boards and commissions recruitment and funding provided to the Fayetteville-Cumberland Youth Council and Fayetteville NEXT Commission appropriations, bonds, receivables, cash on hand, fund balance, accounting practices, and microgrants.

Council Member Haire asked if there is budget for transparency engagement. Mr. Loren Bymer, Marketing & Communication Director, stated within the department's budget, additional funds were requested to help manage community events and the branded promotional items.

Discussion ensued regarding not limiting the Police Department's budget with the new Chief of Police to ensure that he is able to provide recommendations for and fund increased technology options. Dr. Douglas Hewett, City Manager, stated the new Chief will have time to assess technology needs and provide recommendations to City Council.

Mayor Colvin asked if the \$9.18 million in project closeout represents all closed projects. Mr. Yates stated the list is recommended projects to close this fiscal year. Discussion ensued regarding project closeouts and the City Council fund balance goal of twelve percent and the policy of ten percent.

Discussion ensued regarding splashpads, indoor pools, and outdoor pools. Mayor Pro Tem Jensen provided the number of each type of water features Cumberland County, Guilford County, Durham County, Wake County, and Mecklenburg County has. Dr. Hewett stated the City has a Parks and Recreation Master Plan. The master plan can be brought to Council for review and updates at the October Work Session.

Discussion ensued regarding maintaining the right-of-way through mowing and litter abatement. Dr. Hewett stated funding received from North Carolina Department Of Transportation (NCDOT) to maintain their right-of-way has consistently not been enough to maintain the City's expected level of service. Mr. Michael Gibson, Parks, Recreation, & Maintenance Director, stated NCDOT right-of-way cannot be subcontracted out because of insurance compliance requirements. Ms. Kimberly Toon, Purchasing Manager, stated she has spoken with NCDOT about reducing the limitations for subcontractors and NCDOT would not allow it.

Council Member Greene requested in conjunction with the parks and recreation master plan, would Council consider offering reduced or free transit fare from a neighborhood to a splashpad or pool. Dr. Hewett stated staff can included the request in the June 9th Youth Safety Protection Ordinance implementation strategy discussion. Discussion ensued regarding the North Street request for a splashpad.

5.2 Discussion of FY26 Budget

Consensus of Council was to approve the additional \$1,517,366.00 in funding to address Police and Fire compression issues.

Consensus of Council was to review the community engagement leader/public records staff and boards and commission engagement.

Consensus of Council was to approve \$6,000.00 with \$600.00 per Council Member. Mayor Colvin and Mayor Pro Tem Jensen were in opposition to the consensus motion.

Consensus of Council was to approve a \$100,000.00 increase for microgrant funding.

Consensus of Council was to approve funding for right-of-way maintenance.

Consensus of Council was to have staff provide refined Code Enforcement strategies at the September Work Session on.

Consensus of Council was to wait to increase Police Activity League funding and wait on the new Police Chief's youth strategies.

Consensus of Council was to not provide funding for United Way.

Consensus of Council was to include \$450,000.00 funding for the capital cost to build one splashpad or water feature at either Tokay or North Street and remove the operating costs.

Consensus of Council was to approve \$500,000.00 each for the development services site plan review study and Unified Development Ordinance Consultant for a total of \$1,000,000.00.

Consensus of Council was to approve the funding for an additional \$100,000.00 for street markings in the CIP annually.

Consensus of Council was to remove the parking study.

Consensus of Council was to approve \$75,000.00 for the purchase of speed limit radar signs for each district so each district has two. Council Member Hondros was opposed to the consensus vote.

Consensus of Council was to approve additional funds for the resurfacing of Mazarick Tennis Courts. Community Development Block Grant funds will be used to resurface Tokay Tennis Courts.

Consensus of Council was to earmark \$100,000.00 of stormwater funds for water quality.

Consensus of Council was to approve \$250,000.00 for Economic Development Corporation seed funding to create a defense innovation center and hire a defense director and market in different areas.

Consensus of Council was to find funding for sunshades at Lake Rim Pool.

5.3 Parking Lot

Mr. Jeffery Yates, Assistant City Manager, provided a handout for the parking lot that breaks down ongoing funding items and one time funding items.

6.0 ADJOURNMENT

There being no further business, the meeting adjourned at 1:45 p.m. Respectfully submitted,

JENNIFER L. AYRE City Clerk 052925 MITCH COLVIN Mayor



FAYETTEVILLE CITY COUNCIL WORK SESSION MINUTES COUNCIL CHAMBER, CITY HALL JUNE 2, 2025 2:00 P.M.

Present:	Mayor Mit	ch Colvin (arrived at 6:30 p.m. via TEAMS)
	(District p.m., dep Haire (D Thompson	embers Katherine K. Jensen (District 1); Malik Davis 2); Mario Benavente (District 3) (arrived at 2:15 arted at 4:25 p.m., returned at 5:16 p.m.); D. J. Istrict 4); Lynne Greene (District 5); Derrick (District 6); Brenda McNair (District 7); Courtney aughlin (District 8); Deno Hondros (District 9)
Others Pre	La Ke Ad Je Jo Ke To Sh By Br Vi Jo Ge Al Jo Li Lo Ch An Je Ti Wi Wi Ki Be Bl	nglas Hewett, City Manager chelle Pulliam, City Attorney thy Strickland, Assistant City Manager am Lindsay, Assistant City Manager ff Yates, Assistant City Manager di Phelps, Assistant City Manager yin Dove, Fire Chief dd Joyce, Interim Police Chief pila Thomas-Ambat, Public Services Director con Reeves, Assistant Public Services Director fan McGill, Assistant Public Services Director con Reeves, Assistant Public Services Director fan McGill, Assistant Public Services Director fan McGill, Senior Projects Manager cald Newton, Development Services Director bert Baker, Assistant Economic and Community Development Director metrios Moutos, Planner I shua Hall, Police Attorney can Baymer, Marketing & Communications Director cis Lowery, Strategic Planning and Analytics Manager drew Brayboy, Management Analyst cry Clipp, Human Resources Director fany Murray, Chief Financial Officer lie Johnson, Chief Information Officer metriy Toon, Purchasing Manager njamin MacKrell, Pallet Shelter (via TEAMS) air Hinkle, Freese and Nichols, Inc. nnifer Ayre, City Clerk
	Me	nbers of the Press

1.0 CALL TO ORDER

Mayor Pro Tem Jensen called the meeting to order at 2:01 p.m.

2.0 INVOCATION

The invocation was offered by Council Member Thompson.

3.0 PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by the Mayor Pro Tem and City Council.

4.0 CITY MANAGER REPORT

Dr. Douglas Hewett, City Manager, stated last week the Council prioritized the FY2026 budget parking lot and staff provided list of prioritized items for funding to have Council confirm. Mr. Jeffery Yates, Assistant City Manager stated, the budget is balanced with the inclusion of the City Council's parking lot items. There is an estimated fund balance is \$24.3 million; the fund balance exceeds the 12 percent policy

goal by \$34,336.00 with \$7.3 million in fund balance for one-time items and there is a 12.2 percent vacancy assumption. The FY2026 Budget will be an agenda item on the June 9, 2025, Regular Meeting and is recommended for adoption.

Discussion ensued.

5.0 APPROVAL OF AGENDA.

MOTION: Council Member Haire moved to approve the agenda. SECOND: Council Member Greene VOTE: UNANIMOUS (9-0)

6.0 OTHER ITEMS OF BUSINESS

6.01 Presentation from Pallet Shelter

Ms. Kelly Strickland, Assistant City Manager, introduced this item and stated the Homelessness and Mental Health Committee received this presentation at their April 3, 2025, meeting and the motion was passed at the April 28, 2025, Regular Meeting to have Mr. Ben Mackrell, Pallet Shelter consultant, present the presentation to full Council.

Mr. MacKrell stated Pallet Shelter is a public benefit corporation that has been around since 2018 that focuses on individuals that experience housing emergencies or are unsheltered.

Mr. MacKrell stated there are 5,200 shelters that have been deployed in over 130 communities within the United States and Canada. The idea is a group of six to thirty shelters in a community setting with supportive systems such as community rooms, laundry rooms, case management offices, and bathrooms. Pallet Shelter manufactures the shelters and relies on local non-profits for services and the municipality for infrastructure. The City would be the site owner and regulator and would set the barriers of entry. The types of shelters the company provides and success and safety metrics of some current villages were provided. Mr. MacKrell stated there is a two-year warranty on each shelter with each shelter lifespan between 15-20 years. The units themselves are designed for hard use and minimal maintenance. Not including the installation and shipping, the single 70 square foot shelter costs \$15,900.00, the small family suite costs \$21,000.00, and the ensuite shelter costs about \$44,000.00.

Discussion ensued regarding zoning requirements. Dr. Douglas Hewett, City Manager, stated if Council is interested, staff will need direction from Council on how to pursue the project and a timeframe to report back. The next steps would include identifying funding, locations, compliance with the State Building Codes, case management options, which types of shelters, and a request for proposals (RFP) to identify local partners. Council Member Hondros stated this is not in our purview but more for the County.

Council Member McNair stated she emailed City Council a list of goals. The goals to support the pallet shelter include five short-term goals: community engagement, awareness, site assessment, land acquisition and partnership; four mid-term goals: design and planning, policy advocacy, sustainability initiatives, programming development, and; five long-term Goals: community integration, evaluation and feedback, scalability, long-term funding and sustainability, and advocacy for broader housing solutions.

There was not consensus to move forward with having staff review the presented goals.

Consensus of Council was to request this item be presented at the next City County Liaison Committee to get buy-in.

6.02 Fire Station 16 - Project Delivery Approach

Mr. Blair Hinkle of Freese and Nichols presented this item with the aide of a PowerPoint presentation and introduced Mr. Bryan Roof, Owners Advisor for Fire Station 16 from Cumming Group. Mr. Roof provided an overview of the difference between an Owner Advisor and Owner's Project Manager Representative.

Mr. Roof stated Fire Station 16 is making good progress and around thirty percent designed, however, a decision is required on the project delivery method. The project delivery methods are a Construction Manager-at-Risk (CMAR) or Design-Bid-Build. Key drivers in deciding which type of project delivery method to use include design control, cost, schedule, the project team, risk, and other key drivers such as culture, sustainability, internal governance, marketplace participation, and regulatory requirements. The benefits and risks of the design-bidbuild and CMAR were reviewed. Design-bid-build creates very clear specifications and focuses the competitive landscape on lowest cost but does not focus on the most qualified general contractor (GC) and subcontractors and the GC is not involved during design or preconstruction phases. The CMAR sets a guaranteed maximum price (GMP), there is early engagement with the GC to participate and provide guidance on design, and there is cost certainty and transparency, however, the GC may try to exercise the use of allowance in lieu of appropriately planning and coordinating work. Dr. Hewett stated that staff recommend that the CMAR be used more often on City construction projects.

Discussion ensued.

Consensus of City Council was to authorize staff to use CMAR in the delivery of the Fire Station 16 project and to proceed with procurement of a CMAR for the project.

6.03 Bicycle Lane Ordinance Clarifications and Recommendations

Council Member Benavente stated this item is from a Council Member Request he made to come back with information due to a neighborhood in his district having issues with people parking in a bike lane and their question on how to enforce no parking in a bike lane. The residents would like to have a means and a method to request no parking down a multi-use lane similar to how neighborhoods can request a speedhump.

Consensus of Council was to have staff bring back a process for residents to request no parking down a multi-use lane in a neighborhood, similar to speed-humps. Council Member Hondros was opposed to the consensus motion.

Mr. John McNeill, Special Projects Manager, presented this item with the aid of a PowerPoint presentation and provided the definitions of a bicycle lane, multi-use lane and multi-use path. Mr. McNeill stated the proposed addition to Section 16-263 is "Notwithstanding any other ordinance, no person shall drive a vehicle on or across a designated bicycle lane in such manner as to interfere with the safety and passage of people operating bicycles thereon. Pursuant to N.C.G.S. §14-1(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00)." and under Sec 16-320 you may not park or obstruct a bicycle lane. The bicycle plan was established in 2020 and has 171 recommended projects and the funding for the projects was presented. Staff anticipates requesting approval from Council for matching funds for a municipal agreement in FY26 for FY27 to update the Bicycle Plan as plans are required to be updated every five years.

Discussion ensued.

Consensus of Council was to approve the code of ordinances amendments to place them on consent agenda for adoption. Council Members Haire and Thompson were opposed to the consensus motion.

6.04 Comprehensive Pedestrian Plan Update

Ms. Virginia Smalls, Transportation Planner, introduced Dr. Zachary Bugg, an Engineer for Kittelson and Associates who presented this item with the aid of a PowerPoint presentation.

Dr. Bugg stated this project has been a collaboration with the North Carolina Department of Transportation's (NCDOT) Integrated Mobility Division. The objective is to expand the pedestrian network and develop projects, programs, and policies to enhance safety while emphasizing projects near schools and universities. This plan presents 144 recommended pedestrian projects throughout Fayetteville, representing both intersection enhancements and corridor wide improvements. The total estimated cost of the plan is \$769.51 million dollars and would construct approximately 146 miles of sidewalk.

The project kicked off in April 2024 and held steering committee meetings which included community leaders, City of Fayetteville staff, NCDOT, the Fayetteville Area Metropolitan Planning Organization, Cumberland County, Cumberland County Schools, Sustainable Sandhills and Fayetteville State University. Two rounds of public engagement took place. The first round focused on community challenges and opportunities and the second round focused on project feedback and prioritization.

The existing conditions analysis consisted of a review of the 2018 plan, a field review, and data collection and mapping for demographics, transportation infrastructure, points of interest, and crash history. The team then removed any project from a recent local and regional multimodal plan that has been completed or already had funding identified for implementation and construction. The project team then analyzed the transportation network to identify any gaps between projects, removing access-controlled routes along the interstate from the analysis. The project team proceeded to assign these projects a score based on a series of evaluation criteria, safety, comfort, equity, connectivity, and land use. Policy and program recommendations include adopting a complete streets policy and traffic calming policy, implementing creative safety awareness campaigns, establishing a transportation-focused City Commission, and prioritizing with CCS.

Consensus of Council was to approve the Comprehensive Pedestrian Plan Update to be placed on a consent agenda for adoption with the addition of having Hoke Loop Road.

6.05 The Supplemental Fayetteville Comprehensive Pedestrian Plan Study

Dr. Zachary Bugg, an Engineer for Kittelson and Associates presented this item with the aid of a PowerPoint presentation and stated the supplemental pedestrian plan specifically focused on the Cumberland County School network and identifying the major roadways that create barriers between schools and the communities they service. After examining and analyzing the infrastructure surrounding 64 K-12 public schools serving the City, key priority locations for pedestrian transportation safety investment were identified. The analysis identified pedestrian safety improvement projects to expand the walkable areas around public schools. The study developed 26 cut sheets for pedestrian improvement projects near schools, and 12 cost estimates and more detailed recommendations for the highest-prioritized schools. School prioritization was based on school population, safety, infrastructure, and demographics. The total cost of the projects at the 12 schools is approximately \$27.9 million.

Discussion ensued.

Consensus of Council was to approve the supplemental Fayetteville pedestrian plan study and place it on consent for adoption and allow the schools that did not respond to have time to get back to staff for further discussion.

6.06 Peer City Comparison of Development Incentives

Dr. Gerald Newton, Development Services Director, introduced Mr. Demetrios Moutos, Planner I, who presented this item with the aid of a PowerPoint presentation. Mr. Moutos presented six common development incentives categories: affordable housing, sustainability, open space and conservation, transit orientation and mixed-use development, historic preservation and adaptive reuse, and zoning flexibility and legal tools. Eight municipalities were used for comparison: Durham, Winston-Salem, High Point, Cary, Greensboro, Concord, Wilmington, and Raleigh. Dr. Newton stated there is more than can be done in each category and staff will continue to create opportunities throughout the City.

Discussion ensued.

Consensus of City Council was to receive the presentation.

6.07 Temporary Use Standards for Special Events & Proposed Nuisance Party Ordinance

Mr. David Steinmetz, Assistant Development Services Director, presented this item with the aid of a PowerPoint presentation and stated temporary use permits are required for special events on private property within the City limits. The permit requires the event to be of limited duration and cannot involve the construction or alteration of a permanent structure or building. Currently, Development Services staff reviews, approves, and issues the permits which can take about two days for approval. Additional standards for special events requesting a permit include no unreasonable risk of significant impediments to pedestrians or vehicular travel, injury to persons, public or private disturbances, burden to police or fire, or adverse effect on public health and safety. Five conditions must be met to receive the permit which includes providing parking and vehicular ingress and egress, control of nuisance factors, provide sanitary and medical facilities, provide solid waste collection and disposal, and provide security and safety measures.

Staff recommended options to amend the Temporary Use Permit process to require review and approval by Police and Fire Departments, add provisions such as limiting bags to only clear bags and no unaccompanied minors, and amend the code to increase compliance time for failure to obtain a permit.

Mr. Joshua Hall, Police Attorney presented the proposed nuisance party ordinance with the aid of a PowerPoint presentation and stated there is currently a gap in State statute and how parties can be enforced, and the proposed ordinance could help close the gap so the City can address nuisance parties. There is no way to shut down parties for already illegal activities, but the proposed ordinance would allow for the City to shut down a party. There are three proposed penalties, civil, injunctive or other equitable relief, and criminal.

Discussion ensued.

Council Member Davis asked if the ordinance would apply to commercial properties or nuisance homes. Ms. Lachelle Pulliam, City Attorney, stated there is not an ordinance, but it could be addressed by civil action provided through General Statute.

Consensus of Council was to adopt the recommendations as presented and add to the next agenda for adoption and implementation. Council Member Benavente was opposed to the consensus motion.

6.08 City Council Agenda Item Request - Downtown Fire District Update -Mayor Colvin

Mayor Colvin stated municipalities already have a fire code, but in Fayetteville there is a secondary downtown fire district started after the 1834 fire that affects what can be done in the district. The secondary

fire district needs to be reanalyzed as it impedes investment and development in an area we are trying to improve.

Consensus of City Council was to have staff bring back information and updated recommendations for the downtown fire district.

6.09 City Council Agenda Item Request - Reconsider the Historic District Location - Mayor Colvin

Mayor Colvin stated one of the reasons the City says the have the Historic District is for the economic benefit, however, only two historic tax credits have been used in the last few years. The agreement has the Department of Interior give the federal tax credits which are based on the structure and the State gives fifteen percent tax credits only in three areas of the State. Mayor Colvin asked if the economic benefit for what we are causing and how we are stifling the downtown development with the Historic District location worth it. Mayor Colvin stated he would like to request a review of the application and if the location is the most economically valid or if the location should only be residential.

Consensus of City Council was to have staff bring back information and updated recommendations for the Historic District location. Council Member Benavente was in opposition to the consensus motion.

7.0 ADJOURNMENT

There being no further business, the meeting was adjourned at 7:21 p.m.

Respectfully submitted,

JENNIFER L. AYRE City Clerk 060225 MITCH COLVIN Mayor

FAYETTEVILLE CITY COUNCIL RECONVENED SPECIAL MEETING ST. AVOLD CONFERENCE ROOM, CITY HALL JUNE 4, 2025 4:00 P.M.

Present: Mayor Mitch Colvin

Council Members Katherine K. Jensen (District 1); Malik Davis (District 2); Mario Benavente (District 3) (arrived at 5:09 p.m.); D.J. Haire (District 4); Lynne Greene (District 5); Derrick Thompson (District 6); Brenda McNair (District 7); Courtney Banks-McLaughlin (District 8); Deno Hondros (District 9)

Others Present: Douglas Hewett, City Manager Jennifer Ayre, City Clerk

Mayor Colvin called the meeting to order at 4:07 p.m.

CLOSED SESSION

The Fayetteville City Council met in closed session on Wednesday, June 4, 2025, at 4:08 p.m. The purpose of the closed session was for personnel matters. G.S. § 143 318.11(a).

The regular session recessed at 4:08 p.m. The regular session reconvened at 5:48 p.m.

MOTION: Council Member Haire moved to go into closed session for personnel matters SECOND: Council Member Banks-McLaughlin VOTE: UNANIMOUS (9-0)

MOTION: Council Member Jensen moved to come out of closed session. SECOND: Council Member Hondros VOTE: UNANIMOUS (10-0)

There being no further business, the meeting adjourned at 5:49 p.m.

Respectfully submitted,

JENNIFER L. AYRE City Clerk 060425 MITCH COLVIN Mayor

FAYETTEVILLE CITY COUNCIL SPECIAL BUDGET WORK SESSION MINUTES COUNCIL CHAMBER, CITY HALL JUNE 5, 2025 10:00 A.M.

Present: Mayor Mitch Colvin;

Council Members Katherine K. Jensen (District 1) (arrived at 10:22 a.m.); Malik Davis (District 2); D. J. Haire (District 4); Lynne Greene (District 5); Derrick Thompson (District 6); Brenda McNair (District 7) (via TEAMS); Deno Hondros (District 9)

- Absent: Council Members Mario Benavente (District 3); Courtney Banks-McLaughlin (District 8)
- Others Present: Douglas Hewett, City Manager Lachelle Pulliam, City Attorney Jeffery Yates, Assistant City Manager Adam Lindsay, Assistant City Manager Jodi Phelps, Assistant City Manager Kelly Strickland, Assistant City Manager Todd Joyce, Interim Police Chief Kevin Dove, Fire Chief Tiffany Murray, Chief Financial Officer Andrew LaGala, Airport Director Gerald Newton, Development Services Director Tyffany Neal, Transit Director Jerry Clipp, Human Resource Development Director Sheila Thomas-Ambat, Public Services Director Willie Johnson, Chief Information Officer Willie Henry, Chief Information Officer Michael Gibson, Parks and Recreation Director Kimberly Leonard, Budget & Evaluation Director Kim Toon, Purchasing Manager Deonte Watson, Airport Deputy Director Byron Reeves, Assistant Public Services Director David Steinmetz, Development Services Deputy Director Brian McGill, Assistant Public Services Director Brook Redding, Senior Assistant to the City Manager Chris Lowery, Strategic Planning & Analytics Manager Andrew Brayboy, Senior Corporate Performance Analyst Pricilla Xayaphet, Budget Analyst Tiffany Wolfhope, Budget Analyst Jerome Coaxum, Budget Analyst Jennifer Ayre, City Clerk Members of the Press

1.0 CALL TO ORDER

Mayor Colvin called the meeting to order at 10:07 a.m.

2.0 INVOCATION

The invocation was offered by Council Member Haire.

3.0 PLEDGE OF ALLEGIANCE

The Mayor and City Council led the Pledge of Allegiance.

4.0 APPROVAL OF THE AGENDA

MOTION: Council Member Hondros moved to approve the agenda SECOND: Council Member Greene VOTE: UNANIMOUS (7-0)

5.0 ITEMS OF BUSINESS

5.1 Discussion on Proposed Operational Budget for Fiscal Year 2025-26

Dr. Douglas Hewett, City Manager, stated the parking lot items been incorporated into the budget without changing the revenue or tax rate.

Mr. Jeffery Yates, Assistant City Manager, provided an overview of the parking lot items that were included as well as removed. Council Member Haire asked if there is a budget for development incentives. Mr. Yates stated there is HUB business center funding, there is also \$1 million for permitting. The Capital Improvement Plan (CIP) funds are provided through state, federal, and local funding sources depending on the project.

Mayor Colvin provided an overview of his attendance at the Site Selectors meeting in Savannah and what they are looking for when identifying a new location as well as strategies that Fayetteville could utilize.

Mayor Colvin asked if Council had approved increasing funding for expedited sidewalk projects and how the General Fund could be utilized for the purpose. Dr. Hewett stated if Council is interested staff can input funds annually from the General Fund to go towards infrastructure needs. Discussion ensued regarding sidewalk funding, projects, and length of time to complete projects. Council Member Hondros stated he would be supportive to include recurring sidewalk funding in the CIP annually.

Discussion ensued regarding why more studies are being funded, if funding is not appropriated to address the studies that have already been completed. Dr. Hewett stated quite often when applying for funding a study is required to show how the funding will be used. Mayor Colvin stated everything does not need to be studied and a better balance needs to be found.

MOTION: Council Member Thompson moved to include an additional \$500,000.00 for the supplemental pedestrian plan and reach out all of the schools to ensure everyone is heard from and next year include half a cent of the tax rate into the CIP for future years for sidewalks. SECOND: Council Member Hondros VOTE: UANIMOUS (7-0)

Dr. Hewett stated staff will provide how to include additional funding to City Council that includes \$600,000.00 for sidewalks and \$100,000.00 for economic development and how to ensure the 12 percent general fund balance goal. Mayor Colvin stated understanding where the funding is coming from is just as important.

6.0 ADJOURNMENT

There being no further business, the meeting adjourned at 11:11 p.m.

Respectfully submitted,

JENNIFER L. AYRE City Clerk 060525 MITCH COLVIN Mayor

FAYETTEVILLE CITY COUNCIL DISCUSSION OF AGENDA ITEMS MEETING MINUTES ST. AVOLD CONFERENCE ROOM, CITY HALL JUNE 9, 2025 5:30 P.M.

Present: Mayor Mitch Colvin;

Council Members Katherine K. Jensen (District 1); Malik Davis (District 2); Mario Benavente (District 3) (arrived at 5:36 p.m.); Lynne Greene (District 5); Derrick Thompson (District 6); Brenda McNair (District 7) (arrived at 5:46 p.m.); Deno Hondros (District 9)

Absent: Council Member D.J. Haire (District 4); Courtney Banks-McLaughlin (District 8)

Others Present: Douglas Hewett, City Manager Lachelle Pulliam, City Attorney Adam Lindsay, Assistant City Manager Jodi Phelps, Assistant City Manager Jeffery Yates, Assistant City Manager Kelly Strickland, Assistant City Manager Lisa Harper, Senior Assistant City Attorney Kevin Dove, Fire Chief Todd Joyce, Interim Police Chief Kimberly Leonard, Budget & Evaluation Director Gerald Newton, Development Services Director Loren Bymer, Marketing & Communications Director Joshua Hall, Police Attorney Erin Swinney, Police Attorney Brook Redding, Special Assistant to the City Manager Albert Baker, Economic and Community Development Assistant Director Robert Van Geons, Fayetteville-Cumberland Economic Development Corporation President & CEO Jennifer Ayre, City Clerk

Mayor Colvin called the meeting to order at 5:30 p.m.

Mayor Colvin asked the Council to review the regular agenda for the June 9, 2025, meeting.

Council Member Hondros stated both the listing and selling agents for Item 9.01 - P25-13: Notice of Appeal of a request to rezone from SF-10 to LC at 549 Stacy Weaver Drive (REID #0530028255000, and a portion of 0530120415000) owned by Paul Thompson Development Corp. (Appeal of a Zoning Commission Denial are from his firm and asked if he would need to be recused. Ms. Lachelle Pulliam, City Attorney, stated since he does not have a financial gain he will not need to recuse himself.

Council Member Greene requested an explanation of the review process for grant awardees in Item 9.01 - Public Hearing to Award Round 1 Can Do Performance Financing Program Funding. Discussion ensued. Mr. Robert Van Geons, Fayetteville-Cumberland Economic Development Corporation President & CEO, stated background checks are completed to include a review of information on the Secreatary of State's website, a credit report is pulled, and a review of possible lawsuits is completed.

Council Member Thompson asked for clarification on budget items in Item 10.02 - Adoption of the Fiscal Year 2025-2026 Budget Ordinance, the FY 2025-2026 Fee Schedule, FY 2025-2026 Capital Project Ordinances, Special Project Ordinances, Amendments, and Close-Outs. Council Member Benavente requested that Item 10.02 and 10.03 - Youth Protection Safety Ordinance - Implementation Strategy be reversed so that Council can hear the implementation strategy and verify if any additional funding is needed before the budget item. Discussion ensued.

Council Member Benavente stated he would like to request an extension of the time for the public forum in order to allow everyone to speak. Council Member Davis requested the City Council Policies Review Committee discuss the possibility of a policy requiring a public hearing for all ordinances.

Ms. Pulliam stated Item 10.01 - Proposed Nuisance Party Ordinance is presented tonight for the second reading and per the City Code, Section 2-4, subsection F, when a second reading is required by law for passage of an item, there shall be no debate on the second reading.

There being no further business, the meeting adjourned at 6:22 p.m.

Respectfully submitted,

JENNIFER L. AYRE City Clerk 060925 MITCH COLVIN Mayor

FAYETTEVILLE CITY COUNCIL REGULAR MEETING MINUTES COUNCIL CHAMBER, CITY HALL June 9, 2025 6:30 P.M.

Present: Mayor Mitch Colvin;

Council Members Katherine K. Jensen (District 1); Malik Davis (District 2); Mario Benavente (District 3); D. J. Haire (District 4) (arrived at 6:44 p.m. via TEAMS); Lynne Greene (District 5); Derrick Thompson (District 6); Brenda McNair (District 7); Courtney Banks-McLaughlin (District 8); Deno Hondros (District 9)

Others Present: Douglas Hewett, City Manager Lachelle Pulliam, City Attorney Kelly Strickland, Assistant City Manager Jeffrey Yates, Assistant City Manager Jodi Phelps, Assistant City Manager Todd Joyce, Interim Police Chief Kevin Dove, Fire Chief Gerald Newton, Development Services Director Loren Bymer, Market and Communications Director Kimberly Leonard, Budget & Evaluation Director Tiffany Murray, Chief Financial Officer Willie Johnson, Chief Information Officer Brook Redding, Senior Assistant to the City Manager Nichelle Gaines, Community Safety Manager Craig Harmon, Senior Planner Jennifer Ayre, City Clerk Members of the Press

1.0 CALL TO ORDER

Mayor Colvin called the meeting to order at 6:37 p.m.

2.0 INVOCATION

The invocation was offered by Pastor Jamale Johnson, Mt. Sinai Missionary Baptist Church.

3.0 PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Colvin and City Council.

4.0 ANNOUNCEMENTS AND RECOGNITIONS

Council Member Thompson presented a Certificate of Appreciation to Mr. David Council who served as the 1st block captain in the Wells Place neighborhood and continues to serve as a block captain at 97 years old.

Mayor Pro Tem Jensen recognized U.S. Army Veterans and spouses in honor of the Army's 250th Anniversary on June 15, 2025.

Council Member Greene announced on August 16, 2025, at 8:00 a.m., the State of North Carolina will issue a proclamation to the Airborne and Special Operations Museum Foundation, and a plaque will be posted at the Liberty Tree.

Mayor Colvin presented a proclamation in honor of National Homeownership Month to the Economic and Community Development Staff.

Council Member Benavente presented a proclamation in honor of Pride Month to Ms. Krystal Maddox and recognized Mr. Ethan Cavanaugh

for helping to ensure the safety of attendees while volunteering at a previous Pride Festival.

Senator Val Applewhite presented the Order of the Long Leaf Pine award to retired Deputy Fire Chief Moisbiel Alvarez.

Council Member McNair thanked everyone for supporting the Lake Rim Picnic in the Park that took place on June 8, 2025.

5.0 CITY MANAGER REPORT

Dr. Douglas Hewett, City Manager invited residents to join a community workshop to discuss the future of Blount and Gillespie Streets, on Wednesday, June 11, 2025, from 6:00 - 7:30 p.m. at J.S. Spivey Recreation Center, 500 Fisher Street, Fayetteville, NC.

Mayor Colvin stated tomorrow June 10, 2025, at 6:00 p.m. in the Council Chamber, 433 Hay Street, Fayetteville, NC, he will present the State of the City.

6.0 APPROVAL OF AGENDA

MOTION: Council Member Benavente moved to approve the agenda with switching 10.02 and 10.03. SECOND: Council Member Jensen VOTE: UNANIMOUS (10-0)

7.0 PUBLIC FORUM

Ms. Saundra Stanley, 641 Larkspur Dr., Fayetteville, NC, expressed concerns regarding the removal of bike lanes in the Country Club North neighborhood.

Mr. Sencedrick Barham, 636 Bessemer Cir., Fayetteville, NC, expressed concerns regarding gun violence.

Mr. Konchan Kamone, 206 Campbell Ave., Fayetteville NC, expressed concerns regarding one of his properties on the demolition list.

Ms. Carrol Olinger, 5338 Harding Dr., Hope Mills, NC., expressed concerns regarding the curfew.

Mr. Dennis Murphy, 462 Bayshore Dr., Fayetteville, NC, expressed concerns regarding Wal-Mart's alcohol policy.

Mr. Shaun McMillan, 6024 Goldenrain Dr., Fayetteville, NC, expressed concerns regarding the youth curfew.

Pastor Ryan Ford, Fayetteville, NC., expressed concerns regarding the FY2026 budget and youth crime prevention programs.

Ms. Angela Tatum, 404 Pilot Ave., Fayetteville, NC, expressed concerns regarding the youth curfew.

Ms. Arleen Fields, 5318 Hampton Rd., Fayetteville, NC, expressed concerns regarding a proposed gas station on Stacy Weaver Road.

Mr. Benjamin Hulquist, 801 Rim Rd., Fayetteville, NC, expressed concerns regarding the FY 2026 City Budget.

Mr. Shammond Virgil, 2062 Osceola Dr., Fayetteville, NC, expressed concerns regarding the youth and prison system.

Mr. Cheliko Hurst, 142 Wayside Dr., Fayetteville, NC expressed concerns regarding homelessness.

Mr. Dre'Shawn Spearman, 715-G Duggins Way, Fayetteville, NC, expressed concerns regarding the Nuisance Party Ordinance.

MOTION:	Council Member Benavente moved to add nine minutes to the
	public forum.
SECOND:	Council Member Davis
VOTE:	PASSED by a vote of 7 in favor to 3 in opposition (Council
	members Jensen, Greene, and Thompson)

8.0A CONSENT AGENDA

MOTION:	Council agenda.	Member	Thompson	moved	to	approve	the	consent
SECOND : VOTE :	Council I UNANIMOU		avis					

8.0A1 Approval of Meeting Minutes: May 21, 2025 - Agenda Brief May 22, 2025 - Budget Work Session May 27, 2025 - Discussion of Agenda Items May 27, 2025 - Regular

8.0A2 City Council Policies Review Committee Recommendations

City Council approved the creation of two policies from 115.14-Economic Development Program. The new policies are 115.14A - Economic Development and 115.14B - Community Development. City Council approved amendments to City Council Policy 115.18 - Key to the City.

8.0A3 Adopt a Resolution of the City Council of the City of Fayetteville Confirming the Non-Inclusion of Hill Street in the City of Fayetteville Street Plan

City Council adopted a resolution confirming the non-inclusion of Hill Street in the City of Fayetteville Street Plan. The right of way known as Hill Street is depicted on a map entitled "Map of Bevill's Alfalfa Field" dated November 1922 and recorded in Plat Book 7, Page 98 of the Cumberland County Registry. The property was owned by the Bevill Estate. Hill Street is a "paper street" that has never been constructed or opened. The Petitioner has asked if the City has any interest in this street as a part of a future street plan and it has been determined that it is neither a part of the current street plan nor part of any future street plan.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE CONFIRMING NON-INCLUSION OF HILL STREET IN THE CITY OF FAYETTEVILLE STREET PLAN. RESOLUTION NO. R2025-021

8.0A4 Authorize the City Manager, upon legal approval, to amend the ground lease with the Airborne and Special Operations Museum Foundation

City Council authorized Dr. Douglas Hewett, City Manager, to amend the ground lease with the Airborne and Special Operations Museum (ASOM) Foundation. The City, starting in 2000, leases the land to the ASOM Foundation. As part of the lease agreement, and as consideration for rent, the ASOM Foundation pays 2 percent of the gross sales from operations, including from the gift shop, simulator, and theater, which amounts to about \$3,000.00 to \$5,000.00 annually. The ASOM Foundation has requested the City Council amend the lease and eliminate the two percent requirement, in an effort to reduce operating costs.

8.0A5 Adoption of the Recommended FY 2026 Strategic Plan

City Council adopted the Fiscal Year 2026 Strategic Plan that was created after a two-day strategic planning retreat to refine the City's strategic plan by reviewing goals, focusing on past accomplishments, and agreeing on five strategic priorities for FY 2026.

8.0B ITEMS PULLED FROM CONSENT

There were no items pulled from the consent agenda.

9.0 PUBLIC HEARINGS

9.01 P25-13: Notice of Appeal of a request to rezone from SF-10 to LC at 549 Stacy Weaver Drive (REID #0530028255000, and a portion of 0530120415000) owned by Paul Thompson Development Corp. (Appeal of a Zoning Commission Denial)

Mr. Craig Harmon, Senior Planner, presented this item with the aid of a PowerPoint presentation and stated this is a request for a rezoning that was denied by the Zoning Commission. The applicant has requested to rezone 2.1 acres located at 549 Stacy Weaver Drive, from Single Family 10 (SF-10) to Limited Commercial (LC). The Land Use Plan calls for the property to be Neighborhood Mixed Use. A section of the property has a single-family house that has been used as an office in the past. The proposed rezoning aligns with the future land use plan for a mixed-use neighborhood by introducing moderateintensity commercial development.

The staff recommended approval, but the Zoning Commission denied the case due to the proposed zoning change is not consistent with the Future Land Use Plan (FLUP). because it does not encourage growth in the area well-served by infrastructure, and urban services, including roads, utilities, parks, schools, police, fire, and emergency services, because several gas stations are already in the area, and building another one would not help the community. It does not encourage intense uses, greater mix uses, and denser residential types in key focal areas, because although Fayetteville is 500 houses short, they are building a gas station. It does not meet goals #1 and #4 because building another gas station does not make the area attractive. It is inconsistent with the proposed land use and does not align with the Future Land Use Plan. The designation as requested would permit uses that are incongruous to those existing on adjacent tracts. And it does not align with the consistency and reasonable statements".

This is the advertised public hearing set for this date and time, the public hearing was opened.

Mr. Jonathan Charleston, 201 Hay St., Fayetteville, NC, spoke in favor of this item.

Ms. Victoria Clark-Curtis, 201 Hay St., Fayetteville, NC, yielded her time to Mr. Jonathan Charleston.

Mr. Patrick Budronis, 1646 W. Snow Ave. Suite 63, Tampa, FL, yielded his time to Mr. Jonathan Charleston.

Ms. Donna Johnson, 5059 Hampshire Dr., Fayetteville, NC, spoke in opposition of this item.

Ms. Twanda Peterson, 5027 Hampshire Dr., Fayetteville, NC, spoke in opposition of this item.

Mr. Jamie Davis, 458 Bayshore Dr., Fayetteville, NC, spoke in opposition of this item.

Mr. Carlos Hance, 5043 Chesapeake Rd., Fayetteville, NC, spoke in opposition of this item.

There being no one further to speak, the public hearing was closed.

Ms. Lachelle Pulliam, City Attorney, stated the options are to approve as submitted, approve it with a reduction of the area proposed to be rezoned, approve to a more restrictive base zone district, deny it, or remand it back to the Zoning Commission for further consideration.

Mayor Pro Tem Jensen stated for this site to be developed work must be done on Stacy Weaver and MacArthur Road. Mr. Harmon stated it is not a conditional zoning so there is nothing that would tie the developer down to any conditions until site plan approval by the Technical Review Committee. Dr. Hewett stated if Council is inclined to approve it, the requested conditions are not allowed to be mandated, the rezoning permits it for what is permissible in the zoning district.

Mr. Harmon stated If the rezoning is denied the applicant cannot request to rezone for a year unless it is significantly different or they can appeal to Superior Court.

Council Member Benavente asked if there is technology that will be included that can address vapor and chemical concerns brought up by residents. Mr. Charleston stated the new technology includes specialized pumps that help contain the vapors and the new stations do not have the same risks as older stations.

If the application is withdrawn they would have to go back to zoning commission in July and back to Council in August.

MOTION: Council Member Jensen moved to table for a later date pending the withdrawal and resubmittal of the application. SECOND: Council Member Hondros VOTE: PASSED by a vote of 6 in favor to 4 in opposition (Council Members Benavente, Greene, McNair, and Banks-McLaughlin)

Mayor Colvin recessed the meeting at 9:08 p.m., and reconvened the meeting at 9:13 p.m.

9.02 Public Hearing to Award Round 1 Can Do Performance Financing Program Funding

Robert Van Fayetteville-Cumberland Mr. Geons, Economic Development Corporation (FCEDC) President and CEO presented this item with the aid of a PowerPoint presentation. FCEDC launched the Can Do Performance Financing Program in partnership with the City of Fayetteville and the Community Development Foundation (CDF) in January 2025, with \$5 million, \$2.5 million from the City of Fayetteville and \$2.5 million from the State of North Carolina. This program addresses historical barriers to capital that has limited the growth of sustainable businesses within Fayetteville's low- to moderate-income census tracts, especially those that are minority-, veteran-, and woman-owned. This program supports many of the City's goals, including supporting a diverse procurement pool and a viable economy. To qualify, businesses must have fifteen or fewer employees and demonstrate viable plans for job creation and capital uses. Additionally, priority consideration is extended to companies operating within the aerospace, technology, defense, and cybersecurity sectors.

Mr. Van Geons stated 111 unique businesses submitted interest forms requesting a total of \$11.96 million in funding. Eighteen nonqualifying applicants enrolled in FCEDC-sponsored program at the HUB. 61 candidates met the basic program criteria and were asked to complete a project form and 49 completed the form and scored enough. Sixteen projects were submitted to the Can Do Performance Financing Investment Committee for consideration with five were referred to CEED for vetting, and two met the minimum 70-point scoring requirement for awarding.

The two companies that qualified to receive funds from the Can Do Performance Financing Program in the initial application cycle were introduced. Ms. Ashley Johnson of A & A Holdings Corporation has requested \$125,000 to create five jobs. Ms. Latisha Perkins of Maybridge Development LLC has requested \$300,000 to create twelve jobs in two phases.

This is the advertised public hearing set for this date and time, the public hearing was opened.

There being no speakers, the public hearing was closed.

MOTION: Council Member Thompson moved to approve Ashley Johnson of A & A Holdings Corporation and Latisha Perkins of Maybridge Development LLC for Can Do Performance Financing funding of \$125,000 and \$300,000, and authorize the CDF to release the funds, subject to the candidates entering into an incentive agreement SECOND: Council Member Davis VOTE: UNANIMOUS (10-0)

10.0 OTHER ITEMS OF BUSINESS

10.01 Proposed Nuisance Party Ordinance

Mr. Joshua Hall, Police Attorney, stated at the June 2, 2025, Work Session the nuisance party ordinance was introduced and tonight it is here for adoption.

MOTION: Council Member Benavente moved to allow for a public hearing on this ordinance to be scheduled and table the matter until after the public hearing is complete

The motion failed for lack of a second.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING CHAPTER 17, OFFENSES AND MISCELLANEOUS PROVISIONS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2025-012

MOTION: Council Member Jensen moved to adopt the proposed nuisance party ordinance

SECOND: Council Member Thompson

VOTE: PASSED by a vote of 9 in favor and 1 in opposition (Council Member Benavente)

10.02 Youth Protection Safety Ordinance - Implementation Strategy

Mr. Brook Redding, Senior Assistant to the City Manager, presented this item with the aid of a PowerPoint presentation and stated in the weeks since the May 5, 2025, special Council meeting the task force has worked to address the City Council's direction. The cross-department task force included the Department of Social Services (DSS), Department of Juvenile Justice (DJJ), Fayetteville Police Department (FPD), City Manager's Office (CMO), City Attorney's Office (CAO), Economic and Community Development (ECD), Parks and Recreation (P&R), Office of Community Safety (OCS), Budget and Evaluation, and Information Technology (IT). The recommended strategic rollout timeline was presented.

Ms. Nichelle Gaines, Community Safety Manager, stated this has been a coordinated effort with the objective for the late-night youth programing pilot to create safe and engaging late-night activities for youth ages 12-17 through mentorship, recreation, and community partnerships during curfew hours. There are three confirmed locations, June 28, 2025, Community Outreach Center, July 11, 2025, at College Lakes Recreation Center, and August 15, 2025, at the Cliffdale Recreation Center. The programs will run from 7:00-10:00 p.m. in coordination with the Police Department and P&R programing. There will be space for physical activities, smaller activities, and mentoring or group discussions. There will be officers and staff for supervision and engagement. The intake and registration protocols are being created. ECD has reached out to community partners and nonprofits to work on the partnerships. The task force plans to begin by offering events quarterly with the expectation to expand it to monthly events by next summer.

There will be a measured approach for public education and outreach through a landing page on the website, social media posts, messaging through schools and nonprofits, information flyers at recreation centers, faith-based sites, libraries, events and FayTV. Messaging focuses is what the ordinance is and is not, how to access the youth programing, and emphasize safety and support.

Mr. Todd Joyce, Interim Police Chief, stated the objective is to ensure implementation is consistent, legal, and youth-center through officer training beginning June 10, 2025, interagency coordination, public engagement, prioritizing education, and discretion during the 30-day grace period. The grace period is from June 9-July 9, 2025, and no citations will be given at this time. Officers will receive targeted roll-call training on the Youth Protection Safety ordinance with PD attorneys assisting with interpretation and scenario guidance. Additional components of the training will consist of an overview of the ordinance requirements, enforcement protocols and officer judgement, response scenarios and referral paths, and coordination with DSS, DJJ, and community support resources. Frequently asked questions and what happens when a parental contact can or cannot establish contact were presented.

Discussion ensued criminal penalties to a juvenile in section F.1. $\ensuremath{\mathsf{F.1}}$

MOTION:	Council Member Banks-McLaughlin moved to accept the staff
	report and implementation strategy for the Youth Protection
	Safety Ordinance as presented and amend the Youth
	Protection Safety Ordinance by striking Section F.1 from
	the ordinance.
SECOND:	Council Member Jensen

VOTE: PASSED by a vote of 9 in favor to 1 in opposition (Council Member Hondros)

10.03 Adoption of the Fiscal Year 2025-2026 Budget Ordinance, the FY 2025-2026 Fee Schedule, FY 2025-2026 Capital and Special Project Ordinances, Amendments, and Close-Outs

Mr. Jeffery Yates, Assistant City Manager, presented this item with the aid of a PowerPoint presentation and stated the parking lot items were added per the budget work session discussions. In order to balance the budget, the fund balance was taken to exactly twelve percent and the vacancy savings was increased.

MOTION: Council Member Benavente moved to include an additional \$500,000.00 to the Office of Community Safety. SECOND: Council Member McNair

- VOTE: FAILED by a vote of 3 in favor to 7 in opposition (Mayor Colvin, Council Members Jensen, Davis, Haire, Greene, Thompson, and Hondros)
- MOTION: Council Member Thompson moved to adopt the FY 2026 Budget Ordinance documents including FY 2026 Budget Ordinance, Fiscal Year 2025-2026 Fee Schedule, FY26 Capital/Special Project Ordinances, Amendments, and Close-outs as presented.
- SECOND: Council Member Haire VOTE: PASSED by a vote of 9 in favor to 1 in opposition (Council Member Benavente)

11.0 ADJOURNMENT

There being no further business, the meeting adjourned at 10:46 p.m.

Respectfully submitted,

JENNIFER L. AYRE City Clerk 060925 MITCH COLVIN Mayor

City of Fayetteville



City Council Action Memo

File Number: 25-4738

Agenda Date: 6/23/2025		Version: 1	Status: Agenda Ready	
In Control: City Council Regular Meeting			File Type: Consent	
Agenda Number: 7.0A2				
TO:	Mayor and Members of City Council			
THRU:	Ms. Lachelle H. Pulliam, City Attorney			
FROM:	Ms. Erin Swinney, Police At	torney		
DATE:	June 23, 2025			
RE: Adopt Amended Youth Protection Safety Ordinance				
COUNCIL DISTRICT(S): All				

Relationship To Strategic Plan:

Goal 1: Safe and Secure Community Goal IV: Desirable Place to Live, Work and Recreate

FY26 Council Strategic Priority 1: Develop a comprehensive approach to community safety.

Executive Summary:

At its May 5, 2025 special meeting, the City Council approved the adoption of a Youth Protection Safety Ordinance. The proposed ordinance aims to protect juveniles from victimization and exposure to criminal activity by establishing a curfew for juveniles 16 years of age and under. Violators of the ordinance may be subject to criminal penalties. The proposed ordinance was introduced at the May 12, 2025 regular meeting of the City Council and adopted on May 27, 2025. At its June 9, 2025 meeting, Council approved an amendment to the ordinance, removing the penalties for juveniles.

Background:

The City has experienced an increase in gun violence over the last several months. In an effort to address this increase, Mayor Colvin called a special meeting to discuss public safety concerns and as well as options to reduce incidences of gun violence. During that meeting, Council approved the implementation of a City-wide curfew for juveniles 16 years of age and under, that mirrors the City of Charlotte's Youth Protection Ordinance. Council approved certain amendments to the ordinance, the latest of which removes penalties for juveniles.

Issues/Analysis:

Fayetteville has experienced an increase in gun violence.

Budget Impact:

Unknown

Options:

- 1. Adopt the amended Youth Protection Safety Ordinance.
- 2. Reject the amended Youth Protection Safety Ordinance.

Recommended Action:

Adopt the amended Youth Protection Safety Ordinance.

Attachments:

Amended Youth Protection Safety Ordinance Redlined Youth Protection Safety Ordinance

Ordinance No. S2025 - _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING CHAPTER 17, OFFENSES AND MISCELLANEOUS PROVISIONS, OF THE CODE OF ORDINANCES FOR THE CITY OF FAYETTEVILLE, NORTH CAROLINA

BE IT ORDAINED, by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Section 17-34 YOUTH PROTECTION SAFETY ORDINANCE be added at the end of Chapter 17, after Section 17-33:

§ 17-34. Youth Protection Safety Ordinance.

The purpose of this ordinance is to protect juveniles from victimization and exposure to criminal activity by establishing a curfew for juveniles 16 years of age and under. This ordinance is intended to reinforce and promote the role of the parents in raising and guiding children and promote the health, safety, and welfare of both juveniles and adults by creating an environment offering better protection and security for all concerned.

A. Definitions.

The following words, terms and phrases, when used in this ordinance, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Direct route means the shortest reasonable path of travel or a commonly used route to reach a final destination without any detour or stop along the way.

Emergency means an unforeseen combination of circumstances or the resulting state that calls for immediate action. The term includes, but is not limited to, a fire, a natural disaster, an automobile accident, or any situation requiring immediate action to prevent serious bodily injury or death. This term also includes any action that is reasonably necessary in order to respond to the medical needs of a family member of the juvenile, regardless of whether the juvenile's action is taken in order to prevent death or serious bodily injury.

Establishment means any privately owned place of business operated for profit to which the public has access or is invited, including, but not limited to, any place of amusement or entertainment.

Guardian means a person who is court appointed to be the guardian of a juvenile.

Juvenile means any person 16 years of age and under.

Owner/operator means any individual, firm, association, partnership or corporation operating, managing or conducting any establishment, including the employees, members or partners of an association or partnership and the officers of a corporation.

Parent means a person who is a natural parent, adoptive parent, foster parent, stepparent or another person, or a person to whom legal custody has been given by court order.

Public place means any place that is generally open to and used by the public or a substantial group of the public, whether it be publicly or privately owned, including, but not limited to, streets, sidewalks, highways, alleys, rights-of-way, public vehicular areas and parking lots, transportation facilities, theaters, restaurants, shops, bowling alleys, schools and school grounds, places of business and amusement, playgrounds, parks, similar areas that are open to the public, and other common areas open to or accessible to the public.

Remain means to linger or stay in a public place, to fail to leave the premises when requested to do so by a police officer, or to fail to leave the premises of an establishment when requested to do so by the owner/operator or employee of the premises.

Restricted hours. The time of night referred to in this article is based upon the prevailing standard of time, whether Eastern Standard Time or Eastern Daylight Saving Time, generally observed at that hour by the public in the city. Restricted hours shall be any day of the week, 11:00 p.m. until 6:00 a.m. for ages 16 and under.

B. Offenses

<u>A curfew applicable to juveniles as defined above is established and shall be enforced within the</u> <u>City of Fayetteville from the hours of 11:00 p.m. until 6:00 a.m. upon any public place as previously</u> <u>defined in this ordinance.</u> Except as provided by section 17-34(C), the following offenses constitute a violation of this ordinance:

A juvenile commits an offense by being present in or remaining in any public place or on the premises of any establishment within the city during the restricted hours.

- 1. A parent or guardian of a juvenile commits an offense if he knowingly permits, or by insufficient control, allows the juvenile to remain in any public place or on the premises of any establishment within the city during the restricted hours. The term "knowingly" includes knowledge that a parent should reasonably be expected to have concerning the whereabouts of a juvenile in that parent's legal custody. This requirement is intended to hold a neglectful or careless parent up to a reasonable community standard of parental responsibility through an objective test. It shall, therefore, be no defense that a parent was completely indifferent to the activities or conduct or whereabouts of such juvenile.
- 2. The owner, operator, or any employee of an establishment commits an offense if he knowingly allows a juvenile to remain upon the premises of the establishment during the restricted hours. The term "knowingly" includes knowledge that an operator or employer should reasonably be expected to have concerning the patrons of an establishment. The standard for "knowingly" shall be applied through an objective test: whether a reasonable person in the operator's or employee's position should have known that the patron was a juvenile in violation of this ordinance.
- 3. It shall be a violation of this ordinance for any person 17 years of age or older to aid or abet a juvenile to remain in a public space during the restricted hours. in the violation of subsection (1)-

of this section.

4. It shall be a violation of this ordinance for a parent or guardian to refuse to take custody during the restricted hours of a juvenile for whom the parent or guardian is responsible.

C. <u>Permitted Activities</u>Exceptions

A juvenile who is in a public place or establishment during the restricted hours shall not be inviolation of this article if the juvenile is: The following are permitted activities during which a juvenile may be out during restricted hours:

- 1. Accompanied by his parent or guardian.
- 2. Accompanied by an adult 21 years of age or older authorized by the parent or guardian of such juvenile to take the parent's or guardian's place in accompanying the juvenile for a designated period of time and purpose within a specified area.
- 3. On an errand using a direct route, at the direction of the juvenile's parent or guardian, until 11:30 p.m.
- 4. In a motor vehicle with parental consent engaged in interstate travel through the city or originating or terminating in the city.
- 5. Traveling in a motor vehicle with a parent or guardian, or traveling in a motor vehicle with an adult 21 years of age or older authorized by the parent or guardian of such juvenile to take the parent's or guardian's place in accompanying the juvenile for a designated period of time and purpose within a specified area.
- 6. Engaged in a lawful employment activity, or using a direct route to or from a place of employment.
- 7. Reacting or responding to an emergency.
- 8. Attending or traveling to or from, by direct route, an official school, religious, or recreational activity that is supervised by adults and sponsored by a public or private school, the city or other governmental entity, a civic organization, or another similar entity that accepts responsibility for the juvenile.
- 9. Exercising First Amendment rights protected by the United States Constitution such as the free exercise of religion, freedom of speech, and the right of assembly.
- 10. Married or emancipated.
- 11. When authorized, by special permit from the chief of police or his designee carried on the person of the juvenile thus authorized, as follows: When necessary nighttime activities of a juvenile may be inadequately provided for by other sections of this article, recourse may be had to the chief of

police, or his designee, either for a regulation as provided in subsection (12) of this section or for a special permit as the circumstances warrant. Upon the findings of reasonable necessity for the use of a public place to the extent warranted by a written application signed by a juvenile, and by a parent of the juvenile, if feasible, stating (i) the name, age and address of the juvenile; (ii) the name, address, and telephone number of a parent thereof; (iii) the height, weight, sex, color of eyes and hair and other physical characteristics of the juvenile; (iv) the necessity that requires the juvenile to remain upon a public place during the restricted hours otherwise applicable; (v) the public place; and (vi) the beginning and ending of the period of time involved by date and hour, the chief of police or his designee may grant a permit in writing for the juvenile's use of a public place at such hours as in the opinion of the chief of police may reasonably be necessary and consistent with the purposes of this article.

12. When authorized, by regulation issued by the chief of police or his designee in other similar cases of reasonable necessity, similarly handled as set forth in subsection (11) of this section but adapted to reasonably necessary nighttime activities of more juveniles than can readily be dealt with on an individual special permit basis. Normally such regulation by the chief of police or his designee permitting use of public places should be issued sufficiently in advance to permit appropriate publicity through news media and through other agencies, such as the schools, and shall define the activity, the scope of the use of the public places permitted, the period of time involved not to extend more than one hour beyond the time for termination of the activity, and the reason for finding that the regulation is reasonably necessary and is consistent with the purposes of this article.

D. Defense

It is a defense to prosecution under section 17-34(B)(23) that the owner, operator, or employee of an establishment promptly notified the police department that a juvenile was present on the premises of the establishment during the restricted hours and refused to leave.

E. Enforcement

- 1. Before taking any enforcement action under this article, a police officer shall ask the apparent <u>juvenile'soffender's</u> age and reason for being in the public place or establishment during restricted hours.
- 2. The officer shall not prepare a juvenile arrest report, issue a citation, or make an arrest under this article unless the officer reasonably believes that an offense has occurred and that, based on any response and other circumstances, the juvenile was not engaged in a permitted activity no exception or a defense in section 17 34C or 17-34(D) is present.

F. Penalties

1. A juvenile who violates any section of this article is subject to being adjudicated delinquent. The court may, in its discretion, impose any dispositional alternatives that are provided in the state juvenile code for any juvenile who is delinquent.

2. A violation under this <u>ordinancearticle</u> by any person <u>age 17 and above</u> other than a-

juvenile-may be punishable as a Class 3 misdemeanor and be subject to a maximum fine not to exceed \$500.00 pursuant to N.C.G.S. § 160A-175 and N.C.G.S. § 14-4.

G. Effective Date

The Effective Date of this ordinance shall be on <u>JuneMay</u> 2<u>3</u>7, 2025. Unless otherwise repealed by the City Council, this Ordinance will expire on May 27, 2026.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of Ordinances, City of Fayetteville, North Carolina, and the sections of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the _____ day of _____, 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, City Clerk

Ordinance No. S2025 - _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING CHAPTER 17, OFFENSES AND MISCELLANEOUS PROVISIONS, OF THE CODE OF ORDINANCES FOR THE CITY OF FAYETTEVILLE, NORTH CAROLINA

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at the end of Chapter 17, after Section 17-33:

§ 17-34. Youth Protection Safety Ordinance.

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Establishment means any privately owned place of business operated for profit to which the public has access or is invited, including, but not limited to, any place of amusement or entertainment.

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Juvenile means any person 16 years of age and under.

Owner/operator means any individual, firm, association, partnership or corporation operating,

managing or conducting any establishment, including the employees, members or partners of an association or partnership and the officers of a corporation.

Parent means a person who is a natural parent, adoptive parent, foster parent, stepparent or another person, or a person to whom legal custody has been given by court order.

Public place means any place that is generally open to and used by the public or a substantial group of the public, whether it be publicly or privately owned, including, but not limited to, streets, sidewalks, highways, alleys, rights-of-way, public vehicular areas and parking lots, transportation facilities, theaters, restaurants, shops, bowling alleys, schools and school grounds, places of business and amusement, playgrounds, parks, similar areas that are open to the public, and other common areas open to or accessible to the public.

Remain means to linger or stay in a public place, to fail to leave the premises when requested to do so by a police officer, or to fail to leave the premises of an establishment when requested to do so by the owner/operator or employee of the premises.

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B. Offenses

A curfew applicable to juveniles as defined above is established and shall be enforced within the City of Fayetteville from the hours of 11:00 p.m. until 6:00 a.m. upon any public place as previously defined in this ordinance. Except as provided by section 17-34(C), the following offenses constitute a violation of this ordinance:

- 1. A parent or guardian of a juvenile commits an offense if he knowingly permits, or by insufficient control, allows the juvenile to remain in any public place or on the premises of any establishment within the city during the restricted hours. The term "knowingly" includes knowledge that a parent should reasonably be expected to have concerning the whereabouts of a juvenile in that parent's legal custody. This requirement is intended to hold a neglectful or careless parent up to a reasonable community standard of parental responsibility through an objective test. It shall, therefore, be no defense that a parent was completely indifferent to the activities or conduct or whereabouts of such juvenile.
- 2. The owner, operator, or any employee of an establishment commits an offense if he knowingly allows a juvenile to remain upon the premises of the establishment during the restricted hours. The term "knowingly" includes knowledge that an operator or employer should reasonably be expected to have concerning the patrons of an establishment. The standard for "knowingly" shall be applied through an objective test: whether a reasonable person in the operator's or employee's position should have known that the patron was a juvenile in violation of this ordinance.
- 3. It shall be a violation of this ordinance for any person 17 years of age or older to aid or abet a juvenile to remain in a public space during the restricted hours.

4. It shall be a violation of this ordinance for a parent or guardian to refuse to take custody during the restricted hours of a juvenile for whom the parent or guardian is responsible.

C. Permitted Activities

The following are permitted activities during which a juvenile may be out during restricted hours:

- 1. Accompanied by his parent or guardian.
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- 3. On an errand using a direct route, at the direction of the juvenile's parent or guardian, until 11:30 p.m.
- 4. In a motor vehicle with parental consent engaged in interstate travel through the city or originating or terminating in the city.
- 5. Traveling in a motor vehicle with a parent or guardian, or traveling in a motor vehicle with an adult 21 years of age or older authorized by the parent or guardian of such juvenile to take the parent's or guardian's place in accompanying the juvenile for a designated period of time and purpose within a specified area.
- 6. Engaged in a lawful employment activity, or using a direct route to or from a place of employment.
- 7. Reacting or responding to an emergency.
- 8. Attending or traveling to or from, by direct route, an official school, religious, or recreational activity that is supervised by adults and sponsored by a public or private school, the city or other governmental entity, a civic organization, or another similar entity that accepts responsibility for the juvenile.
- 9. Exercising First Amendment rights protected by the United States Constitution such as the free exercise of religion, freedom of speech, and the right of assembly.
- 10. Married or emancipated.
- 11. When authorized, by special permit from the chief of police or his designee carried on the person of the juvenile thus authorized, as follows: When necessary nighttime activities of a juvenile may be inadequately provided for by other sections of this ordinance, recourse may be had to the chief of police, or his designee, either for a regulation as provided in subsection (12) of this section or for a special permit as the circumstances warrant. Upon the findings of reasonable

necessity for the use of a public place to the extent warranted by a written application signed by a juvenile, and by a parent of the juvenile, if feasible, stating (i) the name, age and address of the juvenile; (ii) the name, address, and telephone number of a parent thereof; (iii) the height, weight, sex, color of eyes and hair and other physical characteristics of the juvenile; (iv) the necessity that requires the juvenile to remain upon a public place during the restricted hours otherwise applicable; (v) the public place; and (vi) the beginning and ending of the period of time involved by date and hour, the chief of police or his designee may grant a permit in writing for the juvenile's use of a public place at such hours as in the opinion of the chief of police may reasonably be necessary and consistent with the purposes of this ordinance.

12. When authorized, by regulation issued by the chief of police or his designee in other similar cases of reasonable necessity, similarly handled as set forth in subsection (11) of this section but adapted to reasonably necessary nighttime activities of more juveniles than can readily be dealt with on an individual special permit basis. Normally such regulation by the chief of police or his designee permitting use of public places should be issued sufficiently in advance to permit appropriate publicity through news media and through other agencies, such as the schools, and shall define the activity, the scope of the use of the public places permitted, the period of time involved not to extend more than one hour beyond the time for termination of the activity, and the reason for finding that the regulation is reasonably necessary and is consistent with the purposes of this ordinance.

D. Defense

It is a defense to prosecution under section 17-34(B)(2) that the owner, operator, or employee of an establishment promptly notified the police department that a juvenile was present on the premises of the establishment during the restricted hours and refused to leave.

E. Enforcement

- 1. Before taking any enforcement action under this ordinance, a police officer shall ask the apparent juvenile's age and reason for being in the public place or establishment during restricted hours.
- 2. The officer shall not issue a citation or make an arrest under this ordinance unless the officer reasonably believes that an offense has occurred and that, based on any response and other circumstances, the juvenile was not engaged in a permitted activity or a defense in section 17-34(D) is present.

F. Penalties

A violation under this ordinance by any person age 17 and above may be punishable as a Class 3 misdemeanor and be subject to a maximum fine not to exceed \$500.00 pursuant to N.C.G.S. § 160A-175 and N.C.G.S. § 14-4.

G. Effective Date

The Effective Date of this ordinance shall be on June 23, 2025. Unless otherwise repealed by the

City Council, this Ordinance will expire on May 27, 2026.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code of Ordinances, City of Fayetteville, North Carolina, and the sections of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the _____ day of _____, 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, City Clerk

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4695

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A3

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Demetrios Moutos Planner I

DATE: June 23, 2025

RE:

Approve P25-18: Request to rezone property located at 1055 McArthur Road (REID 0520932274000) from Single-Family Residential 6 (SF-6) to Mixed Residential 5 (MR-5).

COUNCIL DISTRICT(S):

District 1 - Mayor Pro Tem Kathy Jensen

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable EconomyObjective 2.1: To ensure a diverse City tax baseGoal III: City Invested in Today and TomorrowObjective 3.2: To manage the City's future growth and strategic land use

Executive Summary:

The applicant requests rezoning a 0.20-acre vacant parcel located at 1055 McArthur Road (PIN 0520932274000) in the City of Fayetteville, Cumberland County, North Carolina. The proposed amendment seeks to rezone the property to the Mixed Residential 5 (MR-5) zoning district. The site is currently undeveloped and is served by public water and sewer utilities.

The surrounding land uses and zoning context include:

- North: North Carolina Department of Transportation (NCDOT) property.
- **East and South:** Residential properties developed with duplexes.
- West (across McArthur Road): Single-family residential dwellings and other

parcels under the jurisdiction of the City of Fayetteville.

The parcel has not been subject to any prior map amendment applications within the past five years and is not associated with any annexation requests. This rezoning is being processed through the standard staff review workflow.

On June 10, 2025, the Zoning Commission voted unanimously (4-0) to recommend approval of the requested rezoning to MR-5. The Commission found the request consistent with the City's Future Land Use Plan and the Unified Development Ordinance.

Background:

Owners: McFayden Ventures LLC Applicant: Lori Epler Requested Action: SF-6 to MR-5 REID #: 0520932274000 Status of Property: Vacant Size: ± 0.20 acres Surrounding Land Use & Zoning:

- North: NCDOT property
- South: Duplexes
- · East: Duplexes
- West (across McArthur Road): Single-family residential and City of Fayetteville property

Letters Mailed: 151

Land Use Plans:

With the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits-and those within the Municipal Influence Area (MIA)-are now guided by its vision. This particular portion of the city is designated for Medium-Density Residential development.

Medium-density residential (MDR) primarily comprises single-family neighborhoods on small lots, typically supporting 3 to 6 dwellings per acre. Duplexes and townhomes are commonly integrated throughout, with the potential for low-rise apartment buildings. While the area is largely auto-oriented, some neighborhoods offer walkable environments and nearby destinations.

Issues/Analysis:

History:

On March 21, 2025, Henry M. Colvin and his wife, Tamara C. Colvin, conveyed the subject property to McFayden Ventures LLC through a General Warranty Deed. The property, identified as Lot 75 in the McArthur Place, Section One Revised subdivision, was transferred in fee simple, meaning the buyer received full ownership with a clear

title and no encumbrances, except as otherwise noted. The transaction was formalized for a recorded excise tax of \$60.00 and did not involve the grantors' primary residence. The deed was prepared by Corcoran Law NC and recorded with the Cumberland County Register of Deeds on March 24, 2025. Surrounding Area:

The property is located in a predominantly residential area on the north side of Fayetteville. It is bordered by established duplexes to the east and south, reflecting a moderate-density housing pattern. Directly north lies property owned by the North Carolina Department of Transportation (NCDOT), which provides a buffer between the subject site and nearby transportation infrastructure. Across McArthur Road to the west, the land is characterized by single-family homes and parcels under the jurisdiction of the City of Fayetteville, contributing to a diverse but cohesive residential environment. The surrounding development pattern supports a mix of housing types, aligning with the area's designation as Medium Density Residential. Rezoning Request:

Land within the City is primarily governed by the base zoning districts established in the Unified Development Ordinance (UDO). When a change in zoning is desired, property owners may seek reclassification to a comparable district through the map amendment process outlined in Section 30- 2. C of the UDO. This procedure ensures that all rezoning actions align with the City's comprehensive planning goals and adhere to its regulatory standards.

Straight Zoning:

The request is for a rezoning from SF-6 to MR-5.

The Mixed Residential 5 (MR-5) zoning district in Fayetteville is designed to accommodate a broad range of housing types at moderate to high densities, including single-family detached and attached homes, duplexes, triplexes, quadplexes, and multifamily developments. It also allows for zero lot line developments and live/work units, with additional flexibility granted to sustainable development projects. MR-5 permits accessory uses like daycares, religious institutions, and small-scale neighborhood retail, provided they align with the ordinance's design standards. The district supports up to 20 dwelling units per acre - or 24 units per acre if the site abuts an arterial, collector, or major street. Building heights may reach up to six stories or 75 feet, and front setbacks are generally 25 feet, with reduced setbacks possible for pedestrian-friendly designs. These provisions make MR-5 ideal for creating compact, diverse residential environments that integrate well with the surrounding urban fabric. Reclassifying land to a base zoning district without conditions entitles the property to the full range of uses and development rights specified for that district in the Unified Development Ordinance (UDO) Use Table. In these instances, the City Council has no authority to impose conditions or limitations related to permitted uses, use-specific standards, development intensity, dimensional requirements, or any other applicable regulations. All standards and entitlements established for the zoning district apply in full, as adopted in the UDO, without alteration.

Land Use Plan Analysis:

The subject property is designated as Medium Density Residential (MDR) in the City of Fayetteville's Future Land Use Plan. This designation supports residential development at densities ranging from 3 to 10 units per acre. It encourages a mix of housing types - duplexes, townhomes, and low-rise multifamily dwellings - in walkable, context-sensitive patterns. The proposed rezoning to Mixed Residential 5 (MR-5) is

consistent with this designation, as the MR-5 district is expressly intended to support moderate to high-density housing options that include two- to four-family dwellings and single-family attached units.

The property's location is well-suited for this level of development. It is currently vacant, with existing duplexes on adjacent parcels east and south, single-family housing across McArthur Road to the west, and NCDOT right-of-way to the north. This surrounding mix aligns with the City's Future Land Use Plan goals to promote strategic, compatible growth (LU-1), encourage diverse housing types (LU-7), and support infill and redevelopment in urbanized areas where infrastructure is already in place.

Moreover, the rezoning supports Goal #4 of the Land Use Plan, which seeks to foster safe, stable, and attractive neighborhoods. By enabling a second residential unit on the parcel, this action contributes to incremental density without altering the area's existing character. The site's access to public water and sewer further reinforces its readiness for development under MR-5 standards.

In addition to LU-1 and LU-7, the request aligns with LU-3 by facilitating residential infill on an underutilized parcel, contributing to neighborhood reinvestment. It also supports LU-6 by enabling development that meets UDO standards for neighborhood design, including frontage, street trees, and walkability. Furthermore, LU-7.2 is supported by this rezoning, which allows for modest-scale attached housing in an area designated as Medium Density Residential.

Consistency and Reasonableness Statements:

The proposed MR-5 zoning is consistent with several Land Use Plan policies and strategies, including LU-1.1 (FLU guidance), LU-1.6 (adequate infrastructure), LU-1.7 (logical growth), LU-3.1 and LU-3.2 (infill and reinvestment), LU-6.1 (quality neighborhood design), and LU-7.1 and LU-7.2 (diverse housing in MDR areas). These policies support moderate-density housing in urban areas already served by infrastructure.

Conclusion:

The requested rezoning aligns with the City's adopted Land Use Plan and policy objectives. It promotes infill development, utilizes existing infrastructure, enhances housing choice, and respects the surrounding residential context, making it a logical and appropriate zoning transition for this site.

Budget Impact:

There is no immediate budgetary impact, but there will be an economic impact associated with this rezoning due to taxes collected in the future.

Options:

1. Approve as Presented (Recommended Action): Based on the evidence presented, the City Council approves the proposed map amendment to the Mixed Residential 5 (MR-5) district. The Council finds the proposed rezoning consistent with the City's adopted Future Land Use Plan, as outlined in the attached Consistency and Reasonableness Statement.

- 2. Approve a More Restrictive Zoning Classification: The City Council approves of the proposed map amendment to a more restrictive residential zoning district than initially requested. Based on the evidence presented, the Council finds that such a modification would preserve consistency with the adopted Future Land Use Plan, subject to an amended Consistency and Reasonableness Statement.
- **3. Deny the Map Amendment:** The City Council denies the proposed map amendment. Based on the evidence and testimony, the Council finds that the requested zoning is inconsistent with the Future Land Use Plan or the City's long-term land use policy objectives.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommend that the City Council approve the proposed map amendment to the Mixed Residential 5 (MR-5) zoning district, based on the following findings:

- **Policy Consistency:** The proposed zoning classification is consistent with the City's adopted Future Land Use Plan (FLUP), which designates this area for Medium Density Residential development. The MR-5 district supports this vision by allowing a range of housing types, including duplexes, and aligns with UDO policies that promote diverse, compact, and well-connected neighborhoods.
- **Contextual Appropriateness:** The permitted uses and development standards within the MR-5 district are compatible with the surrounding land use pattern, which includes existing duplexes to the east and south and single-family homes across McArthur Road. The rezoning represents a logical extension of the area's residential character and supports the continuation of moderate housing.

Public Interest: The proposed amendment is not anticipated to adversely impact public health, safety, or general welfare. Rather, it enables the productive reuse of a vacant infill parcel served by the existing infrastructure, enhances housing availability, and contributes positively to the stability and vibrancy of the neighborhood. It also supports the City's long-range planning efforts to enable "missing middle" housing options and reduce pressure on greenfield sites.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Consistency and Reasonableness Statement
- 8. Agreement to Amended Conditions of a Conditional Zoning



#1667166

Project Overview

Project Title: 1055 McARTHUR ROAD Application Type: 5.1) Rezoning (Map Amendment) Workflow: Staff Review

Project Location

Project Address or PIN: 1055 MCARTHUR RD (0520932274000)

Jurisdiction: City of Fayetteville State: NC County: Cumberland

Zip Code: 28311

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 1055 MCARTHUR RD

General Project Information Has the land been the subject of a map amendment **Previous Amendment Approval Date:** application in the last five years?: No Previous Amendment Case #: Proposed Zoning District: MR5 Acreage to be Rezoned: 0.22 Is this application related to an annexation ?: No Water Service: Public Sewer Service: Public A) Please describe all existing uses of the land and existing B) Please describe the zoning district designation and structures on the site. if any: existing uses of lands adjacent to and across the street VACANT from the subject site .: NORTH - NCDOT EAST AND SOUTH - DUPLEXES ACROSS MCARTHUR ROAD - SINGLE FAMILY AND CITY OF FAYETTEVILLE

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

THE LAND USE PLAN CALLS FOR MDR AT THIS LOCATION. MR5 IS CONSISTENT WITH THAT DENSITY.

B) Are there changed conditions that require an amendment? :

YES. UDO ZONING REMOVED THE POSSIBILITY OF BUILDING A DUPLEX ON THIS LOT WHICH THE OWNER DESIRES TO DO.

C) State the extent to which the proposed amendment addresses a demonstrated community need.: INCREASING THE DENSITY OF THIS PARCEL MAKES IT VIABLE FOR TWO HOMES INSTEAD OF ONE. RESIDENTIAL UNITS ARE NEEDED BADLY.

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

THE ONLY DEVELOPED PARCELS TOUCHING THIS PROPERTY CONTAIN DUPLEXES. IT IS VERY APPROPRIATE.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.: SEE ANSWER TO QUESTION D ABOVE.

F) State the extent to which the proposed amendment might encourage premature development.: TO NO EXTENT. THE AREA IS DEVELOPED.

G) State the extent to which the proposed amendment results in strip-style commercial development.: IN NO WAY. THIS REQUEST IS FOR RESIDENTIAL PURPOSES.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.: IN NO WAY.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

IN NO WAY.

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

IN NO WAY. THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS NEAR IT.

Primary Contact Information

Contractor's NC ID#:

Project Owner ALEX McFADYEN McFADYEN VENTURES LLC 325 WOODCREST RD FAYETTEVILLE, NC 28305 P:910-527-8005 AMCFADYEN@HOMESCBA.COM

Property Owner Email: AMCFADYEN@HOMESCBA.COM

LORI EPLER Larry King & Assoc. 1333 Morganton Road, Fayetteville Fayetteville, NC 28305 P:9104834300 LEPLER@LKANDA.COM

Project Contact - Agent/Representative

As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number: NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

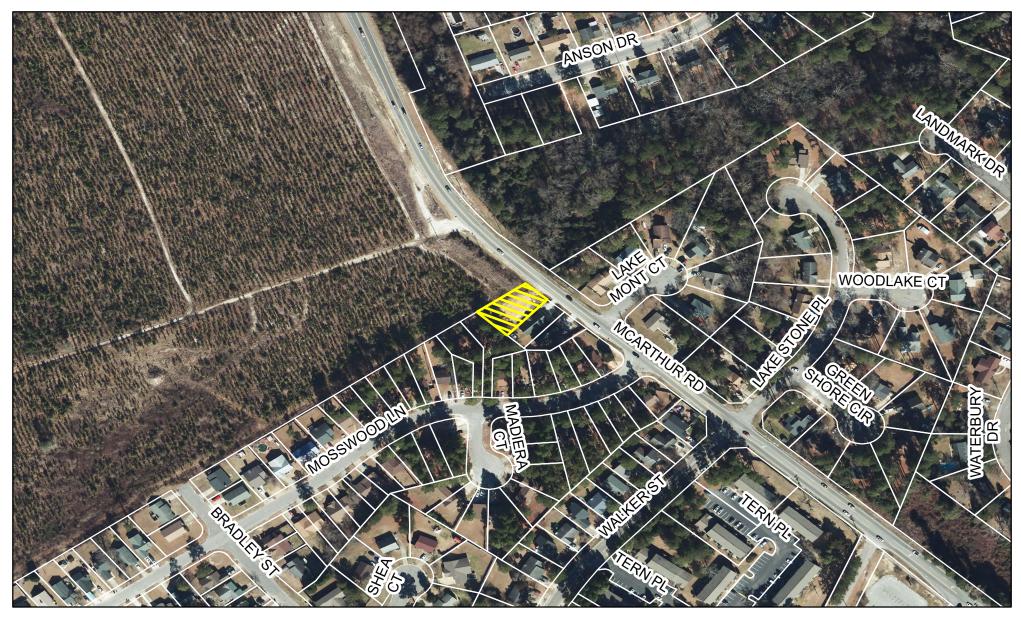
NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project:



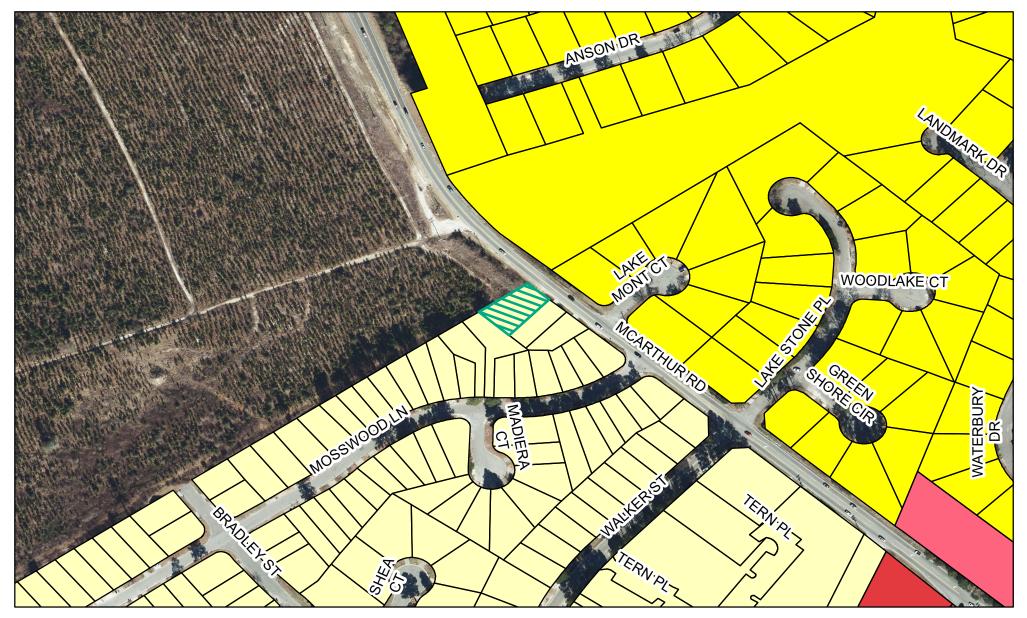
Aerial Case #: P25-18

REQUEST: Rezoning SF-6 to MR-5

LOCATION: 1055 McArthur Road 0520932274000



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Zoning Case #: P25-18

P25-18

REQUEST: Rezoning SF-6 to MR-5

LOCATION: 1055 McArthur Road 0520932274000

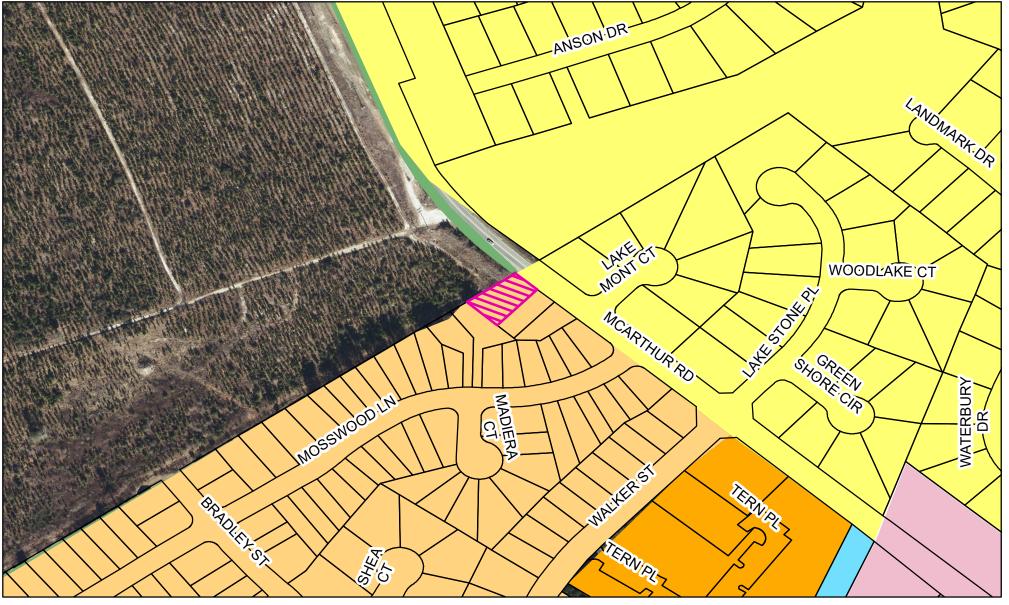


NC - Neighborhood Commercial

SF-6 - Single-Family Residential 6

SF-10 - Single-Family Residential 10

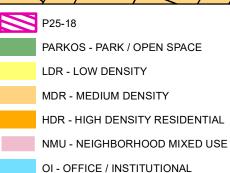
Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Future Land Use Case #: P25-18

REQUEST: Rezoning SF-6 to MR-5

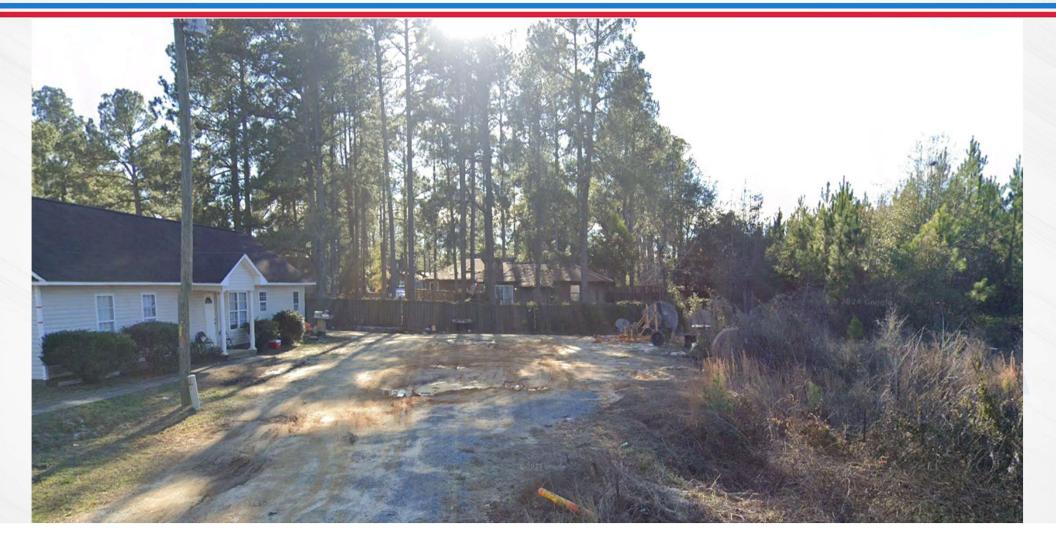
LOCATION: 1055 McArthur Road 0520932274000



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Subject Property





Surrounding Properties



Consistency and Reasonableness Statement

Map Amendments

Pursuant to N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-18 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals, land use policies, and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	X	
Goal #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
 LUP 1: Encourage growth in areas well-served by infrastructure and urban services. The parcel is already served by public water and sewer. It's located in an existing urban area with surrounding residential development and proximity to a major road (McArthur Road). 	X	
 1.1: Use the Future Land Use Map to guide infrastructure expansion. The property is within the Medium Density Residential (MDR) designation on the Future Land Use Map. MDR encourages housing diversity and moderate density, which aligns with the MR-5 zoning district and its potential for duplexes or similar housing. 	X	
 1.6: Adequate infrastructure must be in place before or in tandem with new development. Public infrastructure (roads, sidewalks, water/sewer, etc.) is already present. The rezoning does not require any leap in service provision – it's a textbook infill case. 	X	
 1.7: Encourage a logical progression of housing development and discourage leapfrog development. This parcel is in a fully urbanized area, surrounded by existing duplexes and single-family homes. 	x	

LUP 3: Encourage Redevelopment Along Underutilized Commercial Strip	Х	
Corridors and Reinvestment in Distressed Residential Neighborhoods	<u> </u>	
3.1: Examine and identify targeted redevelopment and infill areas.		
• This is a textbook infill case – a vacant 0.20-acre lot surrounded		
by existing residential development.	X	
 The proposed rezoning from SF-6 to MR-5 directly enables 		
small-scale infill.		
3.2: (Residential Focus Subsection): Consider incentives for		
reinvestment in distressed neighborhoods.		
 While there's no direct mention of this area being "distressed," 		
allowing duplexes or other moderate-density housing types		
aligns with:		
 "Land use regulations that allow for diverse housing 	Х	
offerings"		
 Helping residents stay in their neighborhood as their 		
housing needs change.		
MR-5 enables attached housing (duplexes, townhomes),		
supporting this goal.		
LUP 6: Encourage Development Standards That Result in Quality	Х	
Neighborhoods.		
6.1: Encourage quality neighborhood design.		
 While the policy is more relevant to larger residential subdivisions, the general principles do apply: 		
 The parcel fronts a public roadway (McArthur Road) and would likely trigger sidewalk and street tree 		
requirements under the UDO when developed.		
• MR-5 zoning is subject to site design and landscaping	Х	
standards that support this goal.		
o Although open space requirements don't apply to a		
parcel, these small, common design elements (street		
trees, sidewalks) contribute to the overall quality of the		
neighborhood.		
LUP 7: Encourage a Mix of Housing Types for All Ages and Incomes	Х	
	~	
7.1: Allow a mix of housing, including attached and multi-family homes.		
MR-5 zoning directly allows for:		
• Attached units, like duplexes and townhomes.		
o Small-scale multi-family options , such as triplexes and	Х	
 quadplexes. Even though the parcel isn't near a designated Center, this 		
		1
policy still broadly supports diversification of housing options ,		

7.2: Allow a mix of smaller-scale housing in Me	dium Density Residential	
Areas.		
 The parcel is within a Medium Density R designation. LU-7.2 specifically calls for: 	esidential (MDR)	
 Smaller-lot detached and attached triplexes, quads, etc.) 		<
 Greater flexibility in setbacks and reinvestment, which is embedde 		
 This parcel is an ideal fit for the modest options LU-7 promotes. 	-scale, diverse housing	

3. The Proposed amendment is consistent with the Future Land Use Map as follows:

x	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
x	As requested, the proposed designation would permit complementary uses on adjacent tracts.	OR	As requested, the proposed designation would permit uses incongruous to those existing on adjacent tracts.

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]

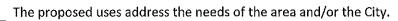


Х

Х

The proposed use(s) will benefit the surrounding community through size, physical conditions, and other attributes.

The amendment includes conditions that limit potential negative impacts on neighboring uses.



The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]



Improves consistency with the long-range plan.

Improves the tax base.

Preserves environmental and/or cultural resources.

Facilitates a desired kind of development.

X X

Provides needed housing/commercial area.

Additional comments, if any (write-in):

June 10, 2025

Date

Chair Signature K. Hat Robert

Print

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4624

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A4

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Demetrios Moutos Planner I
- DATE: June 23, 2025

RE:

Approve P25-20: A request to rezone REID 0435253050000 (no assigned address) from Planned Industrial (M(P)CU) to Light Industrial (LI). The property is owned by Rogers and Breece, Inc. and is represented by Cynthia Smith of Moorman, Kizer & Reitzel, Inc.

COUNCIL DISTRICT(S):

2 - Malik Davis

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy
Objective 2.1 - To ensure a diverse City tax base

Goal III: City invested in Today and Tomorrow

• Objective 3.2 - To manage the City's future growth and strategic land use.

Executive Summary:

This request proposes the rezoning of a 12.53-acre vacant, wooded parcel from Cumberland County's Planned Industrial (M(P)CU) designation to the City of Fayetteville's Light Industrial (LI) zoning district. The site lies within an area of compatible industrial uses near the Fayetteville Regional Airport and is adjacent to other industrially zoned properties.

The rezoning supports ongoing annexation and development efforts and aligns with the 2040 Future Land Use Plan. It enables the development of a specialized manufacturing facility, promotes employment opportunities, and continues an orderly development pattern in a strategically located industrial corridor. Public utilities are available near the site, and no adverse environmental or property value impacts are anticipated. The Zoning Commission held a legislative hearing for this case on May 8, 2025. Six individuals signed up to speak in support of the request, three of whom addressed the Commission. No opposition was expressed. Following the hearing, the Commission voted unanimously (5-0) to recommend approval of the rezoning.

Background:

Owners: Rogers and Breece, Inc. Applicant: Cynthia Smith Requested Action: M(P)CU to LI REID #: 0435253050000 Status of Property: Vacant and slightly wooded. Size: ± 12.53 acres Surrounding Land Use & Zoning:

- North: R10 & R5A Primarily Open Space
- South: M(P) & LI Averitt Express/Other Commercial/Industrial Activity
- · East: M(P)CU Vacant/Wooded
- West: M(P) & HI Phoenix Global Support/FedEx

Letters Mailed: 25

Land Use Plans:

The property lies within an Industrial/Employment Center area under the 2040 Comprehensive Plan and Future Land Use Map, adopted May 26, 2020. This designation supports high-intensity, employment-generating uses such as manufacturing, warehousing, and distribution.

These areas are intended to accommodate nonresidential uses that may generate noise, traffic, or other impacts, while also serving as regional job centers. The proposed LI zoning is a direct match with this vision and will facilitate compatible industrial development.

Issues/Analysis:

History:

Aerial imagery indicates the property has remained undeveloped since at least 1968. Surrounding Area:

The site is surrounded primarily by industrial or vacant parcels. Active industrial operations are located to the south and west, while residentially zoned open space lies to the north. The location benefits from proximity to transportation infrastructure and compatible land uses.

Rezoning Request:

This is a straight rezoning request from M(P)CU to LI, consistent with Section 30-2.C of the Unified Development Ordinance (UDO), which governs map amendments. The Light Industrial (LI) district supports a wide range of low-impact industrial activities, including light manufacturing, assemble, R&D, and warehousing, with development standards to minimize external impacts.

The rezoning does not impose conditions and will permit all uses allowed in the LI district as specified in the UDO. The site is suitable for this classification given its

context, infrastructure access, and land use designation.

Land Use Plan Analysis:

The proposed rezoning aligns with the Future Land Use Plan in the following ways:

- LU-2.1/LU-2.2: Encourages industrial development near transportation access with minimal land use conflict.
- **LU-1.4:** Reinforces the requirement for annexation and zoning consistency when city services are extended.
- LU-1.6: Supports development served by existing infrastructure.
- **General Plan Goals:** Promotes regional job growth, discourages leapfrog or strip development, and supports compact, efficient expansion.

The site's industrial suitability, adjacency to active industrial users, and readiness for annexation ensure compatibility with the City's growth strategies and economic development priorities.

Consistency and Reasonableness Statements:

The rezoning request supports the long-term development vision outlined in the Future Land Use Plan. It promotes coordinated growth within a designated Industrial/Employment Center and aligns with policy goals for infrastructure efficiency, job creation, and land use compatibility. The request reinforces the City's intent to foster strategic investment in areas suitable for light industrial operations. Conclusion:

The proposed rezoning to Light Industrial (LI) is consistent with the City's adopted Future Land Use Plan and reflects a logical extension of industrial development in a strategically located corridor. It avoids the pitfalls of isolated or incompatible zoning and contributes to Fayetteville's economic base in an area equipped with necessary infrastructure and services.

Budget Impact:

There is no immediate budgetary impact. However, future tax revenues and economic activity associated with the proposed use will contribute to the City's long-term fiscal health.

Options:

- 1. Motion to Approve as Presented (Recommended Action): Move to approve the proposed map amendment to the Light Industrial (LI) district. Based on the findings of fact and evidence presented, the City Council finds the request consistent with the 2040 Future Land Use Plan and the Unified Development Ordinance.
- 2. Motion to Approve with a More Restrictive Zoning Classification: Move to approve the map amendment to a more restrictive zoning district than originally requested. Based on the evidence, the Council finds such a modification consistent with the City's Future Land Use Plan, subject to an amended Consistency and Reasonableness Statement.
- **3. Motion to Deny the Map Amendment:** Move to deny the proposed map amendment. Based on the evidence and testimony, the Council finds the request inconsistent with the Future Land Use Plan and not supportive of the

City's land use policy objectives.

Recommended Action:

The Zoning Commission and Planning Staff recommend that the City Council approve the proposed rezoning to the Light Industrial (LI) zoning district, based on the following findings:

- **Policy Consistency:** The rezoning supports the Future Land Use Plan, aligns with long-range growth strategies, and complies with the Unified Development Ordinance.
- **Contextual Appropriateness:** The property is located within an industrial corridor, surrounded by compatible uses, and equipped with infrastructure to support the proposed intensity.
- **Public Interest:** The rezoning facilitates job creation, supports the City's economic development goals, and reflects a logical expansion of the urbanized industrial area.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Signed Consistency and Reasonableness Statement



Project Overview#1662246Project Title: Yeadon DomesJurisdiction: City of FayettevilleApplication Type: 5.1) Rezoning (Map Amendment)State: NCWorkflow: Staff ReviewCounty: Cumberland

Project Location

Project Address or PIN: 0 NO ADDRESS (0435351120000)

Zip Code: 28306

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 0 NO ADDRESS

General Project Information

Has the land been the subject of a map amendment application in the last five years?: No	Previous Amendment Approval Date:
Previous Amendment Case #:	Proposed Zoning District: LI
Acreage to be Rezoned: 11.80	Is this application related to an annexation ?: Yes
Water Service: Public	Sewer Service: Public
A) Please describe all existing uses of the land and existing structures on the site, if any: Existing property is vacant and wooded	B) Please describe the zoning district designation and existing uses of lands adjacent to and across the street from the subject site.: Property is currently zoning in the county as M(P)CU. We would like to Annex in to City and rezone it to LI. This goes along with the LI zoning designation of the property to the south PIN 0435- 34-4689 that it will be recombined with for the Yeadon Domes Project.
	To the north is County Zoned M(P) and is vacant, To west is County Zoned M(P)CU and is vacant, to the east is City Zoned MA property, is vacant and owned by the City and next to this property is the Fayetteville Airport, to the south is City Zoned LI property and is vacant, to the south is County Zoned M(P) property with buildings and parking owned by Boyd Consulting, Inc. and Averitt Properties, Inc. Also to the south is the private road Aviation Parkway City Zoned LI. The properties on Aviation Parkway to the south are City Zoned LI.

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

The proposed amendment is consistent with the development patterns that are taking place in the area around the site. The surrounding properties are currently zoned in the City and the County for industrial development or are part of the City of Fayetteville Airport property. The site has been targeted for economic development and industrial uses. The proposed amendment is required as part of the annexation process to translate the existing County industrial zoning to match with the associated City industrial zoning categories.

B) Are there changed conditions that require an amendment? :

No, the anticipated project fits within the translated City industrial zoning categories for a manufacturing facility.

C) State the extent to which the proposed amendment addresses a demonstrated community need.:

The proposed project is a specialized manufacturing facility that has been recruited to locate in our community. The economic development impacts associated with the anticipated jobs creation and material investment will address desired goals for positive growth in the community.

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

Please see previous comments for reference. The site is surrounded by existing industrial sites and undeveloped land that has beer earmarked for industrial development. The current site is zoned industrial in the County, and the requested amendment is to translate the existing County industrial zoning to the corresponding City industrial zoning category as part of the site annexation process. This would be an appropriate change considering the surrounding existing development in the area and the proposed use for the site.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.:

The current site is zoned for industrial uses in the County, and the existing development pattern of the area consists of industrial type uses. The translation of the County industrial zoning to the appropriate City zoning category supports the extension of a logical and orderly development pattern in an area that has been identified for continued industrial growth.

F) State the extent to which the proposed amendment might encourage premature development.:

The translation of the County industrial zoning into the corresponding City industrial zoning would not result in or encourage premature development in the area.

G) State the extent to which the proposed amendment results in strip-style commercial development.:

The proposed project is a specialized manufacturing facility and will not result in or encourage strip style development.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.:

There would not be any isolated zoning created by this amendment. The site is currently surrounded by existing industrially zoned properties, and the translation from the County to the corresponding City industrial zoning category would not create an isolated zoning district.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

There would not be any adverse impacts on the value of the surrounding property. The proposed specialized manufacturing facility is an industrial use that would match the existing uses in the area.

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

Any development on the site will have to comply with all applicable City, State and Federal environmental regulations. Applicable permits will be obtained for erosion control and stormwater. There are no known adverse environmental impacts that would arise from the development of the site.

Contractor's NC ID#:

Project Owner Corey Breece Rogers and Breece, Inc. 500 Ramsey Street Fayetteville, NC 28301 P:910-483-2191 neil@grantmurrayre.com Property Owner Email:

Project Contact - Agent/Representative

Cynthia Smith Moorman, Kizer & Reitzel, Inc. 115 Broadfoot Avenue Fayetteville, NC 28306 P:910-484-5191 csmith@mkrinc.com

Project Contact - Primary Point of Contact for the Developer

Matthew Mejia Yeadon Domes 575 SE 9th Street, 20 Minneapolis, MN 55414 P:651-775-5035 mattm@yeadondomes.com

Project Contact - General Contractor

Trent Cloninger Denver Construction Company 4501 N. NC-16 Denver, NC 28037 P:704-489-0232 trent@denverconstruction.com As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

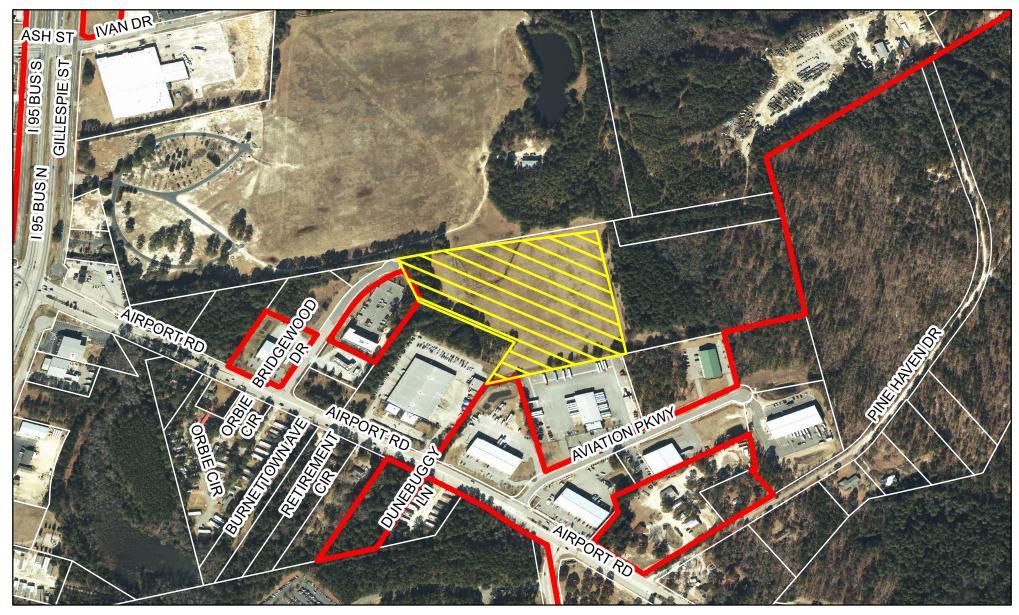
NC State General Contractor's License Number: 52022

NC State Electrical Contractor #1 License Number: NC State Electrical Contractor #2 License Number: NC State Electrical Contractor #3 License Number: NC State Mechanical Contractor's #1 License Number: NC State Mechanical Contractor's #2 License Number: NC State Mechanical Contractor #3 License Number: NC State Plumbing Contractor #1 License Number: NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project: Developer,Engineer,General Contractor

other 1

Jimmy Kizer Moorman, Kizer & Reitzel, Inc. 115 Broadfoot Avenue Fayetteville, NC 28305 P:910-484-5191 jkizerjr@mkrinc.com



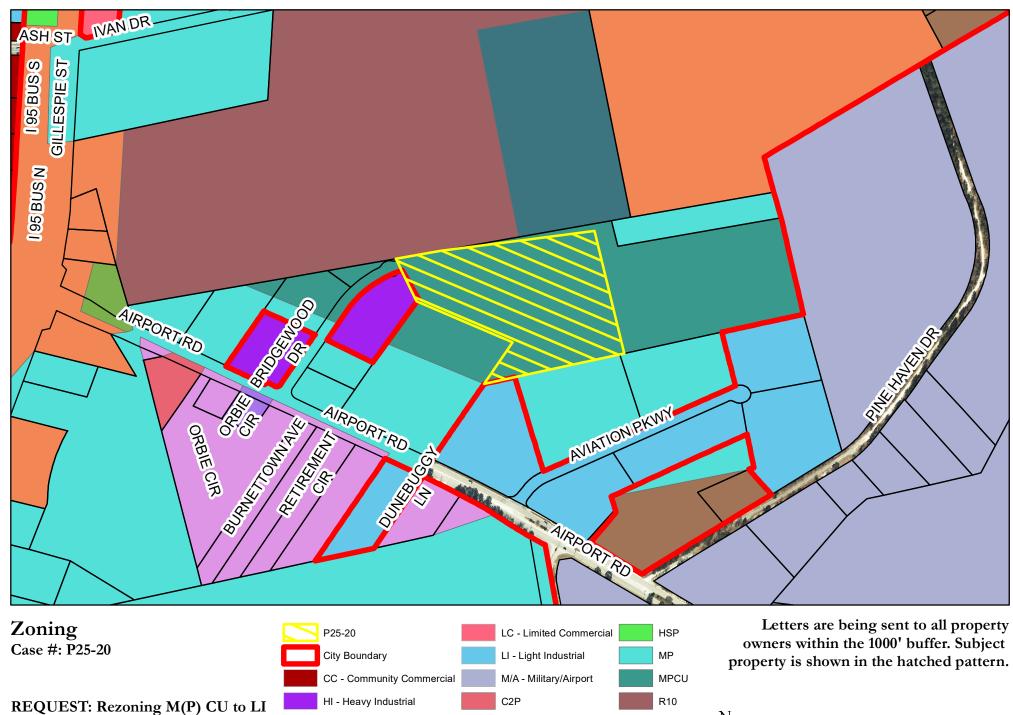
Aerial Case #: P25-20

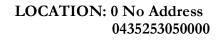
REQUEST: Rezoning M(P) CU to LI

LOCATION: 0 No Address 0435253050000

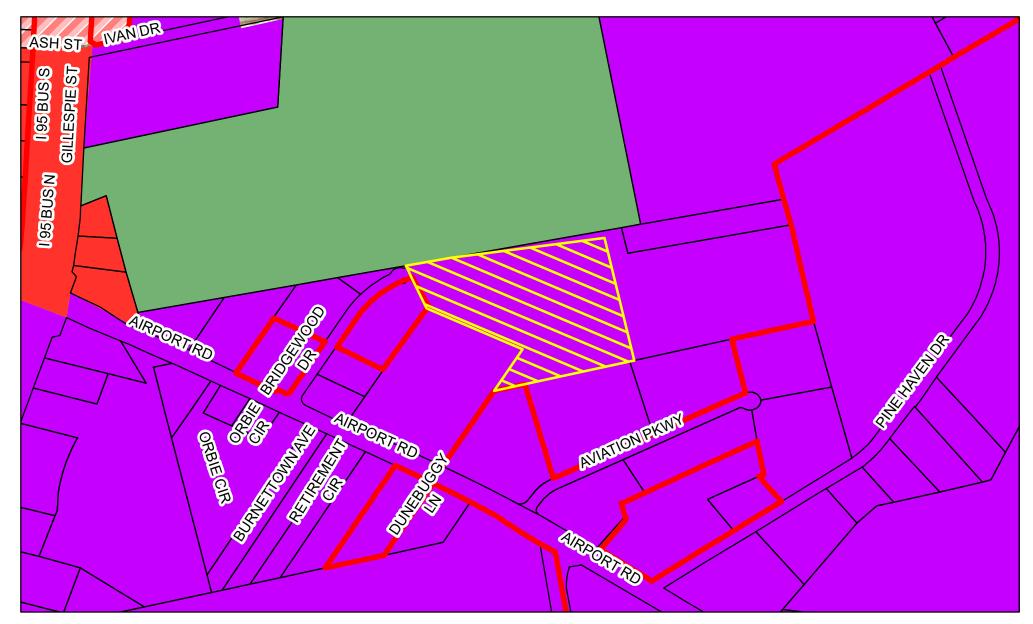


Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.









Future Land Use Case #: P25-20



P25-20

City Boundary

CSR - COMMERCIAL STRIP REDEVELOPMENT

HC - HIGHWAY COMMERCIAL

PARKOS - PARK / OPEN SPACE

EC - EMPLOYMENT CENTER

Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.

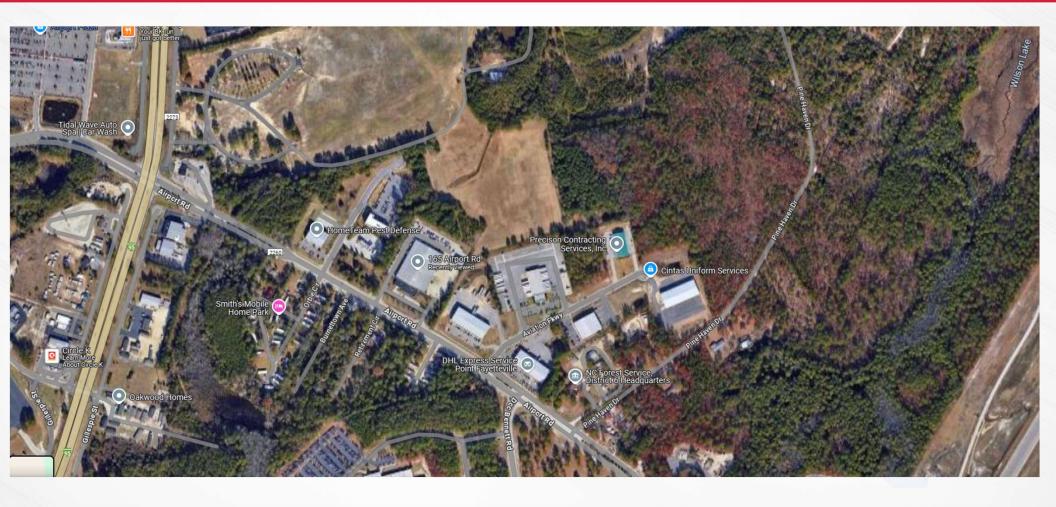
Ν

LOCATION: 0 No Address 0435253050000

REQUEST: Rezoning M(P) CU to LI



Subject Property

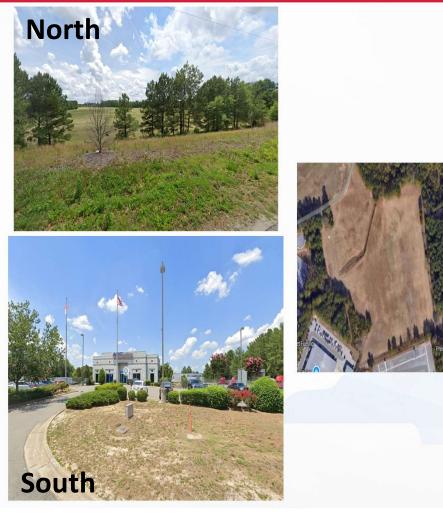




Surrounding Properties

East





Consistency and Reasonableness Statement

Map Amendments

Pursuant to N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-20 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals and land-use policies and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	х	
GOAL #2: Promote compatible economic and commercial development in key identified areas.	Х	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LUP 1: Encourage growth in areas well-served by infrastructure and urban services, including roads, utilities, parks, schools, police, fire, and emergency services.	x	
1.4: Require annexation and zoning consistency when city services are requested in the Municipal Influence Area (MIA).	x	
1.6: Infrastructure should precede or accompany development.	х	
LUP 2: Encourage strategic economic development.	x	
2.1 & 2.2: Encourage industrial development in areas with transportation access and minimal land use conflicts.	X	

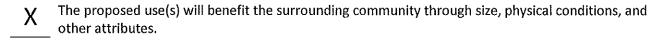
3. The proposed amendment is consistent with the Future Land Use Map as follows:

x	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
---	--	----	---

x	As requested, the proposed designation would permit uses complementary to those existing on adjacent tracts.	OR		As requested, the proposed designation would permit uses incongruous to those existing on adjacent tracts.
---	---	----	--	---

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]



The amendment includes conditions that limit potential negative impacts on neighboring uses.

X The proposed uses address the needs of the area and/or the City.

The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]

- X Improves consistency with the long-range plan.
- Х

Х

A Improves the tax base.

Preserves environmental and/or cultural resources.

X Facilitates a desired kind of development.

Provides needed housing/commercial area.

Additional comments, if any (write-in):

May 8, 2025

Date

Chair Signature Ribert

Print

City Council

P25-20

June 23, 2025



FAYETTEVILLE

CASE NO. P25-20

Owner:	Phoenix Global Support, LLC
Applicant:	Cynthia Smith
Request:	M(P)CU to LI
Location:	Unaddressed Parcel (Located at the end of Bridgewood Drive off of Airport Road)
Acreage:	12.53
District:	2 – Malik Davis
REID #:	0435253050000



Subject Property



Aerial Case #: P25-20

REQUEST: Rezoning M(P) CU to LI

LOCATION: 0 No Address 0435253050000

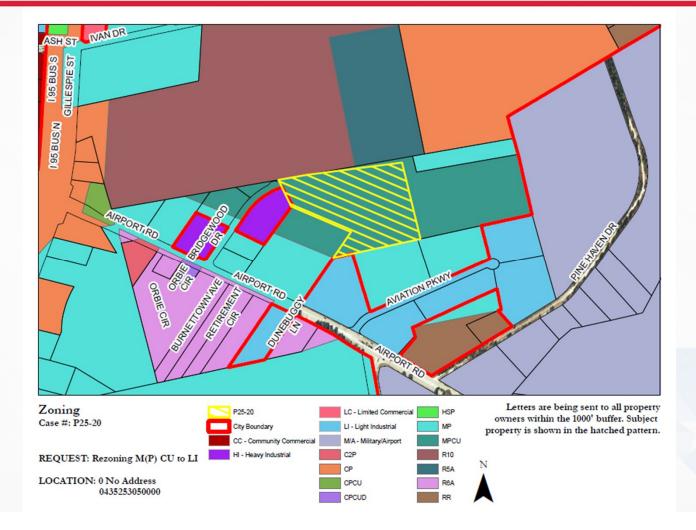


Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.

N

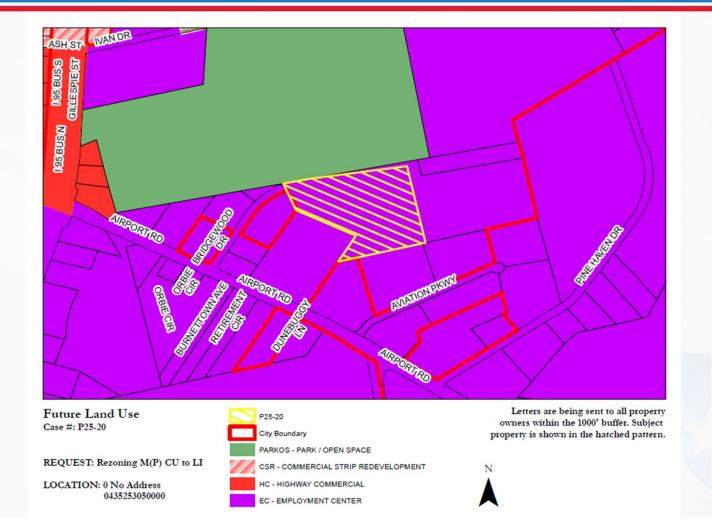


Zoning Map



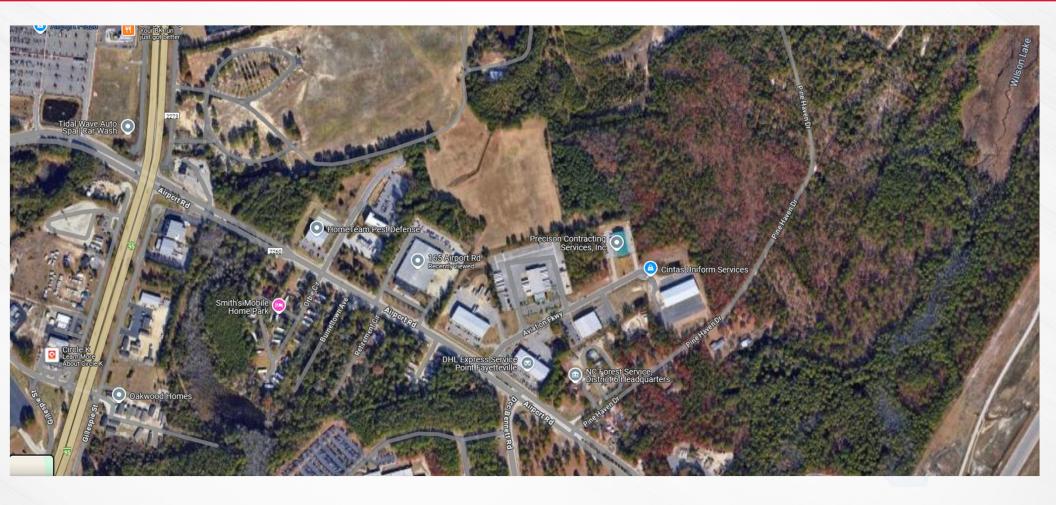


Land Use Map





Subject Property

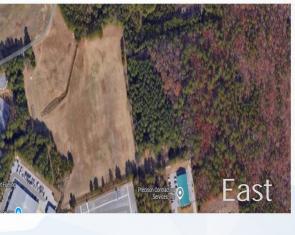




Surrounding Properties









Analysis

Rezoning Summary:

- Rezone ± 12.53 acres from County M(P)CU to City LI
- Located within an Industrial/Employment Center Designation
- Intended for manufacturing, warehousing, and distribution uses

Policy Alignment:

- Goal #2: Promote compatible economic development
- LU-2.1 & LU-2.2: Encourage industrial uses near transportation with minimal land use conflict
- LU-1.4: Aligns with annexation requirements for city services
- LU-1.6: Utilities available; follows infrastructure-led development

Context:

- Surrounded by vacant or industrial land
- Adjacent to FedEx, Averitt Express, and Phoenix Global Support Conclusion:
- Avoids leapfrog or strip-style development
- Reinforces regional employment growth
- Logical and strategic fit within Fayetteville's long-term vision



Recommendation

The Zoning Commission and Planning Staff recommend that the City Council approve the proposed map amendment to the Light Industrial (LI) zoning district based on the following findings:

- Policy Consistency: Aligns with the 2040 Future Land Use Plan and the Unified Development Ordinance
- Contextual Appropriateness: Compatible with adjacent industrial, commercial, and logistics operations
- Public Interest: No foreseeable adverse impacts; promotes targeted job creation and infrastructure efficiency.

FAYETTEVILLE

Options

- 1. Motion to Approve as Presented (Recommended): Approve the proposed rezoning to LI based on consistency with the adopted Future Land Use Plan and the findings outlined in the Consistency and Reasonableness Statement.
- 2. Motion to Approve with a More Restrictive Zoning Classification: Approve a more restrictive district while maintaining consistency with the Future Land Use Plan, subject to an amended Consistency and Reasonableness Statement.
- 3. Motion to Deny the Map Amendment: Deny the rezoning based on a finding that it is inconsistent with the Future Land Use Plan and does not align with the City's land use goals.





FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4696

Agenda Dat	e: 6/23/2025	Version: 1	Status: Agenda Ready
In Control:	City Council Regular Meeting		File Type: Consent
Agenda Nur	nber: 7.0A5		
TO:	Mayor and Members of City	Council	
THRU:	U: Kelly Strickland - Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director		or
FROM:	Craig Harmon - Senior Plan	ner	
DATE:	June 23, 2025		
RE:			

Approve P25-26: A request to rezone from SF-10 to LC at 5324 Raeford Road (READ #0407809767000) owned by EQUATOR FORTUNE PARTNERS LLC;FAYETTEVILLE HOMES FOR YOU INC;JAYDOT INVESTING GROUP LLC.

COUNCIL DISTRICT(S):

9 - Hondros

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy Goal III: City Invested in Today and Tomorrow

Executive Summary:

Property owners are seeking to rezone a 0.43-acre parcel on the north side of Raeford Road, between Pompton Drive and Cindy Drive from Single-Family Residential 10 (SF-10) to Limited Commercial (LC) for commercial use.

On June 10, 2025, the Zoning Commission head a legislative hearing regarding this case. There was one speaker in favor and none in opposition. The Commission voted 4-0 to recommend approval.

Background:

Owners: EQUATOR FORTUNE PARTNERS LLC; FAYETTEVILLE HOMES FOR YOU INC; JAYDOT INVESTING GROUP LLC Applicant: Emelia Noa Requested Action: SF-10 to LC REID #: 0407809767000 Council District: 9 - Hondros

Status of Properties: Single Family Residential

Size: 0.43 acres ±

Adjoining Land Use and Zoning: North: SF-10 - Single Family Residential South: LC - Commercial East: LC - Commercial West: LC - Commercial

- Annual Average Daily Traffic 2022
 Raeford Rd: 36,000
- Postcards Mailed: 98

2040 Comprehensive Land Use Plan and Map:

Comprehensive plans and future land use maps are essential tools for guiding long-term development decisions. Fayetteville's 2040 Comprehensive Plan, adopted in May 2020, is a product of extensive community engagement and outlines the city's vision for future growth.

The plan designates the subject property for CSR - Commercial Strip Redevelopment, allowing for a commercial mixed-use area that encourages high density residential redevelopment as part of the land use mix to spur private investment. Target areas include clusters of underutilized commercial strip properties.

Issues/Analysis:

History: Cumberland County GIS records indicate the property has had a single-family home on it since at least 1968. This property has remained residential while the surrounding properties have transitioned to commercial uses. Currently there is a car lot on one side of this property and a hair/skin care business on the other side. Rezoning Request: This proposal seeks to rezone a 0.43-acres from Single-Family Residential 10 (SF-10) to Limited Commercial (LC) to accommodate future commercial development. Please keep in mind that once rezoned all uses allowed in the LC district could be built there.

The LC zoning district permits a range of moderate-intensity commercial activities serving multiple neighborhoods, including grocery stores, gas stations, restaurants, and retail shops. This zoning category prioritizes compatibility with residential areas, discouraging high-impact commercial uses. Mixed-use development, with residential units above commercial spaces, is encouraged. The property is connected to public water and sewer infrastructure and has not been recently annexed.

The project is anticipated to promote logical and orderly growth by expanding existing commercial uses within a designated area. This rezoning would complete the rezoning to commercial for this strip of Raeford Road.

Straight Zoning: This request is for a direct rezoning of the property from Single-Family Residential 10 (SF-10) to Limited Commercial (LC) without any conditions. Rezoning reclassifies the land, allowing for the uses specified in the Unified Development Ordinance's (UDO) Use Table for the LC zoning category. The City Council cannot impose additional restrictions or requirements on permitted uses, building size, or other development standards.

Land Use Plan Analysis:

The proposed rezoning aligns with the Future Land Use Plan's (FLUP) vision for

Commercial Strip Redevelopment by introducing moderate-intensity commercial development. To fully realize the FLUP's goals, careful planning is essential to balance commercial activity with residential compatibility, address traffic concerns, and incorporate residential components. The Technical Review Committee will play a critical role in ensuring that any future development aligns with these principles. Alignment with the 2040 Future Land Use Plan:

The proposed rezoning is consistent with the goals and strategies outlined in the 2040 Future Land Use Plan.

Strategic, Compatible Growth:

- Infrastructure Focus: The site's location along McArthur Road, is in an area with established infrastructure, aligns with the plan's emphasis on growth in well-served locations.
- Economic Development: The proposed gas store supports the plan's goal of promoting economic development by providing services to multiple neighborhoods.
- Commercial Corridor Revitalization: The project contributes to the revitalization of underutilized commercial areas by introducing a new business to the corridor.

Safe, Stable, and Attractive Neighborhoods:

- Quality Neighborhoods: The LC zoning district's emphasis on compatibility with surrounding areas supports the creation of a stable and attractive neighborhood.
- Diverse Housing Options: While the immediate proposal focuses on commercial use, the potential for future residential development above commercial space aligns with the plan's goal of promoting a mix of housing types.

Environmental Stewardship:

- Open Space Preservation: The proposal can incorporate open space elements, exceeding the plan's minimum requirement and contributing to the overall green space network.
- Connected Greenways: Future planning efforts can integrate pedestrian pathways to connect the site to existing or planned greenways.
- Resiliency and Sustainability: By incorporating advanced stormwater management techniques and considering Low Impact Development (LID) strategies, the project can significantly reduce its environmental impact and contribute to the city's resiliency goals.

Budget Impact:

No immediate budgetary issues are seen, related to this rezoning.

Options:

1. City Council moves to approve the map amendment to LC as presented, finding it consistent with the Future Land Use Plan as demonstrated in the attached consistency and reasonableness statement.

- 2. City Council moves to approve the map amendment to a more restrictive zoning district, finding it consistent with the Future Land Use Plan as demonstrated in the amended consistency statement.
- 3. City Council moves to deny the map amendment request, finding it inconsistent with the Future Land Use Plan.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommend that the City Council **approve** the map amendment to LC. This recommendation is based on the following findings:

- The proposed zoning change aligns with the Future Land Use Plan (FLUP) and the Unified Development Ordinance (UDO).
- Permitted uses and development standards for the LC district are appropriate for the site given surrounding zoning and land uses.
- There are no anticipated negative impacts to public health, safety, morals, or general welfare.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Properties
- 6. Surrounding Properties
- 7. Consistency and Reasonableness Statement



Project Overview #1693496 Project Title: 5324 Raeford Road Jurisdiction: City of Fayetteville

Application Type: 5.1) Rezoning (Map Amendment) Workflow: Staff Review

Project Location

Project Address or PIN: 5324 RAEFORD RD (0407809767000)

Zip Code: 28304

County: Cumberland

State: NC

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 5324 RAEFORD RD

General Project Information

Has the land been the subject of a map amendment application in the last five years?: No	Previous Amendment Approval Date:
Previous Amendment Case #:	Proposed Zoning District: LC
Acreage to be Rezoned: .43	Is this application related to an annexation?: No
Water Service: Public	Sewer Service: Private
A) Please describe all existing uses of the land and existing structures on the site, if any: Residential	B) Please describe the zoning district designation and existing uses of lands adjacent to and across the street from the subject site.: Limited Commercial

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

Would like to use as an office space

B) Are there changed conditions that require an amendment? :

none

C) State the extent to which the proposed amendment addresses a demonstrated community need.: none

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.: none

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.: none

F) State the extent to which the proposed amendment might encourage premature development.: none

G) State the extent to which the proposed amendment results in strip-style commercial development.: yes

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.: none

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

none

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

none

Primary Contact Information

Contractor's NC ID#:

Project Contact - Agent/Representative

Emelia Noa

412 Randolph Ave Fayetteville , NC 28311 P:9105278036 Emelia.d.noa@gmail.com **Project Owner** Emelia Noa

412 Randolph Ave Fayetteville , NC 28311 P:9105278036 Emelia.d.noa@gmail.com

Property Owner Email: equatorfortunepartners@gmail.com

As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

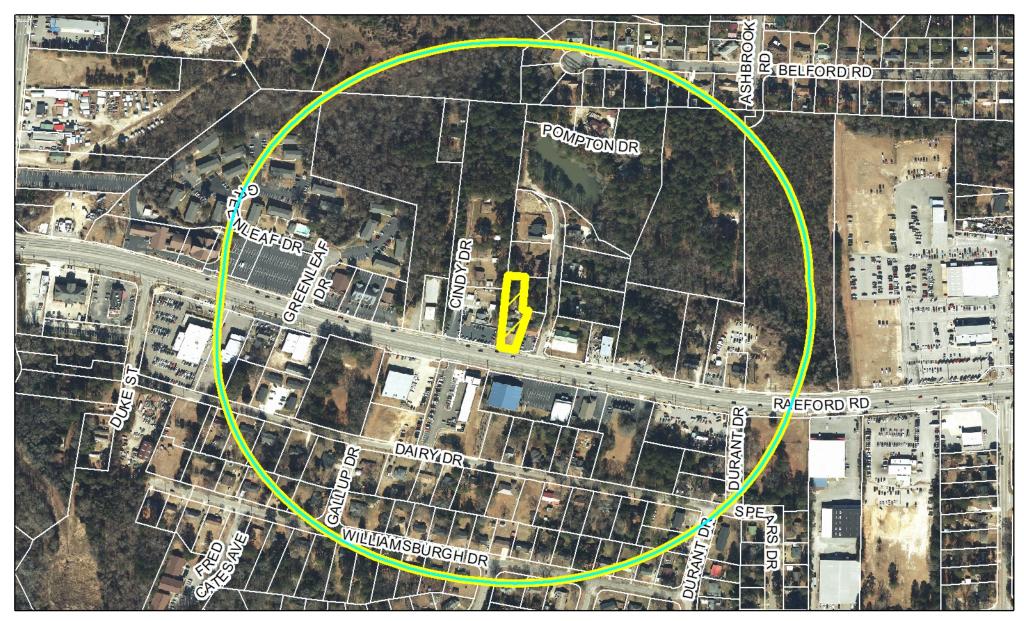
- NC State General Contractor's License Number:
- NC State Electrical Contractor #1 License Number:
- NC State Electrical Contractor #2 License Number:
- NC State Electrical Contractor #3 License Number:
- NC State Mechanical Contractor's #1 License Number:
- NC State Mechanical Contractor's #2 License Number:
- NC State Mechanical Contractor #3 License Number:
- NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project:

other 1 Emelia Noa

412 Randolph Ave Fayetteville , NC 28311 P:9105278036 Emelia.d.noa@gmail.com



Aerial Case #: P25-26

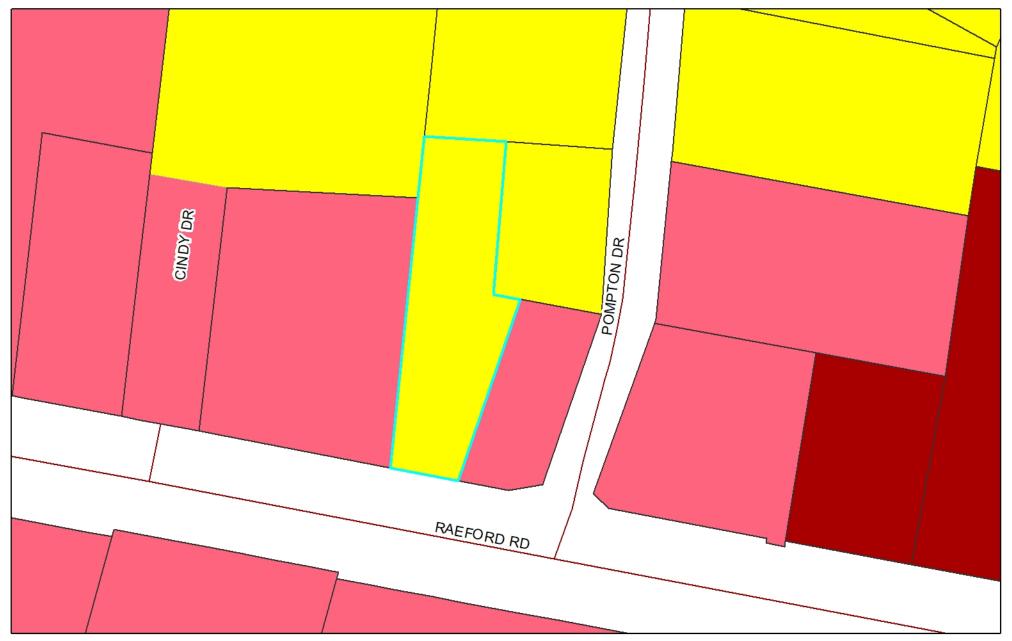
1,000 Foot Notification Area

Ν

Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.

REQUEST: Rezoning SF-10 to LC

LOCATION: 5324 Raeford Road



Zoning Map

Case #: P25-26

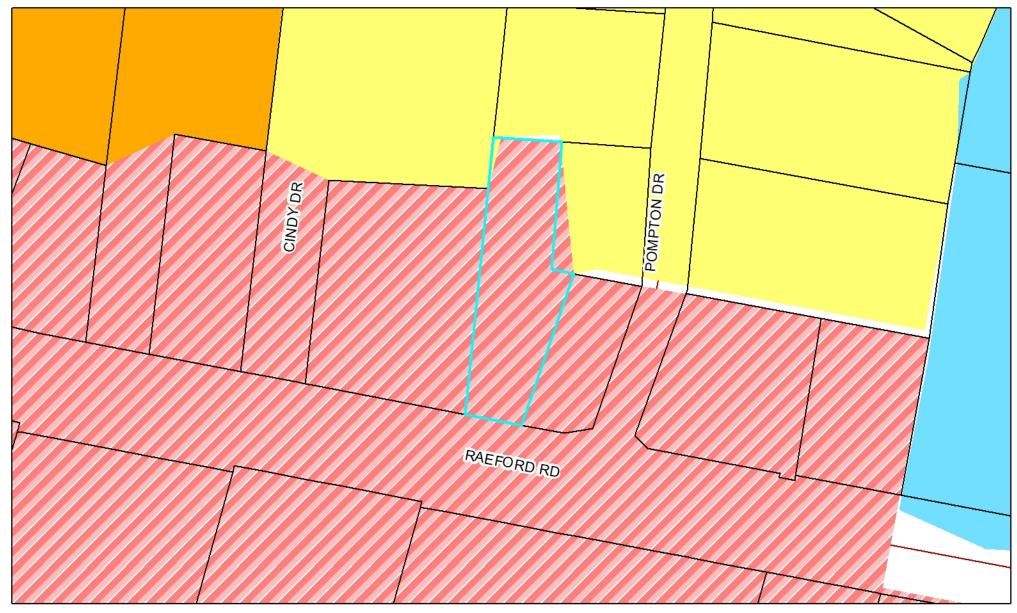
REQUEST: Rezoning SF-10 to LC

LOCATION: 5324 Raeford Road

Legend

- CC Community Commercial
- LC Limited Commercial
 - SF-10 Single-Family Residential 10





Future Land Use

Case #: P25-26



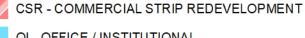
LDR - LOW DENSITY



HDR - HIGH DENSITY RESIDENTIAL

REQUEST: Rezoning SF-10 to LC

LOCATION: 5324 Raeford Road



OI - OFFICE / INSTITUTIONAL

Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



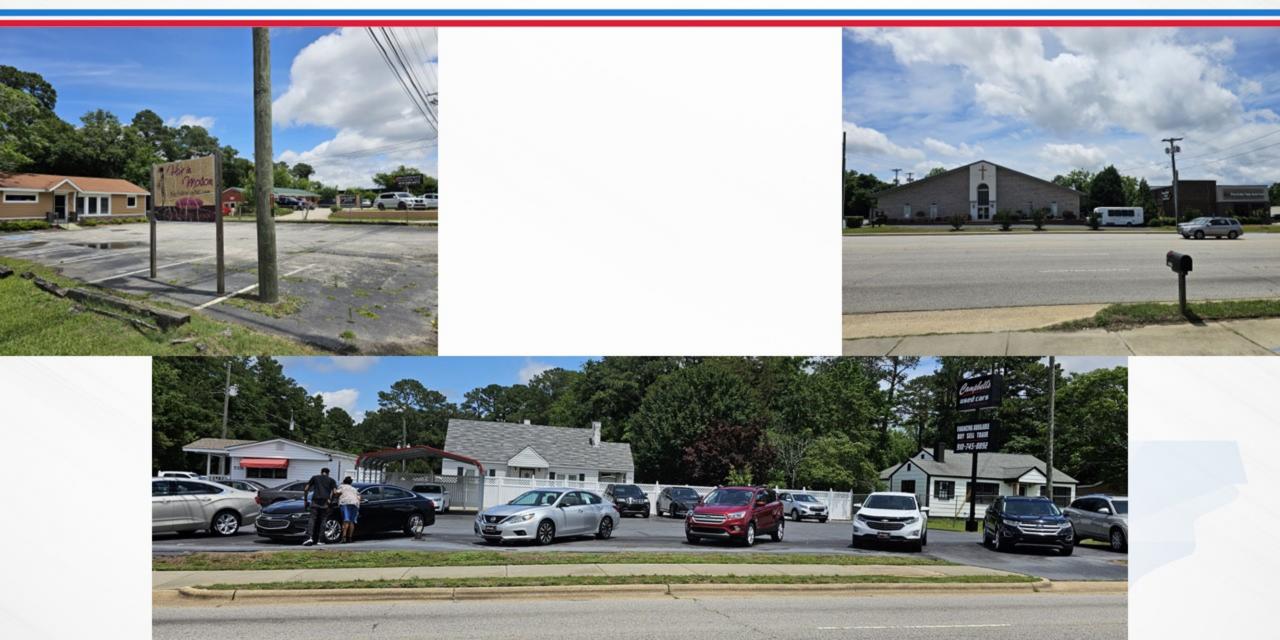


Subject Property





Surrounding Properties



Consistency and Reasonableness Statement

Map Amendments

Pursuant N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-26 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals and land-use policies and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	x	
GOAL #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LUP 1: Encourage growth in areas well-served by infrastructure and urban services, including roads, utilities, parks, schools, police, fire, and emergency services.	x	
1.2: Encourage more intense uses, greater mix of uses and denser residential types in key focal areas.	X	
LUP 3: Encourage redevelopment along underutilized commercial strip corridors and reinvestment in distressed residential neighborhoods	X	
3.2: Identify potential barriers for redevelopment and reinvestment and provide flexibility through modifications to development regulations while maintaining high standards.	x	
LUP 4: Create well-designed and walkable commercial and mixed use districts.	X	
4.1: Ensure new development meets basic site design standards	X	

х	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
X	The proposed designation, as requested, would permit uses that are complimentary to those existing on adjacent tracts.	OR	The proposed designation, as requested, would permit uses that are incongruous to those existing on adjacent tracts.

3. The proposed amendment is consistent with the Future Land Use Map as follows:

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]



Х

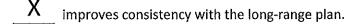
The size, physical conditions, and other attributes of the proposed use(s) will benefit the surrounding community.

The amendment includes conditions that limit potential negative impacts on neighboring uses.

X The proposed uses address the needs of the area and/or City.

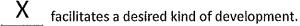
The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]



X improves the tax base.

preserves environmental and/or cultural resources.



X provides needed housing/commercial area.

Additional comments, if any (write-in):

June 10, 2025

Date

Chair Signatu

Print

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4700

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A6

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Demetrios Moutos Planner I
- DATE: June 23, 2025

RE:

Approve P25-27: A rezoning request from SF-6 to MR-5/CZ at 230 Pinecrest Drive (0427452719000), owned by WMG Investments LLC and represented by Charles Grannis

COUNCIL DISTRICT(S):

5 - Lynne Greene

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy

- Objective 2.1 To ensure a diverse City tax base
- Goal III: City invested in Today and Tomorrow
- · Objective 3.2 To manage the City's future growth and strategic land use.

Executive Summary:

The applicant, WMG Investments LLC, has submitted a request to rezone a 2.88-acre parcel located within the city limits of Fayetteville to MR-5/CZ (Mixed Residential 5-Conditional Zoning). This request intends to establish conditional zoning to allow for the continued use of an existing 32-unit multifamily apartment complex currently occupying the site. No new development, expansion, or changes to the site operations are proposed. The site includes 16,686 square feet of nonresidential space, though it will remain functionally residential.

The requested MR-5/CZ zoning would formalize the existing multifamily use under the current framework of the Unified Development Ordinance. The applicant proposes a

single condition: limited property use as a multifamily apartment complex. There are no proposed changes to the site's buildings, site improvements, activities, or hours of operation.

Surrounding properties are predominantly residential. Adjacent zoning includes Single-Family 6 (SF-6), Single-Family 10 (SF-10), and Single-Family 15 (SF-15) districts. Additionally, an MR-5-zoned apartment complex is located less than 1,000 feet to the north, indicating a pattern of mixed residential intensity within the area. No neighborhood meeting was held before this request. Planning staff has assessed the request for consistency with the City's Land Use Plan, evaluated compatibility with surrounding development, and provided recommendations accordingly. The Zoning Commission unanimously recommended approval of the map amendment on June 10, 2025.

Background:

Owners: WMG Investments LLC Applicant: Charles Grannis Requested Action: SF-6 to MR-5/CZ REID #: 0427452719000 Status of Property: Developed - Existing 32-unit apartment complex Size: ± 2.88 acres

Surrounding Land Use & Zoning:

- North: MR-5 Apartment complex (within 1,000 feet)
- South: SF-15 Single-Family Residential .
- East: SF-6 Single-Family Residential
- West: SF-15 Single-Family Residential

Letters Mailed: 281

Land Use Plans:

With the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties located within the City of Fayetteville - and those within its Municipal Influence Area (MIA) - are now subject to the land use guidance established by the Plan's long-term vision.

The subject area is designated for both Low-Density Residential (LDR) and Medium-Density Residential (MDR) development:

- Low-Density Residential (LDR) is characterized primarily by single-family • homes, with occasional accessory dwelling units, duplexes (if contextually appropriate), or townhomes in isolated instances. Typical development ranges from 1 to 4 dwelling units per acre, with a suburban form, automobile-oriented layout, and access to full utility services.
- Medium-density residential (MDR) supports a broader mix of housing types, • including single-family homes on smaller lots, duplexes, townhomes, and low-rise apartment buildings. Densities typically range from 3 to 6 dwelling units per acre. While still largely auto-oriented, MDR areas often feature walkable neighborhood designs with proximity to destinations and services.

This mix of LDR and MDR designations reflects a policy intent to support context-sensitive residential development that balances neighborhood character with increased housing options and infrastructure efficiency.

Issues/Analysis:

History:

The subject property has been developed and used as a 32-unit apartment complex for over 40 years. The development predates modern zoning classifications and continues to operate as a multifamily residential use within a predominantly single-family context.

According to Cumberland County deed records, property ownership was transferred from Winifred McBryde Grannis to WMG Investments, LLC via a General Warranty Deed recorded on September 20, 2022 (Book 12066, Page 354). The deed identifies the property as composed of multiple tracts totaling approximately 2.88 acres, located west of Pinemere Drive and formerly known as Grace Street, as shown on plats recorded in Plat Book 12, Page 53 and Plat Book 20, Page 146, among others. The property's legal description spans three distinct tracts within or adjacent to the M.W. Walker Subdivision and the Varsity Hills Subdivision. Historical records in the deed trace title to prior conveyances, including a transfer to Edward W. Grannis, Jr., and wife Winifred McBryde Grannis by deed dated July 28, 1998, recorded in Book 3405, Page 0127.

The current rezoning request aims to bring the site's zoning designation into conformity with its longstanding multifamily use, consistent with the City's long-range land use policies. No new development is proposed. Surrounding Area:

The subject property is located west of Pinecrest Drive and south of Blueridge Road, in a primarily residential area of the City. The area exhibits a mix of low-and moderate-density residential development, consistent with the 2040 Comprehensive Plan and the Future Land Use Map designations for this portion of the city.

To the north, less than 1,000 feet away, lies a multifamily apartment complex zoned MR-5, establishing a precedent for medium-density residential development in the immediate vicinity. This reinforces the compatibility of the subject property's continued multifamily use within the evolving residential context.

The adjacent parcels to the east are zoned Single-Family Residential 6 (SF-6). This district principally allows single-family detached homes at moderate densities but also accommodates a broader mix of housing types, including duplexes, townhomes, and zero-lot-line development, when designed to meet ordinance standards. The SF-6 district is intended to support neighborhood diversity while preserving a quiet, residential character.

The surrounding properties to the south and west fall within the Single-Family Residential 15 (SF-15) district. SF-15 is designed to accommodate low-density, single-family detached homes while also permitting two-to four-family dwellings that maintain the appearance of single-family residences. This zoning district emphasizes a more suburban development pattern with larger lots and is intended to preserve neighborhood tranquility and cohesive residential form.

While the broader area remains auto-oriented, the zoning context reflects a gradual transition toward more diverse housing options. The presence of both SF-6 and SF-15 districts, in combination with nearby MR-5 zoning, creates a layered residential

environment where the subject property - an established 32-unit apartment complex - is located. It offers a compatible housing type that complements the city's goals for context-sensitive infill and housing variety without introducing land use conflicts. Conditional Rezoning:

Conditional Rezoning allows a property owner to rezone land to a zoning district with tailored conditions that ensure alignment with the City's adopted plans and help address development impacts. This process may only be initiated by the property owner and follows the standard development review procedures with modifications specific to conditional zoning. Applications must include any proposed conditions and may also request vested rights. The Technical Review Committee reviews the application before the Zoning Commission holds a legislative hearing and issues a recommendation. If no appeal is filed, the City Council may act on the application without another public hearing; otherwise, a legislative hearing is held before final action. Approval requires both a plan consistency statement and a statement of reasonableness. Conditions must conform to City policies and cannot be less restrictive than base zoning standards unless they improve compatibility or planning outcomes. Approved conditions become binding, and only minor deviations may be administratively approved. Material changes require a new rezoning. Conditional zoning districts are designated with a "/CZ" suffix on the Official Zoning Map. If no development application is submitted within two years, the City may revert the zoning. Specifics of this Conditional Rezoning:

The applicant is requesting a conditional rezoning from SF-6 (Single-Family Residential 6) to MR-5/CZ (Mixed Residential 5 - Conditional Zoning) to allow for the continued use of the existing 32-unit apartment complex located on the ~2.88-acre subject property. No physical expansion, redevelopment, or change in land use is proposed. The request intends to establish a zoning designation that more accurately reflects the long-standing multifamily use of the site, which has been in continuous operation for over 40 years.

As part of the conditional rezoning request, the applicant has proposed limiting the number of dwelling units on the property to the existing 32 units. This condition serves two key purposes: first, it formalizes the existing density to ensure regulatory consistency with the Unified Development Ordinance (UDO); second, it provides a binding limitation that prevents future site intensification without a subsequent rezoning action. This approach helps ensure compatibility with the surrounding single-family neighborhoods while acknowledging the established residential pattern of the surrounding area.

The MR-5 district is intended to accommodate a broad mix of housing types - including multifamily dwellings - at moderate to high densities, aligning with the existing site development. By capping the number of permitted units, the proposed MR-5/CZ district achieves the flexibility envisioned in the base district while preserving the current scale and character of the neighborhood. It also avoids introducing the potential for increased density or unrelated commercial activity, as might otherwise be allowed under general MR-5 zoning.

This tailored approach supports the City's goal for context-sensitive infill development, maintains neighborhood stability, and ensures that any future site redevelopment would require additional public review and zoning consideration. The conditional limitation strengthens compatibility and predictability for nearby residents and the City. Land Use Plan Analysis: The subject property is designated for Low-Density Residential (LDR) and Medium-Density Residential (MDR) development on the City's 2040 Future Land Use Map, adopted in May 2020. The continued use of the site as a 32-unit apartment complex, with no proposed expansion or redevelopment, is consistent with the intent and guiding policies of the Future Land Use Plan.

Under the Plan, Low-Density Residential areas are characterized by single-family homes, accessory dwellings, and, in some cases, duplexes or townhomes. On the other hand, medium-density residential areas support a broader mix of housing types - including townhomes, duplexes, and low-rise multifamily apartments - typically at densities ranging from 3 to 6 dwelling units per acre. While the site's current use technically exceeds these thresholds, its longstanding operation as a moderate-scale apartment complex aligns with the Plan's goals to support context-sensitive infill, housing diversity, and neighborhood stability.

The rezoning to MR-5/CZ, with a condition limiting the site to the existing 32 dwelling units, reinforces these objectives by formalizing a use that already functions compatibly within the neighborhood fabric. It prevents future site intensification while ensuring regulatory alignment with existing conditions. This fulfills key strategies outlined in the Plan's Strategic, Compatible Growth policies (LU-1 and LU-7), which encourage growth in areas served by infrastructure, support reinvestment in established neighborhoods, and promote a mix of housing types.

Additionally, by stabilizing an existing residential asset without increasing density or altering the site's physical character, the request supports LU-4 and LU-6, promoting well-designed, walkable residential areas and preserving safe, stable, and attractive neighborhoods.

Consistency and Reasonableness Statements:

The proposed conditional rezoning from SF-6 to MR-5/CZ is consistent with the City of Fayetteville's 2040 Future Land Use Plan, which designates the area for Low- and Medium-Density Residential development. The request aligns with the Plan's goals to support context-sensitive infill, preserve stable neighborhoods, and provide diverse housing options within areas already served by infrastructure. Limiting the use of the property to the existing 32-unit apartment complex ensures no increase in density and maintains compatibility with surrounding single-family zoning. The request is reasonable and in the public interest as it formalizes a long-established residential use, reinforces neighborhood stability, and upholds the character and planning vision for the area.

Conclusion:

The requested conditional rezoning from SF-6 to MR-5/CZ represents a practical and policy-consistent action that aligns a long-standing multifamily use with the City's zoning framework and adopted land use vision. By capping the number of dwelling units at the existing 32, the request preserves the current scale and intensity of development while maintaining compatibility with surrounding residential uses. The proposal supports the 2040 Future Land Use Plan's goals for context-sensitive infill, neighborhood stability, and housing diversity. It does not introduce new development or infrastructure burdens and provides regulatory clarity for an established residential asset. This rezoning strengthens predictability for the city and neighboring property owners, ensuring that the site contributes positively to the surrounding community, consistent with Fayetteville's long-term growth strategy.

Budget Impact:

The proposed conditional rezoning is expected to have a neutral budget impact, with no new infrastructure or service demands and minimal potential for increased property tax revenue.

Options:

- Approve as Presented (Recommended Action): Based on the evidence presented, the City Council approves the proposed conditional rezoning from SF-6 to Mixed Residential 5 - Conditional Zoning (MR-5/CZ), subject to the condition limiting the site to 32 dwelling units. The Council finds the request consistent with the City's adopted Future Land Use Plan and reasonable given the long-standing multifamily use of the property, as outlined in the attached Consistency and Reasonableness Statement.
- 2. Approve with Revised or Additional Conditions: The City Council approves the proposed conditional rezoning, subject to revised or additional conditions agreed to in writing by the applicant. Based on the evidence presented, the Council finds that incorporating the revised conditions enhances compatibility with surrounding uses and strengthens alignment with the City's adopted Future Land Use Plan, as reflected in an amended Consistency and Reasonableness Statement.
- **3. Approve with a Reduction in Area:** The City Council approves a modified version of the proposed conditional rezoning that includes a reduction in the subject property's area. The Council finds that such a modification maintains consistency with the adopted Future Land Use Plan and addresses concerns related to site scale and surrounding development patterns, subject to an amended Consistency and Reasonableness Statement.
- 4. Deny the Application: The City Council denies the proposed conditional rezoning. Based on the evidence and testimony provided during the legislative hearing, the Council finds that the requested zoning is inconsistent with the Future Land Use Plan and does not adequately address the area's compatibility or long-term planning objectives.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommends that the City Council **approve** the proposed map amendment from Single-Family Residential 6 (SF-6) to **Mixed Residential 5 - Conditional Zoning (MR-5/CZ)**, based on the following findings:

• **Policy Consistency:** The proposed conditional rezoning is consistent with the City's adopted 2040 Future Land Use Plan (FLUP), which designates the area for Low- and Medium-Density Residential development. The MR-5 district, when limited to the existing 32 dwelling units as proposed, aligns with land use policies that promote context-sensitive infill, housing variety, and long-term

neighborhood stability. The rezoning advances Strategic, Compatible Growth goals identified in policies LU-1, LU-4, LU-6, and LU-7.

- **Contextual Appropriateness:** The proposed MR-5/CZ zoning formalizes a long-standing multifamily use on the property for over 40 years. The surrounding area contains a mix of single-family and multifamily housing, with MR-5 zoning within 1,000 feet to the north. By imposing a condition that limits density to the existing 32 units, the rezoning balances compatibility with nearby single-family zoning districts (SF-6 and SF-15) and ensures no new development intensity or land use changes will occur without further public review.
- **Public Interest:** The request does not involve any new construction or site modifications and will not increase demands on public infrastructure or services. Instead, it provides regulatory clarity for a legally nonconforming development and supports continued use of an established residential asset. The rezoning promotes predictability for neighboring property owners and upholds the City's goals for stable, walkable, and diverse neighborhoods without adverse impacts to public health, safety, or general welfare.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Consistency and Reasonableness Statement
- 8. Site Plan



#1727051

Project Overview

Project Title: Whitfield Apartments **Application Type:** 5.2) Conditional Rezoning **Workflow:** Staff Review Jurisdiction: City of Fayetteville State: NC County: Cumberland

Project Location

Project Address or PIN: 230 PINECREST DR (0427452719000)

Zip Code: 28305

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 230 PINECREST DR

General	Project Information	
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Proposed Conditional Zoning District: MR-5/CZ - Conditional	Lot or Site Acreage to be rezoned: 2.88
Mixed Residential 5	
Was a neighborhood meeting conducted?: No	Date of Neighborhood Meeting:
Number of Residential Units: 32	Nonresidential Square Footage: 16686

Landowner Information

Landowner Name: WMG INVESTMENTS LLC

Deed Book and Page Number: DB12066 PG354

B) Describe the proposed conditions that should be

Conditional zoning for continued use as multi family apartment

Written Description of Request - Answer all the questions under this section (upload additional sheets as needed).

applied .:

complex.

A) Describe the proposed use of the rezoned land, including the proposed types of site improvements, buildings, uses, proposed activities, hours of operation, and operating characteristics.:

Existing 32 unit apartment complex located within the city of Fayetteville, continued use of present use for multi family dwellings.

C) Please describe the zoning district designation and existing uses of lands adjacent to and across the street from the subject site.:

Primarily residential uses adjoining subject with zoning including SF6, SF10 and SF15. MR5 zoned apartment complex less than 1,000 feet to north.

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

The proposed conditional zoning amendment is consistent with the City of Fayettevilles comprehensive plan, which encourages contextsensitive infill and preservation of existing residential uses. The apartment complex has operated at this location for over 40 years and is compatible with surrounding land uses, including adjacent medium-density zoning. This request does not propose any new development or future increase in density but simply seeks to align zoning with the long-established use. The request supports neighborhood stability and maintains the character and intent of the areas long-range planning vision.

B) Are there changed conditions that require an amendment? :

Existing apartment complex with 32 units, requesting a zoning change to MR5CZ.

C) State the extent to which the proposed amendment addresses a demonstrated community need.:

This addresses the need for housing within the City of Fayetteville.

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

The proposed conditional zoning amendment is consistent with the City of Fayettevilles comprehensive plan, which encourages contextsensitive infill and preservation of existing residential uses. The apartment complex has operated at this location for over 40 years and is compatible with surrounding land uses, including adjacent medium-density zoning. This request does not propose any new development or future increase in density but simply seeks to align zoning with the long-established use. The request supports neighborhood stability and maintains the character and intent of the areas long-range planning vision.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.:

The proposed conditional zoning amendment is consistent with the City of Fayettevilles comprehensive plan, which encourages contextsensitive infill and preservation of existing residential uses. The apartment complex has operated at this location for over 40 years and is compatible with surrounding land uses, including adjacent medium-density zoning. This request does not propose any new development or future increase in density but simply seeks to align zoning with the long-established use. The request supports neighborhood stability and maintains the character and intent of the areas long-range planning vision.

F) State the extent to which the proposed amendment might encourage premature development.: No change in use or new construction.

G) State the extent to which the proposed amendment results in strip-style commercial development.: No strip style commercial development as part of zoning request.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.:

The apartment complex has operated at this location for over 40 years and is compatible with surrounding land uses, including adjacent medium-density zoning. This request does not propose any new development or future increase in density but simply seeks to align zoning with the long-established use. The request supports neighborhood stability and maintains the character and intent of the areas long-range planning vision.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

There should be no adverse impact on property values from zoning change.

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

There should be no negative impact on the natural environment.

Primary Contact Information

Project Owner Winnifred Grannis WMG Investments, LLC 2391 Amigo Dr Fayetteville, NC 28305 P:9103099898 winnie.grannis@gmail.com

Property Owner Email: winnie.grannis@gmail.com

Project Contact - Agent/Representative

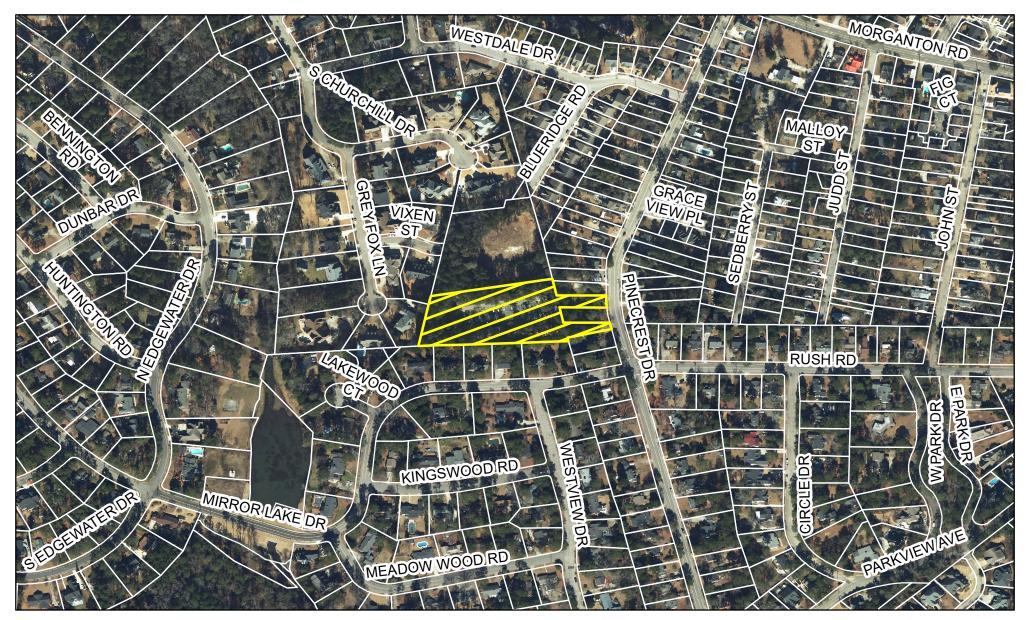
Winnifred Grannis WMG Investments, LLC 2391 Amigo Dr Fayetteville, NC 28305 P:9103099898 winnie.grannis@gmail.com

> As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

- NC State General Contractor's License Number:
- NC State Electrical Contractor #1 License Number:
- NC State Electrical Contractor #2 License Number:
- NC State Electrical Contractor #3 License Number:
- NC State Mechanical Contractor's #1 License Number:
- NC State Mechanical Contractor's #2 License Number:
- NC State Mechanical Contractor #3 License Number:
- NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project:



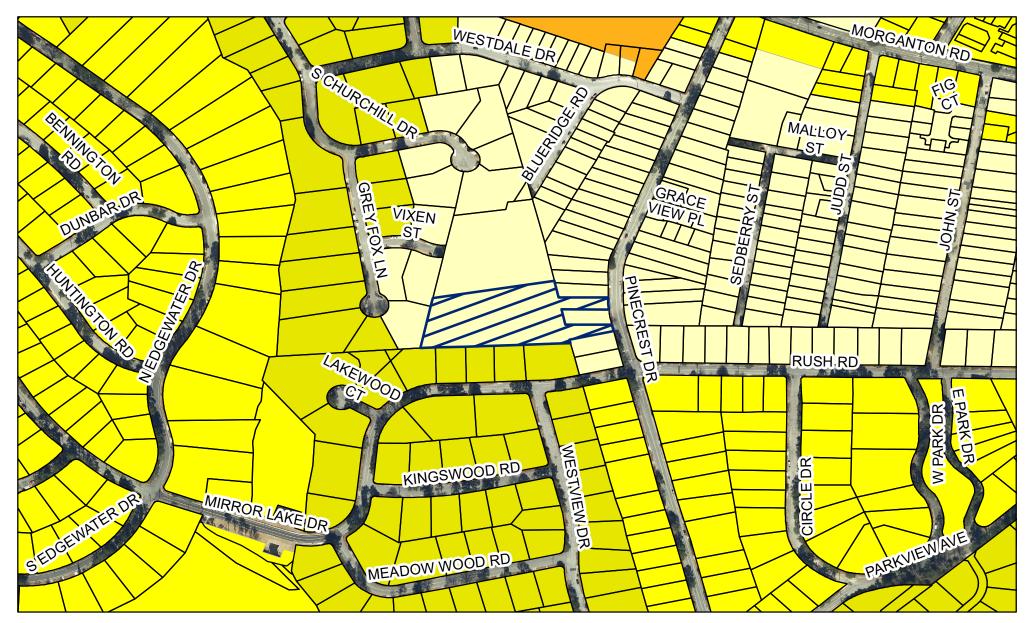
Aerial Case #: P25-27

REQUEST: Rezoning SF-6 to MR-5/CZ

LOCATION: 230 Pinecrest Drive 0427452719000



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Zoning

Case #: P25-27

REQUEST: Rezoning SF-6 to MR-5/CZ

0427452719000

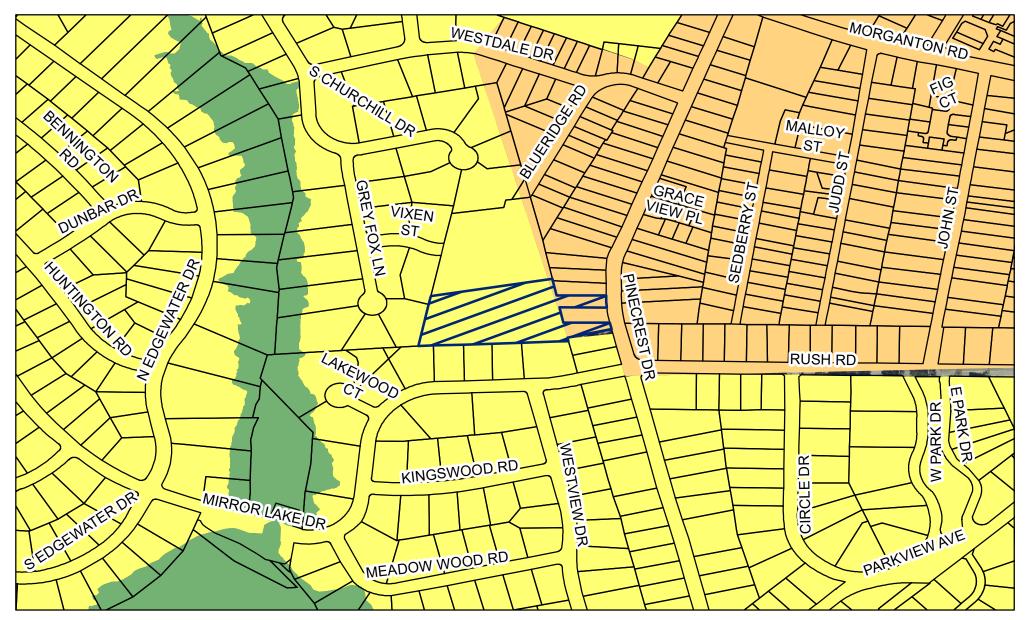
LOCATION: 230 Pinecrest Drive



MR-5 - Mixed Residential 5

- SF-6 Single-Family Residential 6
- SF-10 Single-Family Residential 10
- SF-15 Single-Family Residential 15

Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Future Land Use Case #: P25-27

REQUEST: Rezoning SF-6 to MR-5/CZ

LOCATION: 230 Pinecrest Drive 0427452719000



PARKOS - PARK / OPEN SPACE

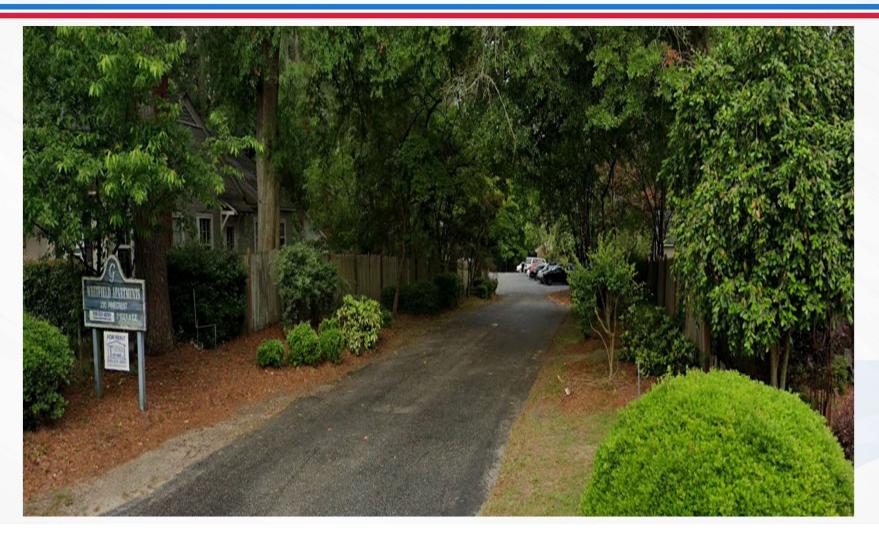
LDR - LOW DENSITY

MDR - MEDIUM DENSITY

Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



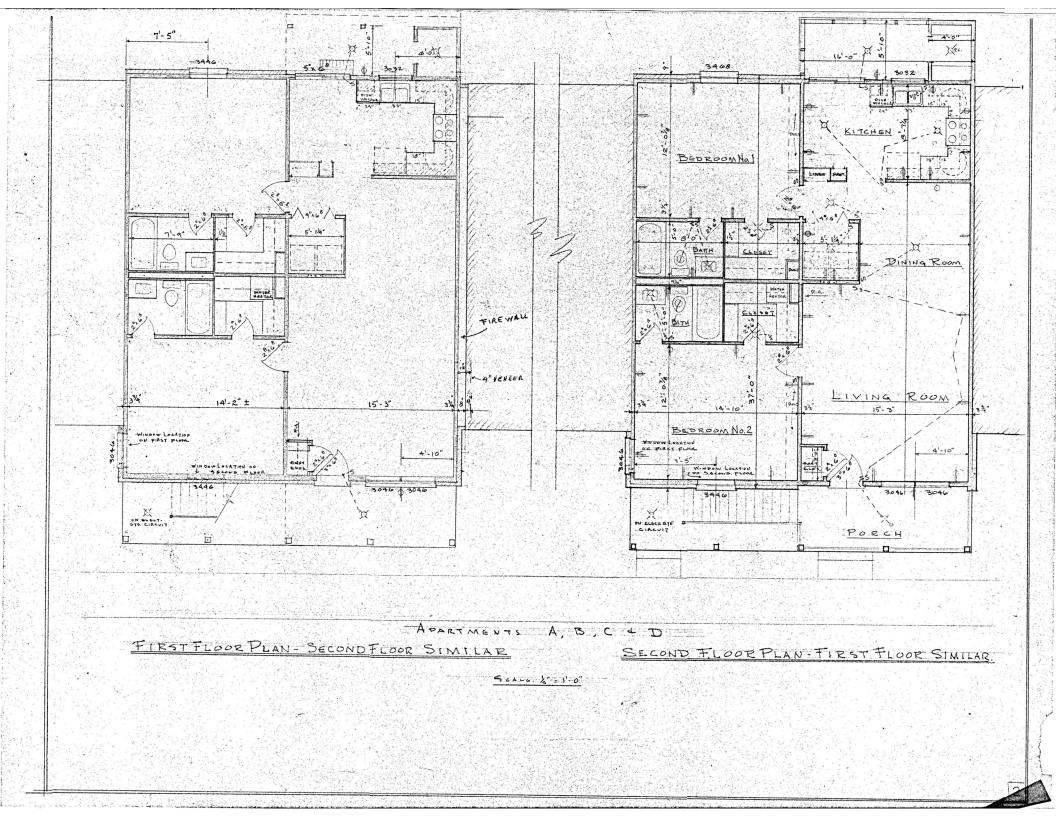
Subject Property

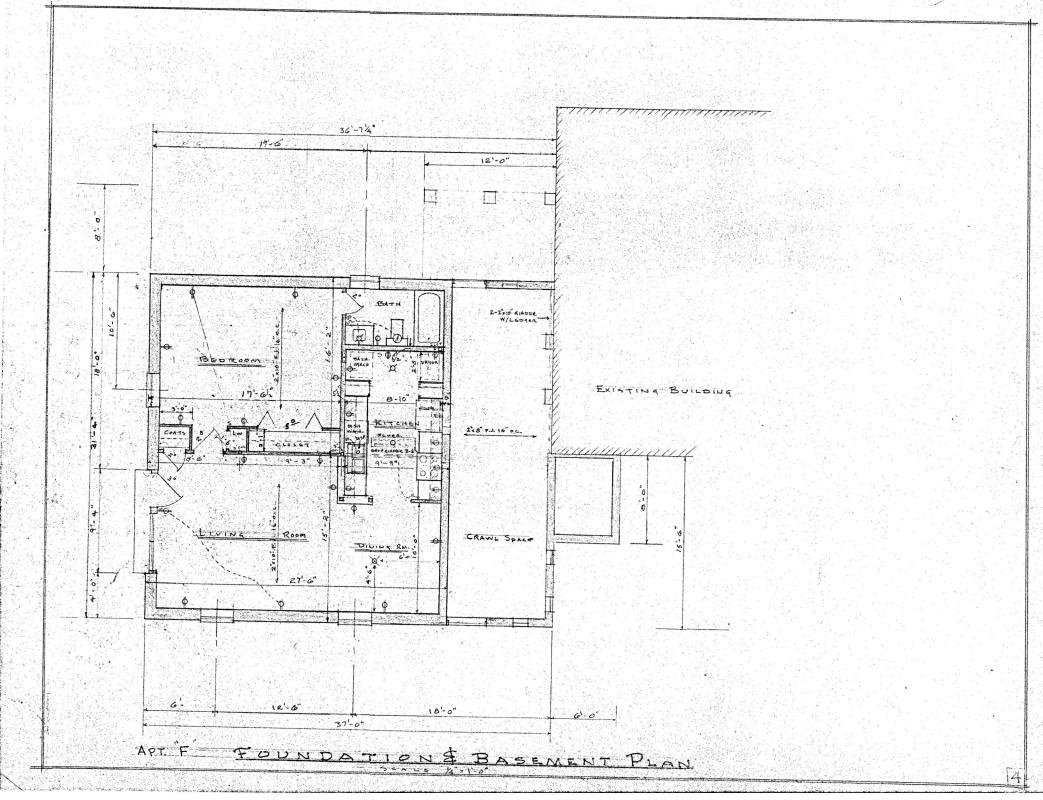


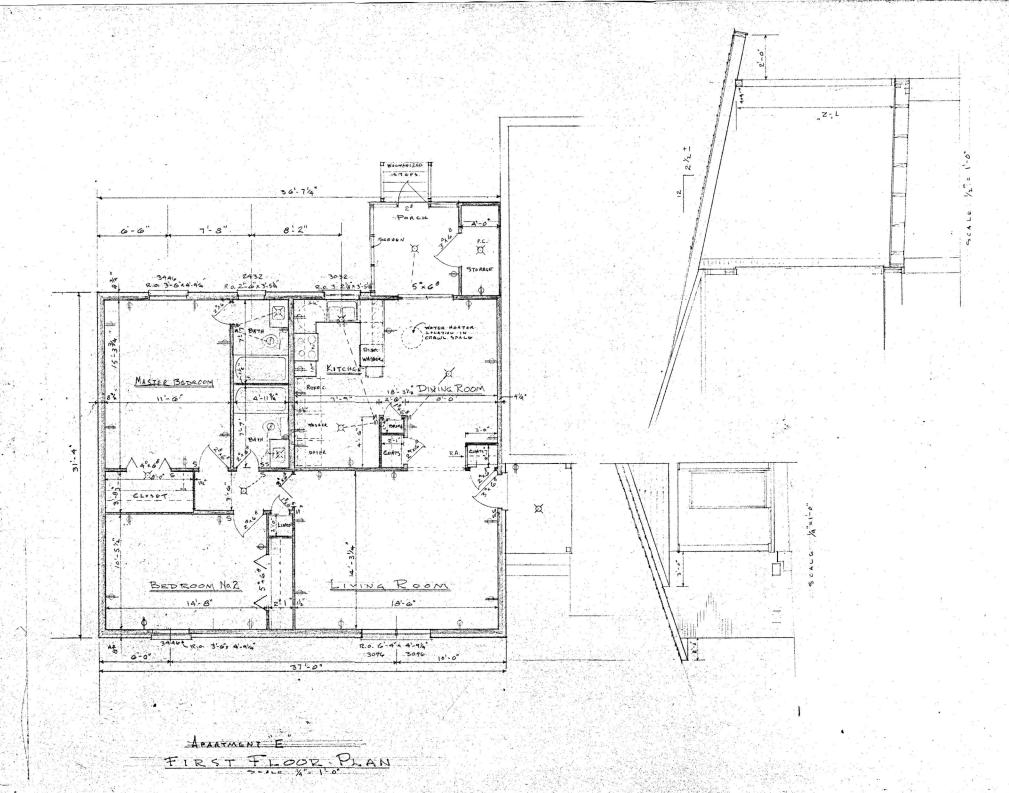


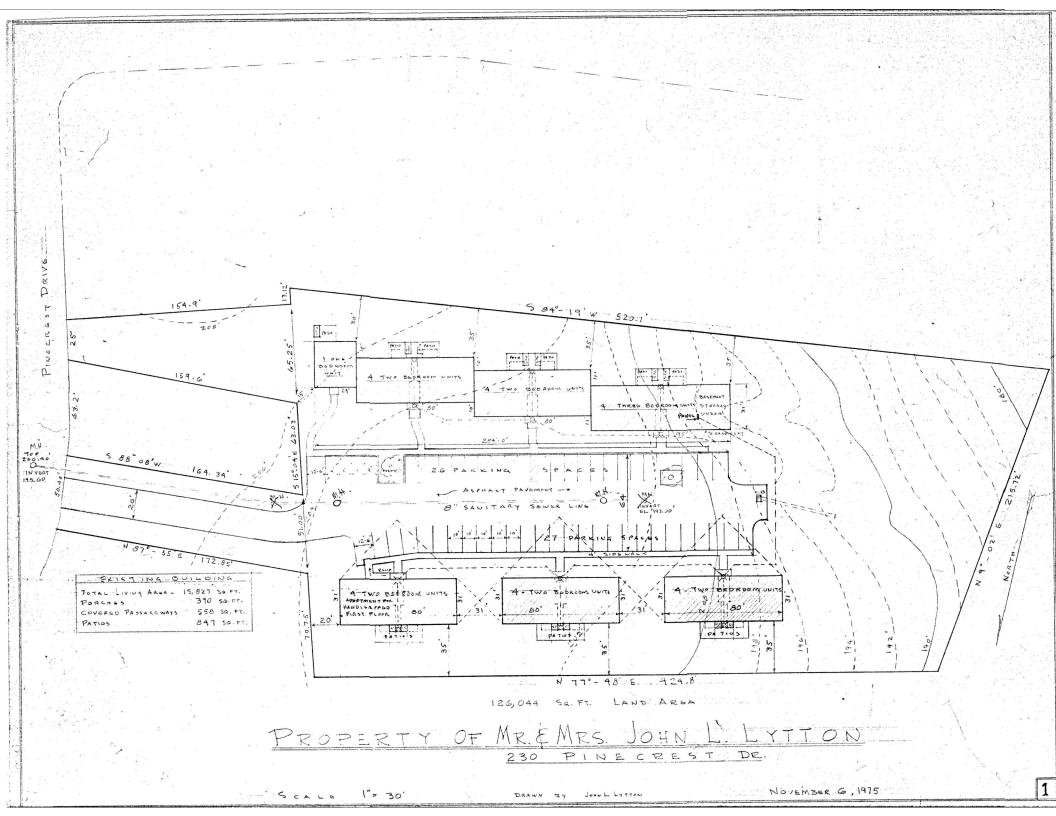
Surrounding Properties

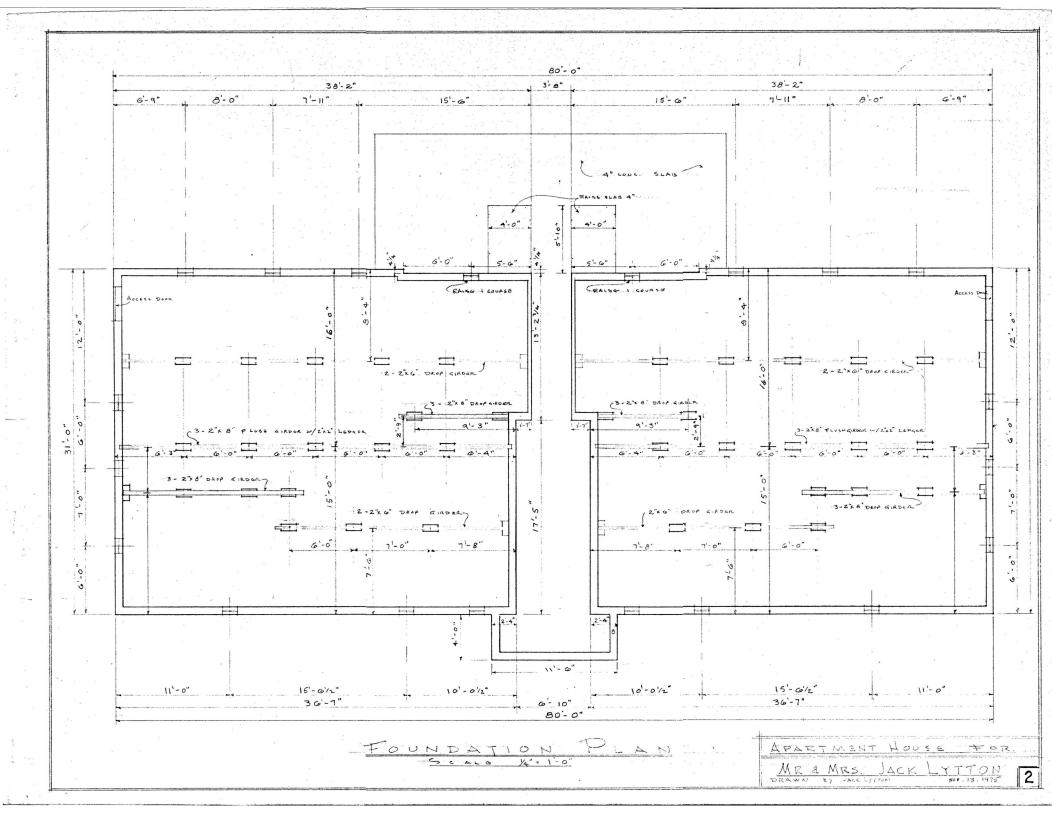


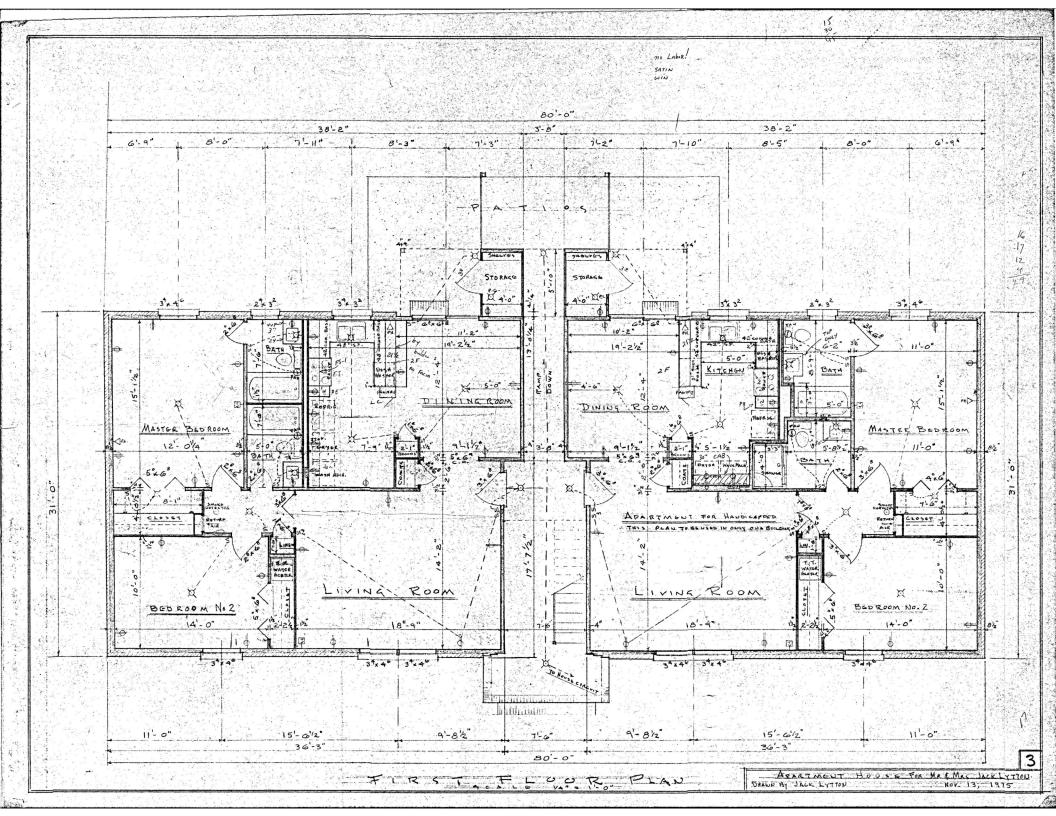


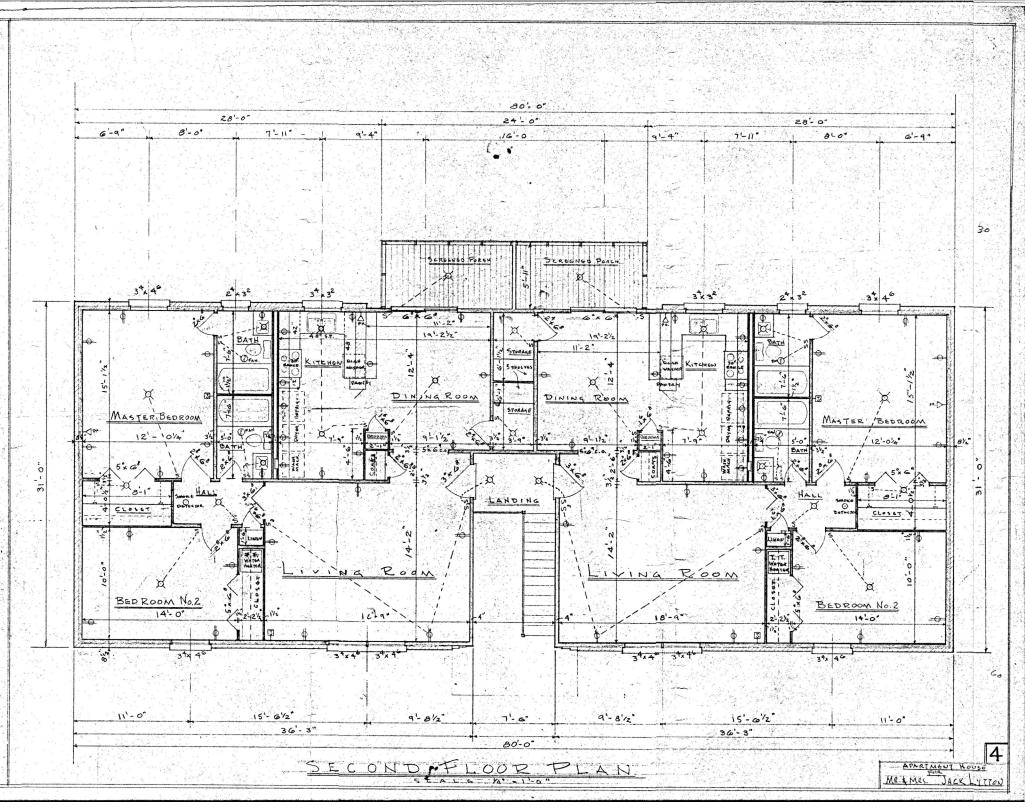












State State

Consistency and Reasonableness Statement

Map Amendments

Pursuant to N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-27 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals, land use policies, and strategies of the Comprehensive Plan:

Consistency

1. GOALS

ĠOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	x	
Goal #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LUP 1: Encourage growth in areas well-served by infrastructure and urban services.	X	
1.1 – This site is fully served by public utilities (water, sewer, electric) and does not require new infrastructure. The rezoning aligns with the Future Land Use Map, which designates the area for Low- and Medium- Density Residential uses.	x	
1.3: No extension is needed because this is an existing development with established utility connections. This rezoning avoids the costs associated with expanding service to undeveloped areas.	X	
1.6: The site is already developed and fully served by roads, sidewalks, water/sewer, and public services (police, fire, schools). The request does not involve additional strain on infrastructure.	x	
1.7: This rezoning supports logical urban infill by formalizing existing development within a contiguous residential area. It avoids leapfrogging into undeveloped or unserviced land, reinforcing compact city growth patterns.	x	
LUP 3: Encourage Redevelopment Along Underutilized Commercial Strip Corridors and Reinvestment in Distressed Residential Neighborhoods	X	
3.1: While the site is not targeted for redevelopment, it is a form of <i>context-sensitive infill</i> – a long-standing multifamily use in a predominantly single-family neighborhood. The conditional rezoning recognizes and stabilizes that use, aligning with infill goals that reduce development pressure on undeveloped land.	x	

 3.2: Using a conditional rezoning tool to acknowledge a long-existing use formally, the City is providing regulatory flexibility that helps the property remain viable while maintaining clear development standards. The unit cap condition preserves neighborhood character. Develop land use regulations that allow for diverse housing offerings – This rezoning supports housing diversity and prevents the displacement of multifamily tenants by ensuring zoning conformity. Create targeted opportunities for reinvestment – While no new investment is proposed, stabilizing the zoning lays the groundwork for future reinvestment and regulatory clarity. 	X	
3.3: The City uses a flexible zoning tool (MR-5/CZ) to preserve an existing multifamily site as part of a coordinated reinvestment strategy. While not a distressed property per se, it supports housing stability in an area where pressures to downzone or displace multifamily uses may exist.	x	
LUP 4: Create Well-Designed and Walkable Commercial and Mixed-Use Districts	X	, <u> </u>
 4.2: Partially Applies. While this sub-policy targets commercial/mixed- use design, its broader call for context-sensitive development and transitions between different uses does have conceptual relevance. The conditional rezoning preserves an existing multifamily residential use surrounded by lower-density zoning, and using a unit cap as a condition reflects a sensitive approach to scale and compatibility. <i>Transition in building scale between new buildings and neighborhoods</i> – The development already exists and maintains a compatible scale with the neighborhood. <i>Design that transitions between more and less intense uses</i> – The rezoning helps formalize and limit intensity at a level already integrated into the area. 	X	
LUP 6: Encourage Development Standards That Result in Quality Neighborhoods	X	
 6.1: Partially Applies. While the conditional rezoning does not involve new development, it contributes to maintaining an existing neighborhood's integrity and function. The rezoning supports quality design indirectly by: Preserving existing multifamily housing at a compatible scale. Preventing redevelopment or densification that could undermine infrastructure balance or neighborhood cohesion. The policy requiring sidewalks, open space, and tree cover does not directly apply to the site, as it has already been built out. 6.2: Partially Applies. Although no new buildings or site alterations are proposed, the continued residential use of the site as-is, with clear	X	
building orientation, visible entries, and open views from units, aligns with CPTED principles by:		

Ì

 Maintaining informal surveillance and "eyes on the street" Preserving the existing design and building spacing that already supports passive crime prevention. 		
LUP 7: Encourage a Mix of Housing Types for All Ages and Incomes	X	
7.1: The subject property has been a multifamily development for over 40 years. This rezoning formalizes that use and ensures its continued integration within a predominantly single-family area, helping to maintain housing diversity and providing options for different household types and income levels.	x	
 7.2: This site is designated as partially Medium-Density Residential on the Future Land Use Map. The apartments are moderate in scale and compatible in massing with the surrounding single-family and duplex structures. By limiting the number of units to the existing 32, the rezoning promotes context-sensitive housing diversity without increasing density or intensity. Smaller-lot housing types and multifamily units encouraged – The existing apartment complex falls within this category. Greater flexibility in setbacks and parking standards – The MR-5/CZ designation allows zoning flexibility that reflects the site's existing built form. Compatibility through design – The apartments have long coexisted with neighboring uses, indicating compatibility by experience. 	X	
7.3: While this application does not involve partnerships or affordable housing development, the site may qualify as Naturally Occurring Affordable Housing (NOAH) and could contribute to affordability goals by preserving lower-cost rental options.	x	
7.4: The rezoning is a form of neighborhood stabilization , as it protects existing housing stock from displacement due to zoning nonconformity. It also supports long-term rental housing availability and predictability, key components of maintaining stable, mixed-income neighborhoods.	X	

3. The Proposed amendment is consistent with the Future Land Use Map as follows:

X	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
X	As requested, the proposed designation would permit complementary uses on adjacent tracts.	OR	As requested, the proposed designation would permit uses incongruous to those existing on adjacent tracts.

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]

- X The proposed use(s) will benefit the surrounding community through size, physical conditions, and other attributes.
 - The amendment includes conditions that limit potential negative impacts on neighboring uses.
- X The proposed uses address the needs of the area and/or the City.
- X The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]

- X Improves consistency with the long-range plan.
- X Improves the tax base.
 - Preserves environmental and/or cultural resources.
- X Facilitates a desired kind of development.
- Х

Х

Provides needed housing/commercial area.

Additional comments, if any (write-in):

June 10, 2025

Date

nature sect K. Hight

Print

AGREEMENT TO AMENDED CONDITIONS OF CONDITIONAL ZONING

CASE NO.: P25-27

PROJECT NAME: Whitfield Apartments

PROPERTY OWNER(S): WMG Investments LLC

PROPERTY ADDRESS/REID: 230 Pinecrest Drive (0427452719000)

This Agreement confirms the property owner's acceptance of the amended conditions for the proposed conditional zoning request considered at the City of Fayetteville Zoning Commission meeting held on June 10, 2025.

The following conditions were amended and discussed during the meeting, and are hereby acknowledged and agreed to by the undersigned property owner(s):

1. Cap of 32 dwelling units (what currently exists on the property per the application)

2. Prohibition on uses other than multifamily (what is currently in operation on the property)

These conditions shall be binding on the current and future owners of the property and shall run with the land.

The undersigned property owner(s) affirm that they have the legal authority to agree to these conditions and understand that the conditional rezoning request will proceed to the next stage of review with the understanding that these amended conditions are part of the request.

Please sign and return this agreement to the Planning Department by June 13, 2025.

OWNER'S SIGNATURE: WMg Investments, LLC by Winifred Mc Buyde grammer NAME (Printed): WMg Investments, LLC by Winifred Mc Bryde Grammis DATE: June 11, 2025

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4701

Agenda Date	e : 6/23/2025	Version: 1	Status: Agenda Ready
In Control: City Council Regular Meeting File Type: C		File Type: Consent	
Agenda Number: 7.0A7			
TO:	Mayor and Members of City Council		
THRU:	Kelly Strickland - Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director		
FROM:	Demetrios Moutos - Planne	rl	
DATE:	June 23, 2025		
RE:			

Approve P25-28: A rezoning request from OI to LC at 5414 Yadkin Road (0408667440000), owned by Xiaodi Life Fehler Estate and Phillip L. Life Fehler Estate; represented by Phillip Fehler.

COUNCIL DISTRICT(S):

4 - D.J. Haire

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy • Objective 2.1 - To ensure a diverse City tax base

- Goal III: City invested in Today and Tomorrow
- · Objective 3.2 To manage the City's future growth and strategic land use.

Executive Summary:

The applicant has requested to rezone a 0.3-acre parcel at 5414 Yadkin Road in Fayetteville, North Carolina. The site is currently zoned Office and Institutional (O/I) and contains a freestanding building with a large parking area in both the front and rear. The proposed rezoning would change the designation to Limited Commercial (LC), allowing for a broader range of neighborhood-scale commercial uses. The subject property is situated along a segment of Yadkin Road characterized by a mix of zoning classifications, including O/I and LC districts. Nearby parcels contain a variety of office and commercial uses, and the applicant notes that the general trend along this corridor is shifting toward more intensive commercial activity, potentially

aligning with Community Commercial (CC) land use in the future.

The property is served by public water and sewer and has not been the subject of a rezoning application within the past five years. This request is not associated with an annexation.

The Zoning Commission voted unanimously (4-0) to recommend approval of the map amendment on June 10, 2025.

Background:

Owners: Xiaodi Fehler Life Estate and Phillip L. Fehler Life Estate Applicant: Phillip Fehler Requested Action: OI to LC REID #: 0408667440000 Status of Property: Developed - Commercial building with parking in the front and back

Size: ± 0.3 acres

Surrounding Land Use & Zoning:

- North: SF-10 Single-Family Residential
- · South: LC Vacant
- · East: OI Childcare
- · West: CC and LC Various Commercial

Letters Mailed: 212

Land Use Plans:

With the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the City of Fayetteville-and those within its Municipal Influence Area (MIA)-are guided by the land use policies and long-range development vision outlined in the Plan.

The subject property at 5414 Yadkin Road is designated as **Commercial Strip Redevelopment (CSR)**. This designation applies to aging or underutilized commercial corridors that present opportunities for revitalization through a more integrated mix of uses. The intent is to encourage redevelopment that blends moderate-density residential options with neighborhood-scale retail and service establishments, creating more walkable, economically vibrant, and aesthetically cohesive commercial areas. The current Office and Institutional (O/I) zoning allows for low-intensity office and institutional uses, often intended as a transitional zone between residential and higher-intensity commercial districts. While appropriate in specific contexts, the O/I designation is more limited in scope and is generally not aligned with the broader commercial reinvestment goals envisioned for CSR areas.

In contrast, the proposed Limited Commercial (LC) district better reflects the land use priorities established under the CSR classification. The LC district allows a broader range of moderate-intensity retail, service, and business uses, such as restaurants, drugstores, and specialty shops, designed to serve surrounding neighborhoods. It also encourages residential uses on upper floors, supporting the Plan's vision for more dynamic and mixed-use corridor redevelopment.

Rezonings in CSR-designated areas are expected to facilitate long-term investment by enabling greater land use flexibility while ensuring compatibility with surrounding residential development. In this case, the requested change from O/I to LC is consistent with the intended evolution of Yadkin Road into a more economically

diverse, pedestrian-friendly, and commercially active corridor.

Issues/Analysis:

History:

The subject property, identified as Ponderosa LO34 SE01 BLB PL0031-0017 and located at 5414 Yadkin Road (PIN 0408-66-7440), was most recently transferred by quitclaim deed on June 2, 2023. The transfer involved Phillip L. Fehler and Xiaodi W. Fehler, a married couple, conveying their interest in the property to Xiaodi Fehler as a single individual. The deed included the grantors' reservation of a life estate interest, allowing them to retain occupancy and control over the property for their lifetimes. The grantors acquired the property via a General Warranty Deed dated June 2, 2014, and recorded in Book 9441, Page 235 with the Cumberland County Register of Deeds. No recent map amendment applications have been filed for the parcel within the past five years, and the site has remained under consistent ownership during that time.

This history reflects a continuity of private ownership with a reserved life estate. During the most recent period of record, there is no evidence of major redevelopment, subdivision, or changes to the building footprint.

Surrounding Area:

The subject property is located along the Yadkin Road corridor, a transitional area characterized by a mix of residential, institutional, and commercial zoning districts. The site is currently zoned Office and Institutional (O/I) and developed with a freestanding commercial-style structure with surface parking in the front and rear.

To the **north**, the property is bordered by a Single-Family 10 (SF-10) residential district, consisting of established single-family homes. This reflects the area's historic residential character and underscores the importance of ensuring appropriate transitions between commercial and residential uses.

To the **south**, directly across the street, lies a vacant parcel zoned Limited Commercial (LC), indicating existing zoning support for future neighborhood-scale commercial development along this segment of Yadkin Road.

To the **east**, the adjacent parcel is zoned O/I and currently used as a childcare facility, demonstrating an existing institutional use consistent with the subject property's current zoning. However, this also suggests that the area is already transitioning toward a broader mix of service-oriented uses.

To the **west**, zoning transitions to Community Commercial (CC) and Limited Commercial (LC), with active commercial establishments that serve the surrounding neighborhoods. This mix of higher-intensity commercial zoning reflects the corridor's shifting from lower-intensity office and institutional uses toward more flexible and economically active commercial development.

The surrounding land use pattern supports the proposed rezoning to LC, which would align the property more closely with adjacent and nearby uses while facilitating incremental reinvestment consistent with the broader goals of the 2040 Future Land Use Plan.

Map Amendment (Rezoning):

Section 30- 2. C. 1 of Fayetteville's Unified Development Ordinance outlines the process for amending the Official Zoning Map through a rezoning (map amendment).

The City Council holds the authority to approve such amendments, which may be initiated by city boards, officials, or eligible applicants. Down-zoning initiated by third parties is prohibited without the written consent of affected property owners, in accordance with state law. Rezoning applications accompanied by applicant-proposed conditions are treated as Conditional Rezonings and follow a separate review process. The standard review process includes staff analysis, potential input from the Historic Resources Commission, a public hearing, recommendation by the Zoning Commission, and final consideration by the City Council. The Zoning Commission and the City Council must adopt a consistent statement confirming whether the proposed amendment aligns with city-adopted plans and a reasonableness statement justifying the decision based on compatibility, community needs, and environmental impact. Once approved, rezoning actions do not expire but are subject to future amendments. Straight Rezoning:

The applicant is requesting to rezone approximately 0.3 acres at 5414 Yadkin Road (PIN 0408-66-7440) from **Office and Institutional (O/I)** to **Limited Commercial (LC)**. The site contains an existing freestanding structure with surface parking in the front and rear, and no physical alterations to the building or site are proposed as part of this request. The applicant has provided written responses to the required rezoning criteria; these responses reflect the applicant's position and do not indicate staff's assessment.

In terms of consistency with adopted plans, the applicant believes the rezoning aligns with the City's long-term vision for the Yadkin Road corridor, which they describe as shifting from institutional and office uses toward more commercially oriented zoning, including Community Commercial (CC). While the applicant acknowledges that no recent changes in conditions necessitate the amendment, they assert that rezoning from O/I to LC will provide additional permitted uses to serve community needs better, citing changes in surrounding zoning patterns and growth along the corridor. The applicant argues that the LC district is compatible with nearby zoning and uses, referencing adjacent parcels zoned LC and CC to the west and south and a childcare facility to the east within an O/I zone. They state that the requested LC zoning would contribute to an orderly development pattern without introducing strip-style development, since the site already contains a freestanding building that will remain in place.

Regarding potential impacts, the applicant asserts the amendment would not create an isolated zoning district given the zoning diversity along Yadkin Road. They believe the change could improve property values and support local economic growth, without negatively impacting the natural environment, since no expansion or redevelopment is proposed and LC-permitted uses are generally non-intensive.

Overall, the applicant views the request as a modest step in line with the corridor's evolving character and consistent with the City's broader development goals for underutilized commercial areas.

Land Use Plan Analysis:

The 0.3-acre property at 5414 Yadkin Road is designated **Commercial Strip**

Redevelopment (CSR) on the City of Fayetteville's Future Land Use Map, adopted in May 2020. The CSR designation applies to older commercial corridors characterized by shallow lot depths, large expanses of parking, and aging infrastructure-areas the City has identified as priorities for reinvestment, adaptive reuse, and improved site design. These areas are intended to evolve into more vibrant, economically

productive, and walkable commercial environments.

The applicant's request to rezone the site from **Office and Institutional (O/I)** to **Limited Commercial (LC)** aligns with the intent of the CSR designation. The O/I district typically provides transitional buffering between residential and commercial areas and accommodates lower-intensity office and institutional uses. By contrast, the LC district allows for a wider variety of neighborhood-serving retail and service uses, including restaurants, shops, and small-scale service establishments-uses that support the kind of corridor reinvestment envisioned by the Plan.

The site is surrounded by a mix of residential and commercial zoning districts, including SF-10 to the north, LC and CC to the west and south, and O/I to the east. This mix reflects the transitional character of the Yadkin Road corridor. Reclassifying this site to LC would not only be consistent with surrounding zoning patterns but would also support the **Future Land Use Plan Goal #3**, which calls for encouraging redevelopment of strip commercial areas. The proposal also aligns with **LU-3.1** and **LU-3.2**, which promote the identification and targeted revitalization of aging commercial properties and facilitate land use flexibility and incentives to support redevelopment.

Additionally, the site has already been developed with a freestanding structure and is served by public water and sewer, satisfying **LU-1.6**, which encourages development in areas with existing infrastructure. No expansion or physical redevelopment is proposed, which minimizes any immediate adverse impacts to surrounding land uses or the environment.

The proposed rezoning supports the strategic reinvestment goals outlined in the Future Land Use Plan by facilitating land use flexibility within an aging commercial corridor and aligning the property's zoning with existing conditions and long-term planning objectives.

Consistency and Reasonableness Statements:

The proposed rezoning of approximately 0.3 acres at 5414 Yadkin Road from Office and Institutional (O/I) to Limited Commercial (LC) is consistent with the City of Fayetteville's Future Land Use Map and the policies outlined in the City's adopted comprehensive plan. The property is located within a designated **Commercial Strip Redevelopment (CSR)** area, which is intended to support reinvestment in aging or underutilized commercial corridors through more flexible zoning, higher-value land

uses, and improved design standards.

The proposed LC zoning aligns with multiple Future Land Use Goals, including Goal #1 (focus investment around infrastructure), Goal #2 (promote compatible economic development), and Goal #3 (encourage redevelopment of strip commercial areas). The property is already served by complete urban infrastructure, including public water and sewer, sidewalks, and emergency services, making it an appropriate candidate for infill development and corridor revitalization.

The request also supports several key Land Use Policies and Strategies. It is consistent with LU-1, which encourages growth in areas with existing infrastructure, and LU-2, which promotes strategic economic development by enabling a broader mix of neighborhood-serving uses. LU-3 is directly supported by activating a parcel within a CSR-designated corridor, removing regulatory barriers currently limiting reinvestment. LU-4 is partially supported by enabling future improvements to site design, and LU-5 is advanced through the corridor's potential to benefit from future gateway investments and aesthetic enhancements.

This amendment is considered reasonable and in the public interest because it supports reinvestment in an underutilized site, encourages more flexible and economically viable land use, and strengthens the commercial fabric of the Yadkin Road corridor. The proposed LC zoning would permit additional neighborhood-serving uses without introducing significant externalities or incompatible development patterns. It also reflects modern land use trends, facilitates a desired kind of corridor-oriented redevelopment, and can potentially improve the local tax base. While no physical changes are proposed, the rezoning creates a framework for future reuse or redevelopment in line with the City's long-range vision. Conclusion:

The applicant's request to rezone the 0.3-acre parcel at 5414 Yadkin Road from Office and Institutional (O/I) to Limited Commercial (LC) represents a context-sensitive response to the evolving character of the Yadkin Road corridor. The property's long-term stability under private ownership, its existing commercial-style development, and its strategic location within a mixed-zoning environment all support the appropriateness of the requested change. The surrounding land use pattern, including adjacent LC and CC zoning, further reinforces the compatibility of this request. As analyzed, the proposal aligns with the Commercial Strip Redevelopment designation in the Future Land Use Plan. It is consistent with key policy goals centered on infrastructure-supported growth, economic revitalization, and corridor reinvestment. No changes to the site are proposed at this time, and the rezoning would allow for a broader range of neighborhood-serving commercial uses in an area where such flexibility is already emerging as the norm. Accordingly, the request is both reasonable and in the public interest.

Budget Impact:

The proposed rezoning may result in a modest positive budget impact by enabling a broader range of taxable commercial uses that could increase property value and generate additional local revenue over time.

Options:

1. Approve as Presented (Recommended Action):

Based on the evidence presented, the City Council approves the proposed rezoning from Office and Institutional (O/I) to Limited Commercial (LC). The Council finds the request consistent with the City's adopted Future Land Use Plan and reasonable given the property's location within a designated Commercial Strip Redevelopment (CSR) area, as outlined in the attached Consistency and Reasonableness Statement.

2. Approve with a Reduction in Area:

- The City Council approves a modified version of the proposed rezoning, incorporating a reduction in the subject property's area. The Council finds that such a modification maintains consistency with the adopted Future Land Use Plan and may better address concerns related to scale, intensity, or proximity to residential uses, as reflected in an amended Consistency and Reasonableness Statement.
- 3. Approve to a More Restrictive Zoning District:

The City Council approves the rezoning to a more restrictive base zoning district than LC. The Council finds that a more limited commercial designation may be more appropriate for ensuring compatibility with adjacent residential and institutional uses, while still aligning with the general intent of the Commercial Strip Redevelopment designation, subject to an amended Consistency and Reasonableness Statement.

4. Deny the Application:

The City Council denies the proposed rezoning. Based on the evidence and testimony provided during the legislative hearing, the Council finds that the requested LC zoning is inconsistent with the Future Land Use Plan and does not adequately protect the character of nearby residential areas or promote the intended transitional land use objectives.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommend that the City Council approve the proposed map amendment from **Office and Institutional (O/I)** to **Limited Commercial (LC)** for the 0.3-acre property located at 5414 Yadkin Road (PIN 0408-66-7440), based on the following findings:

- **Policy Consistency:** The proposed rezoning is consistent with the City's adopted 2040 Future Land Use Plan (FLUP), which designates the site as part of a **Commercial Strip Redevelopment (CSR)** area. The LC district supports a broader range of neighborhood-serving commercial uses that align with FLUP policies to encourage reinvestment in aging corridors (LU-3), focus development in areas with existing infrastructure (LU-1), and promote strategic economic growth (LU-2). The rezoning is remarkably consistent with Goal #3, which encourages redeveloping and activating strip commercial areas with flexible and economically viable land uses.
- **Contextual Appropriateness:** The property is situated within a transitional corridor that includes a diverse mix of residential, commercial, and institutional uses. LC zoning is already established to the west and south of the site, while adjacent properties to the east and north are zoned O/I and SF-10, respectively. The proposed LC district would better align the zoning of this site with the evolving land use pattern of Yadkin Road and facilitate incremental reinvestment without introducing new construction or intensity.
- **Public Interest:** The rezoning would allow for a broader range of permitted uses that serve the surrounding neighborhood, without negatively impacting adjacent residential areas or public infrastructure. The site already contains a freestanding structure with existing utilities and access; no physical changes are proposed as part of this request. The rezoning supports the City's long-range planning goals by strengthening the corridor's commercial viability, enhancing predictability for property owners, and laying the groundwork for future site design and reinvestment improvements.

Attachments:

1. Plan Application

- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Consistency and Reasonableness Statement



Project Overview	#1717	7664
Project Title: Ponderosa LO:34	Jurisdiction: City of Fayetteville	
Application Type: 5.1) Rezoning (Map Amendment)	State: NC	
Workflow: Staff Review	County: Cumberland	

Project Location

Project Address or PIN: 5414 YADKIN RD (0408667440000) Zip Code: 28303

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 5414 YADKIN RD

General Project Information

Has the land been the subject of a map amendment application in the last five years?: No	Previous Amendment Approval Date:
Previous Amendment Case #:	Proposed Zoning District: LC
Acreage to be Rezoned: .3	Is this application related to an annexation?: No
Water Service: Public	Sewer Service: Public
 A) Please describe all existing uses of the land and existing structures on the site, if any: Currently the building is zoned O/I and has a large parking area in the front and back. Free standing building. 	existing uses of lands adjacent to and across the street

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

I believe the future use case (Plan) for Yadkin road to be moving to the CC or Comercial zoning, Moving from O/I to LC is a limited step and hopefully will be approved.

B) Are there changed conditions that require an amendment? :

No

C) State the extent to which the proposed amendment addresses a demonstrated community need.:

Yadkin road has grown over the years, Newer buildings are zoned differently than the old zoning for 5414 Yadkin road, by re zoning the building to LC there will be more permitted use cases that can serve the growing needs of the community while remaining unobtrusive.

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

Directly Across the street is a differently zoned building, just down the street a bit is a LC or CC zoned building, the request to change the zoning to LC is in line with Fayettevilles plans for future use.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.:

Time has changed, when first zoned the O/I was appropriate but over time Yadkin road has grown and changed, this request to move to a LC zoning is minimal to impact of the area while keeping with the growing needs of the community and will serve the people of the area.

F) State the extent to which the proposed amendment might encourage premature development.:

With Fayettevilles plan for Yadkin road, this change will be a step in the right direction and possibly encourage other businesses to rezone to the higher standard as well,

G) State the extent to which the proposed amendment results in strip-style commercial development.:

This change will not implant a strip-style development being the building structure is free standing and will not be altered.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.:

This should not cause an isolated zoning district being that there are a Variety of zoning on the street and in fact the change will be more inline with the Zoning of the area.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

There will not be a negative impact to the property values We believe the change will improve property values

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

Being that there will be no change to the building or parking area and the use cases of LC are gennerally not going to effect the natural environment.

Primary Contact Information

Contractor's NC ID#:

Project Owner Phillip Fehler

5414 Yadkin Rd Fayetteville, NC 28303 P:(910) 381-1341 phillipfehler@gmail.com

Property Owner Email: phillipfehler@gmail.com

Project Contact - Agent/Representative Phillip Fehler

5414 Yadkin Rd Fayetteville, NC 28303 P:(910) 381-1341 phillipfehler@gmail.com

As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number:

NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project:



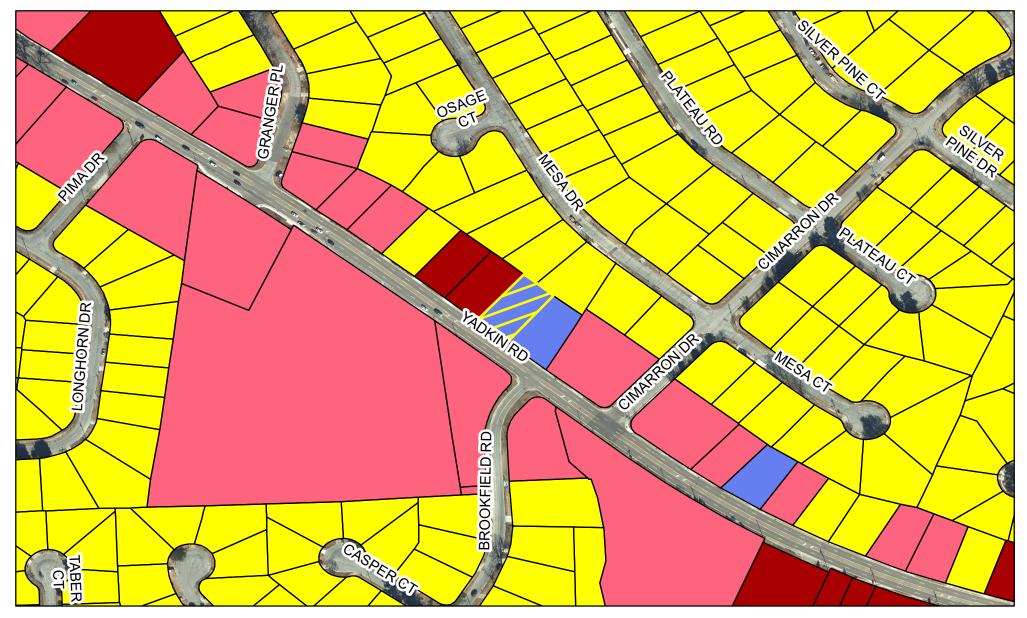
Aerial Case #: P25-28

REQUEST: Rezoning OI to LC

LOCATION: 5414 Yadkin Road 0408667440000



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Zoning Case #: P25-28

Case #: P25-28

REQUEST: Rezoning OI to LC

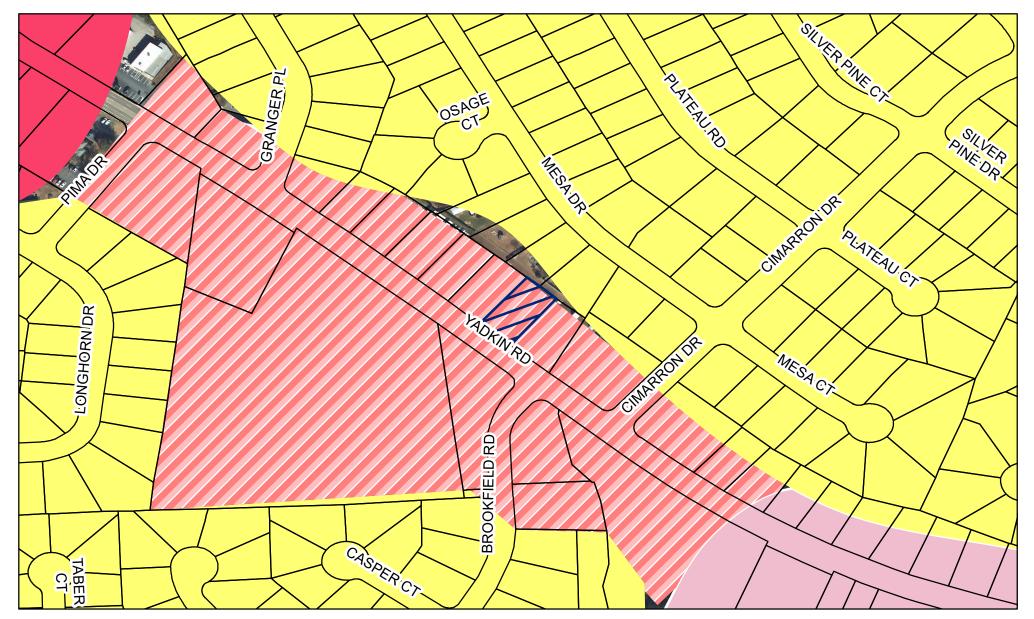
LOCATION: 5414 Yadkin Road 0408667440000



CC - Community Commercial LC - Limited Commercial

- OI Office & Institutional
- SF-10 Single-Family Residential 10

Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Future Land Use Case #: P25-28



LDR - LOW DENSITY

REQUEST: Rezoning OI to LC

LOCATION: 5414 Yadkin Road 0408667440000



NMU - NEIGHBORHOOD MIXED USE

CSR - COMMERCIAL STRIP REDEVELOPMENT



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.



Subject Property





Surrounding Properties



Consistency and Reasonableness Statement

Map Amendments

Pursuant to N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-28 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals, land use policies, and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	X	
GOAL #2: Promote compatible economic and commercial development in key identified areas	X	
GOAL #3: Encourage redevelopment of strip commercial areas	Х	
Goal #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LU-1: Encourage growth in areas well-served by infrastructure and urban services.		
• The subject site is located along a developed commercial corridor with existing public water and sewer service, road access, and emergency services —precisely the setting LU-1 aims to prioritize for infill development and reinvestment.	X	
1.2: Encourage more intense uses, greater mix of uses, and denser residential types in key focal areas		
 While this site is not located in a designated Regional Center or Neighborhood Mixed-Use area, it is within a Commercial Strip Redevelopment (CSR) corridor, which is similarly intended to support a more intensive mix of commercial and residential 	X	

uses. Rezoning to LC allows a broader range of retail and service		
options, contributing to this mix.		
1.6: Require adequate infrastructure to be in place before or in tandem with new development		
 This site already benefits from complete urban services, including roads, sidewalks, water/sewer, and emergency response, fulfilling this policy without requiring new infrastructure investments. 	X	
1.7: Encourage a logical progression of housing development and discourage leapfrog development		
 The rezoning supports infill development rather than sprawl. It advances a logical progression of land use along an existing urban corridor, reducing pressure to develop in less-serviced or peripheral areas. 	x	
LU-2: Encourage Strategic Economic Development	X	-
2.1: Encourage economic development in designated areas		
• The subject property lies along the Yadkin Road corridor, an area designated as Commercial Strip Redevelopment (CSR) . While not a formal employment center, the corridor is targeted for reinvestment and improved commercial vitality. Rezoning the property to LC would expand economic opportunities by permitting a wider range of neighborhood-serving retail and service uses, helping to stimulate small business growth.	x	
2.3: Coordinate with FCCEDC to promote business retention and redevelopment		
• This rezoning aligns with the intent to support local job creation and business retention by enabling more flexible commercial site use. While no active partnership with the FCCEDC is cited, allowing new tenants or small businesses to operate in an existing underutilized structure aligns with maintaining an inventory of viable business sites.	x	
2.5: Partner to determine specific uses that could be supported through adaptive reuse and redevelopment opportunities		
• Though no structural redevelopment is proposed, the rezoning to LC enhances the site's adaptive reuse potential , giving future owners or tenants the regulatory flexibility to introduce retail or service businesses that better meet current market demands. This supports long-term reinvestment and aligns with LU-2.5's focus on leveraging	x	

LU-3: Encourage Redevelopment along Underutilized Commercial Strip Corridors and Reinvestment in Distressed Residential Neighborhoods	x	
3.1: Examine and identify targeted redevelopment and infill areas		
• The Yadkin Road corridor is designated a Commercial Strip Redevelopment (CSR) area in the Future Land Use Map. The proposed rezoning directly supports the Plan's identification of this area as a candidate for reinvestment and adaptive reuse.	x	
3.2: Identify potential barriers for redevelopment and reinvestment and provide flexibility		
 Rezoning from O/I to LC reduces regulatory barriers to reinvestment by allowing a broader mix of neighborhood-serving commercial uses. This aligns with the Plan's goal to incentivize redevelopment through strategic regulatory changes, such as expanded permitted uses and site flexibility. 	x	
3.3 Coordinate efforts among departments to create synergistic opportunities for reinvestment		
 Although this rezoning request is not part of a coordinated redevelopment initiative, it aligns with the broader goals of public- private synergy by unlocking private investment potential in a corridor identified for long-term improvement. Future coordination (e.g., through small area planning or infrastructure improvements) could amplify the impact of rezoning. 	X	
LU-4: Create Well-Designed and Walkable Commercial and Mixed-Use Districts	X	
4.1: Ensure new development meets basic site design standards		
 While the applicant is not proposing redevelopment or site changes, the LC zoning district permits neighborhood-serving retail and service uses that, if and when redeveloped, could be held to higher-quality design standards. These standards typically include connected sidewalks, appropriate building materials, and landscaping buffers. Rezoning to LC creates the regulatory framework to apply these design improvements in future projects. 	x	
4.2: Encourage context-sensitive site design		
• The property's existing structure is a freestanding building with parking in front and back , typical of older strip commercial patterns. While not ideal from a walkability standpoint, LC zoning opens the door to more walkable and pedestrian-friendly uses and configurations in the future. This is especially important along the Yadkin Road corridor, which the Plan identifies as an area needing gradual transformation.	x	

.

LU-5: Improve Gateways	Х	
 5.1 Continue to require perimeter landscaping and planting islands in significant renovations and redevelopment along commercial corridors While this rezoning does not involve physical redevelopment, the 		
transition to LC zoning supports the long-term intent to improve corridor aesthetics and functionality by enabling commercial reinvestment. Future redevelopment or reuse under LC standards may be subject to updated landscaping and buffering requirements, contributing to incremental corridor enhancement.	Х	
5.2: Consider strategic investment in transportation and public realm improvements along gateway corridors		
 Yadkin Road is a secondary gateway into Fayetteville and connects to other major corridors. Rezoning to LC is aligned with the strategy of attracting investment to these corridors through more flexible land use policies. LC zoning supports increased activity and occupancy in underutilized commercial areas, complementing public realm investments such as sidewalks, bike lanes, landscaping, and transit connections. Additionally, LU-5.2 emphasizes using zoning updates as a tool to incentivize redevelopment and coordinate with transportation improvements. While this rezoning alone may not trigger infrastructure upgrades, it supports the broader plan by making the corridor more viable for reinvestment and, potentially, for prioritization in future streetscape projects or access management efforts. 	X	

3. The Proposed amendment is consistent with the Future Land Use Map as follows:

x	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
x	As requested, the proposed designation would permit complementary uses on adjacent tracts.	OR	As requested, the proposed designation would permit uses incongruous to those existing on adjacent tracts.

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]

Х	The proposed use(s) will benefit the surrounding community through size, physical conditions, and other attributes.
	The amendment includes conditions that limit potential negative impacts on neighboring uses.
Х	The proposed uses address the needs of the area and/or the City.
Х	The proposal adapts the zoning code to reflect modern land-use trends and patterns.
The an	nendment is also in the public interest because it: [select all that apply]
Χ	Improves consistency with the long-range plan.
Х	Improves the tax base.
	Preserves environmental and/or cultural resources.
X	Facilitates a desired kind of development.
Χ	Provides needed housing/commercial area.
Additic	onal comments, if any (write-in):

June 10, 2025

Date

Chair Signature

Robert K. Hight-٢

Print

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4697

Agenda Dat	e: 6/23/2025	Version: 1	Status: Agenda Ready
In Control:	City Council Regular Meeting		File Type: Consent
Agenda Nu	nber: 7.0A8		
TO:	Mayor and Members of City	Council	
THRU:	Kelly Strickland - Assistant Dr. Gerald Newton, AICF	City Manager P - Development Services Direct	or

- FROM: Heather Eckhardt, CZO - Planner II
- DATE: June 23, 2025

RE:

Approve P25-29: A request to rezone 3546 Braddy Road (9484789568000), consisting of 1.15 acres and owned by House Project LLC, from Agricultural Residential (AR) to Single Family Residential 15 (SF-15).

COUNCIL DISTRICT(S):

6 - Derrick Thompson

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy Objective 2.1 - To ensure a diverse City tax base

- Goal III: City invested in Today and Tomorrow
- Objective 3.2 To manage the City's future growth and strategic land use.

Executive Summary:

The applicant has requested to rezone 3546 Braddy Road from Agricultural Residential (AR) to Single Family Residential 15 (SF-15). The proposed rezoning will allow to property to be subdivided into three lots and a single-family house to be built on each lot.

Zoning Commission voted unanimously to recommend approval of the rezoning request at their June 10th meeting.

Background:

Owner: House Project LLC Applicant: Lori Epler of Larry King & Associates Requested Action: AR to SF-15 REID: 9484789568000 Status of Property: Single family house Size: 1.15 acres Adjoining Land Use & Zoning:

- North: AR Single family residential
- South: AR & NC Single family residential
- East: AR Single family residential
- · West: AR Single Family Residential

Letters Mailed: 76 NCDOT Projects: U-2519F - I-295 project

Land Use Plans:

With the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits as well as properties identified as being in the Municipal Influence Area (MIA) are subject to this plan. According to the Plan, it is recommended that this portion of the city should be developed as Low Density Residential. Low Density Residential calls for mainly single family residential with some accessory dwellings and occasionally duplexes or townhomes interspersed. Typically, one to four dwellings per acre and primarily suburban and auto-oriented in character.

Issues/Analysis:

History:

The subject property is located at the corner of Braddy Road and Eunice Drive. It contains a single-family residence and was originally platted in 1963 as Lots 13 and 14 in Section One of the Kingswood Subdivision. In 2015, the two lots were combined into a single 1.15-acre parcel.

Surrounding Area:

The subject property is located in the Kingswood Subdivision, north of King Road and east of I-295. The construction of I-295 has divided Kingswood into two sections. The subject property sits at one of the entrances to the portion of Kingswood separated by I-295 from the rest of the subdivision. Although the south side of King Road lies outside Fayetteville's jurisdiction, it is zoned Rural Residential, which is roughly equivalent to Fayetteville's Agricultural Residential zoning. The surrounding area is predominantly residential, featuring subdivisions like Kingswood as well as large lots with single-family homes.

Rezoning Request:

Land within the City is generally classified by the Unified Development Ordinance (UDO) to be within one of many base zoning districts. Land may be reclassified to one of several comparable zoning districts in accordance with Section 30-2.C.

Straight Zoning:

The request is for a rezoning from Agricultural Residential (AR) to Single Family

Residential 15 (SF-15).

The Single-Family Residential 15 (SF-15) District is established to accommodate principally single-family detached residential development at low densities

The reclassification of land to a base zoning district without conditions allows all of the uses that are shown on the Use Table taken from the UDO. The Zoning Commission may not consider conditions or restrictions on the range of allowable uses, use standards, development intensities, development standards, and other applicable regulations.

Land Use Plan Analysis:

According to the Future Land Use Map & Plan, it is recommended that this portion of the city should be developed as Low Density Residential. Low Density Residential calls for mainly single family residential with some accessory dwellings and occasionally duplexes or townhomes interspersed. Typically, one to four dwellings per acre and primarily suburban and auto-oriented in character.

Consistency and Reasonableness Statements:

The Future Land Use Plan also sets forth written goals, policies, and strategies. This application follows the City's strategic, compatible growth strategies and does meet the goals of the Land Use Plan found on the attached Consistency and Reasonableness form.

Conclusion:

The applicant's request to rezone the subject property from Agricultural Residential (AR) to Single Family Residential 15 (SF-15) is consistent with the City's 2040 Comprehensive Plan recommendations for Low Density Residential development. The rezoning will allow the existing 1.15-acre lot to be subdivided into three lots, facilitating the construction of three single-family homes. This proposal aligns with the surrounding residential character and supports the City's goals for compatible, low-density residential growth in this area. Based on these factors, the rezoning request is reasonable and appropriate for the subject property.

Budget Impact:

There is not an immediate budgetary impact but there will be an economic impact associated with this rezoning that will occur due to taxes collected in the future.

Options:

- Approval of the map amendment to SF-15 as presented based on the evidence submitted and finds that the rezoning is consistent with the Future Land Use Plan as demonstrated by the attached consistency and reasonableness statement (recommended)
- 2. Approval of the map amendment to a more restrictive zoning district based on the evidence submitted and finds that the map amendment would be consistent

with the Future Land Use Plan and an amended consistency statement.

3. Denies the map amendment request based on the evidence submitted and finds that the map amendment is inconsistent with the Future Land Use Plan.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommend that the City Council move to APPROVE of the map amendment to SF-15 based on the following:

• The proposed zoning map amendment does implement the policies adopted in the Future Land Use Plan (FLUP), and those policies found in the Unified Development Ordinance (UDO).

• The uses permitted by the proposed change in zoning district classification and standards apply to such uses are appropriate in the immediate area of the land to be reclassified due to the existing zoning and uses surrounding this property; and

• There are no other factors that will substantially affect public health, safety, morals, or general welfare.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Consistency and Reasonableness Statement



#1717701

Project Overview

Project Title: 3546 BRADDY RDApplication Type: 5.1) Rezoning (Map Amendment)Workflow: Staff Review

Jurisdiction: City of Fayetteville State: NC County: Cumberland

Project Location

Project Address or PIN: 3546 BRADDY RD (9484789568000) Zip Code: 28306

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 3546 BRADDY RD

General Project Information

Has the land been the subject of a map amendment application in the last five years?: No	Previous Amendment Approval Date:
Previous Amendment Case #:	Proposed Zoning District: SF15
Acreage to be Rezoned: 1.15	Is this application related to an annexation?: No
Water Service: Private	Sewer Service: Private
A) Please describe all existing uses of the land and existing structures on the site, if any: ONE EXISTING STRUCTURE	B) Please describe the zoning district designation and existing uses of lands adjacent to and across the street from the subject site.:
DEVELOPER/BUILDER WOULD LIKE TO SUBDIVIDE THE LOT AND ADD TWO LOTS AND HOUSES.	TO THE WEST AND NORTH IS AR AND IS BEING USED AS RESIDENTIAL. TO THE SOUTH IS AR AND NC AND IS BEING USED AS RESIDENTIAL. TO THE EAST (ACROSS THE STREET) IS AR AND IS BEING USED FOR RESIDENTIAL.

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

THE BUILDER INTENDS TO BUILD SINGLE FAMILY HOMES IN THIS LOCATION.

B) Are there changed conditions that require an amendment? : NO

C) State the extent to which the proposed amendment addresses a demonstrated community need.: THE NEED FOR AFFORDABLE HOUSING GREAT D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

MANY OF THE LOTS IN THIS NEIGHBORHOOD ARE 1/3 THE SIZE OF THIS PROPERTY. REDUCING THE LOT SIZES AND CRATING THREE HOMES WHERE THERE NOW IS ONE WILL MAKE THIS PROPERTY MORE COMPATIBLE WITH THOSE IN THE NEIGHBORHOOD.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.: THE PROPOSED CHANGE WILL FOLLOW THE EXISTING PATTERN OF THE NEIGHBORHOOD.

F) State the extent to which the proposed amendment might encourage premature development.: TO NO EXTENT.

G) State the extent to which the proposed amendment results in strip-style commercial development.: TO NO EXTENT WHATSOEVER.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.:

TO NO EXTENT. THERE ARE A GREAT NUMBER OF LOTS IN THE IMMEDIATE VICINITY ZONED SF15.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

TO NO EXTENT. IT MAY INCREASE THE VALUES OF SURROUNDING PROPERTIES.

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

THERE ARE NO SENSITIVE NATURAL ELEMENTS PRESENT.

Primary Contact Information

Contractor's NC ID#:

Project Owner JOSEPH WHITLEY HOUSEPROJECT LLC 985 DEMETER LANE HAPE MILLS, NC 28348 P:9107516581 HOUSEPROJECT@GMAIL.COM

Property Owner Email:

Project Contact - Agent/Representative LORI EPLER Larry King & Assoc. 1333 Morganton Road, Fayetteville Fayetteville, NC 28305 P:9104834300 LEPLER@LKANDA.COM

> As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number:

NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

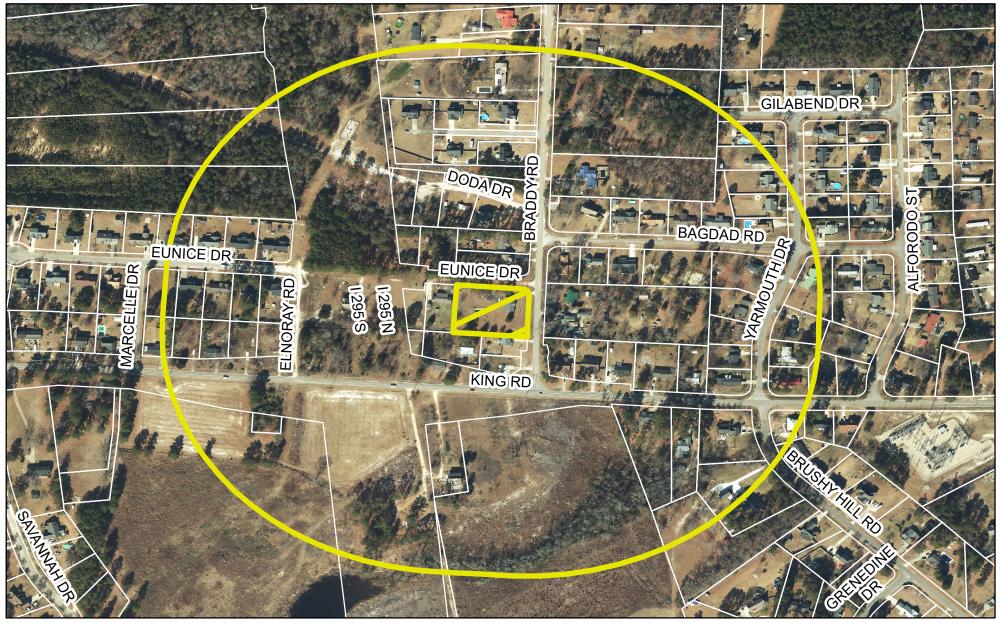
NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project:



Aerial Notification Map Case #: P25-29

Request: Rezoning Agricultural Residential (AR) to Single Family Residential 15 (SF-15)

Location: 3546 Braddy Road 9484789568000

Legend

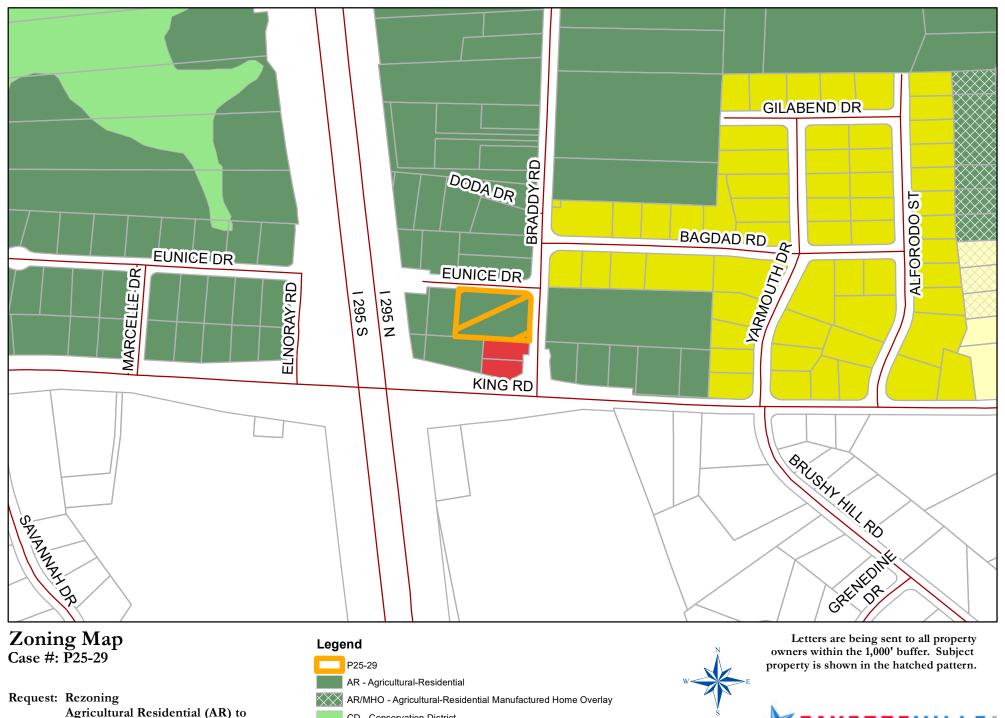
P25-29

P25-29 Notification Radius



Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.





Agricultural Residential (AR) to Single Family Residential 15 (SF-15)

Location: 3546 Braddy Road 9484789568000

- CD Conservation District
- NC Neighborhood Commercial
- SF-6 Single-Family Residential 6
- SF-6/MHO Single-Family Residential 6 Manufactured Home Overlay
- SF-15 Single-Family Residential 15





Land Use Map Case #: P25-29

Request: Rezoning Agricultural Residential (AR) to Single Family Residential 15 (SF-15)

Location: 3546 Braddy Road 9484789568000

Legend



Land Use Plan 2040

Character Areas

PARKOS - PARK / OPEN SPACE

OSS - OPEN SPACE SUBDIVISIONS

LDR - LOW DENSITY

Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.



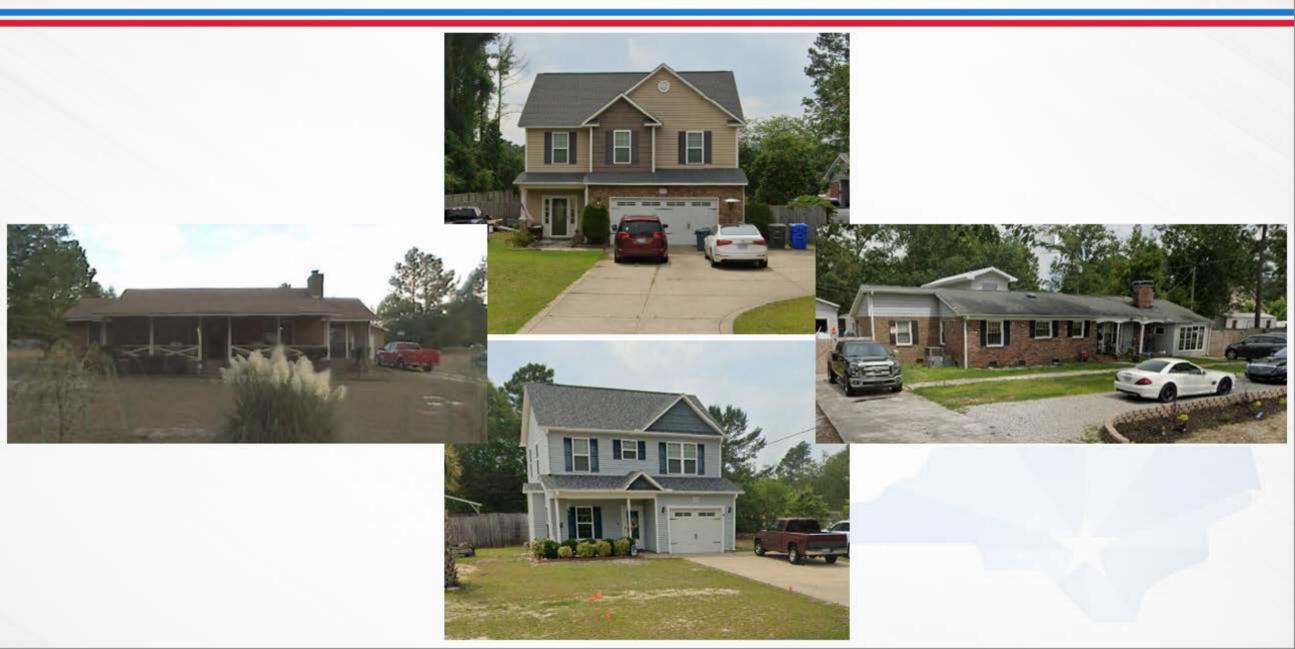








Surrounding Properties



Consistency and Reasonableness Statement

Map Amendments

Pursuant N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-29 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals and landuse policies and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	X	
GOAL #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LUP 1: Encourage growth in areas well-served by infrastructure and urban services, including roads, utilities, parks, schools, police, fire, and emergency services.	x	
1.2: Encourage more intense uses, greater mix of uses and denser residential types in key focal areas.	X	
LUP 3: Encourage redevelopment along underutilized commercial strip corridors and reinvestment in distressed residential neighborhoods	x	
3.2: Identify potential barriers for redevelopment and reinvestment and provide flexibility through modifications to development regulations while maintaining high standards.	x	
LUP 4: Create well-designed and walkable commercial and mixed use districts.	x	
4.1: Ensure new development meets basic site design standards	X	

3. The proposed amendment is consistent with the Future Land Use Map as follows:

х	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
X	The proposed designation, as requested, would permit uses that are complimentary to those existing on adjacent tracts.	OR	The proposed designation, as requested, would permit uses that are incongruous to those existing on adjacent tracts.

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]



Х

The size, physical conditions, and other attributes of the proposed use(s) will benefit the surrounding community.

The amendment includes conditions that limit potential negative impacts on neighboring uses.

The proposed uses address the needs of the area and/or City.

X The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]

X improves consistency with the long-range plan.

X improves the tax base.

preserves environmental and/or cultural resources.

X facilitates a desired kind of development.

X provides needed housing/commercial area.

Additional comments, if any (write-in):

June 10, 2025

Date

Chair Signature

Print

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4699

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A9

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Heather Eckhardt, CZO Planner II
- DATE: June 23, 2025

RE:

Approve P25-31: A request to rezone 401 Country Club Drive (0439426648000), consisting of 1.09 acres and owned by Hughley B. Spruill Sr. and Dorris Spruill, from Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6).

COUNCIL DISTRICT(S):

3 - Mario Benavente

Relationship To Strategic Plan:

Goal II: Responsive City Government Supporting a Diverse and Viable Economy · Objective 2.1 - To ensure a diverse City tax base

- Goal III: City invested in Today and Tomorrow
- Objective 3.2 To manage the City's future growth and strategic land use.

Executive Summary:

The applicant has requested to rezone 401 Country Club Drive from Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6).

Zoning Commission voted unanimously to recommend approval at their June 10th meeting.

Background:

Owner: Hughley B Spruill Sr and Doris Spruill Applicant: George Rose of George M. Rose, P.E. Requested Action: SF-10 to SF-6 REID: 0439426648000 Status of Property: Vacant Size: 1.10 acres Adjoining Land Use & Zoning:

- North: SF-10 Single family residential
- · South: SF-10 Vacant
- · East: SF-10 Vacant land, single family residential
- · West: SF-10 Single family residential

Letters Mailed: 184

Land Use Plans:

With the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits as well as properties identified as being in the Municipal Influence Area (MIA) are subject to this plan. According to the Plan, it is recommended that this portion of the city should be developed as Low Density Residential. Low Density Residential is intended for mainly single family residential with some accessory dwellings with occasional duplexes and townhomes interspersed. Lots will typically be one to four dwellings per acre. Primarily suburban and auto-oriented in character.

Issues/Analysis:

History:

The subject property is located on the south side of Country Club Road, just over a quarter mile from its intersection with Country Club Drive. Up until the early 2000's, there was a single family house located on the subject property.

Surrounding Area:

The surrounding area is primarily zoned Single Family Residential 10 (SF-10) and consists of mostly single family houses. Roughly one tenth of a mile to the west, there is the Northridge Park townhouse development. However, this section of Country Club Road is unique in that it is a major thoroughfare that carries traffic across town from the Skibo Road commercial corridor to the Ramsey Street commercial corridor

Rezoning Request:

Land within the City is generally classified by the Unified Development Ordinance (UDO) to be within one of many base zoning districts. Land may be reclassified to one of several comparable zoning districts in accordance with Section 30-2.C.

Straight Zoning:

The request is for a rezoning from Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6).

The Single-Family Residential 6 (SF-6) District is established and intended to accommodate principally single-family detached residential development at moderate densities that is designed to respond to environmental and site conditions. It also accommodates two- to four-family dwellings, single-family attached, and zero lot line development

The reclassification of land to a base zoning district without conditions allows all of the uses that are shown on the Use Table taken from the UDO. The Zoning Commission may not consider conditions or restrictions on the range of allowable uses, use standards, development intensities, development standards, and other applicable regulations.

Land Use Plan Analysis:

According to the Future Land Use Map & Plan, it is recommended that this portion of the city should be developed as Low Density Residential. Low Density Residential is intended for mainly single family residential with some accessory dwellings with occasional duplexes and townhomes interspersed. Lots will typically be one to four dwellings per acre. Primarily suburban and auto-oriented in character.

Consistency and Reasonableness Statements:

The Future Land Use Plan also sets forth written goals, policies, and strategies. This application follows the City's strategic, compatible growth strategies and does meet the goals of the Land Use Plan found on the attached Consistency and Reasonableness form.

Conclusion:

The proposed rezoning from SF-10 to SF-6 for the property at 401 Country Club Drive is consistent with the City's 2040 Comprehensive Plan, which allows for limited townhome development within Low Density Residential areas. The applicant's intent to construct a modest six-unit townhouse development on a 1.10-acre vacant parcel along a major thoroughfare aligns with the plan's goals for compatible, strategic growth and infill development. Given the site's context, nearby townhouse precedent, and potential to enhance housing variety without significantly impacting surrounding single-family neighborhoods, the request is reasonable and appropriate.

Budget Impact:

There is not an immediate budgetary impact but there will be an economic impact associated with this rezoning that will occur due to taxes collected in the future.

Options:

- Approval of the map amendment to SF-6 as presented based on the evidence submitted and finds that the rezoning is consistent with the Future Land Use Plan as demonstrated by the attached consistency and reasonableness statement (recommended)
- 2. Approval of the map amendment to a more restrictive zoning district based on the evidence submitted and finds that the map amendment would be consistent with the Future Land Use Plan and an amended consistency statement.
- 3. Denies the map amendment request based on the evidence submitted and finds that the map amendment is inconsistent with the Future Land Use Plan.

Recommended Action:

The Zoning Commission and Professional Planning Staff recommend that the City Council move to recommend APPROVE of the map amendment to SF-6 based on the following:

• The proposed zoning map amendment does implement the policies adopted in the Future Land Use Plan (FLUP), and those policies found in the Unified Development Ordinance (UDO).

• The uses permitted by the proposed change in zoning district classification and standards apply to such uses are appropriate in the immediate area of the land to be reclassified due to the existing zoning and uses surrounding this property; and

 \cdot There are no other factors that will substantially affect public health, safety, morals, or general welfare.

Attachments:

- 1. Plan Application
- 2. Aerial Notification Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Property Photos
- 7. Site Plan
- 8. Consistency and Reasonableness Statement



#1725310

		#1120010
Project Title: 401 Country Cllub Drive	Jurisdiction: City of Fayetteville	
Application Type: 5.1) Rezoning (Map Amendment)	State: NC	
Workflow: Staff Review	County: Cumberland	
Project Location		
Project Address or PIN: 401 COUNTRY CLUB DR	Zip Code: 28301	

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

(0439426648000)

Project Overview

Project Address: 401 COUNTRY CLUB DR

General Project Information	
Has the land been the subject of a map amendment application in the last five years?: No	Previous Amendment Approval Date:
Previous Amendment Case #:	Proposed Zoning District: SF6
Acreage to be Rezoned: 1.09	Is this application related to an annexation?: No
Water Service: Public	Sewer Service: Public
 A) Please describe all existing uses of the land and existing structures on the site, if any: Property is cleared of all trees and vacant. 	B) Please describe the zoning district designation and existing uses of lands adjacent to and across the street from the subject site.:
	Properties to the east, west, south and north (across Country Club Drive) are all zoned SF10. All adjacent land uses are single family residential on large tracts.

Amendment Justification - Answer all questions on this and all pages in this section (upload additional sheets as needed).

A) State the extent to which the proposed amendment is consistent with the comprehensive plan and all other applicable long-range planning documents.:

Comprehensive plan is for medium density residential. There are existing multi-family uses on nearby properties to the west. The large lots make the area suitable for multi-family development.

B) Are there changed conditions that require an amendment? :

Overall need for affordable housing has increased significantly over the last few years within the city limits and throughout Cumberland County. Change to SF6 allows full development of the lot while still leaving adequate open spaces and buffers to adjacent properties.

C) State the extent to which the proposed amendment addresses a demonstrated community need.:

Affordable housing is a stated community need.

D) State the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land, and why it is the appropriate zoning district for the land.:

Large vacant lots are adjacent to the subject property, with some currently for sale for development of medium-density housing. Development of the subject site with townhouses is compatible with the existing single-family in the area. Public water and sewer are available at the site.

E) State the extent to which the proposed amendment results in a logical and orderly development pattern.:

A townhouse project is cucrrently under construction at Northridge Park nearby to the west. The surrounding properties are large lots suitable for additional medium-density development to meet the community need for affordable housing.

F) State the extent to which the proposed amendment might encourage premature development.:

Any development of medium-density housing would meet a current community need and would not encourage premature development.

G) State the extent to which the proposed amendment results in strip-style commercial development.:

Residential townhomes are proposed for the site and the amendment would not result in strip-style development.

H) State the extent to which the proposed amendment results in the creation of an isolated zoning district unrelated to adjacent and surrounding zoning districts.:

There is other SF6-zoned property nearby to the west and nearby properties to the north across Country Club Drive are developed with townhouses. The proposed amendment is appropriate and compatible with the surrounding properties.

I) State the extent to which the proposed amendment results in significant adverse impacts on the property values of surrounding lands.:

New construction with higher per square foot sales prices would tend to increase the value of the surrounding older dwellings and vacant properties.

J) State the extent to which the proposed amendment results in significantly adverse impacts on the natural environment.:

Public water and sewer are availabe at the site. New development would be subject to UDO requirements for landscaping, open space, buffers and stormwater management so that there would be no adverse impacts on the natural environment.

Primary Contact Information

Contractor's NC ID#:

Project Owner Hughley Spruill

1716 Raynor McLamb Road Linden , NC 28356 P:910-850-2116 spruillconstruct@aol.com

Project Contact - Agent/Representative

George Rose George M. Rose, P.E. P.O. Box 53441 Fayetteville, NC 28305 P:910-977-5822 george@gmrpe.com

As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number:

NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

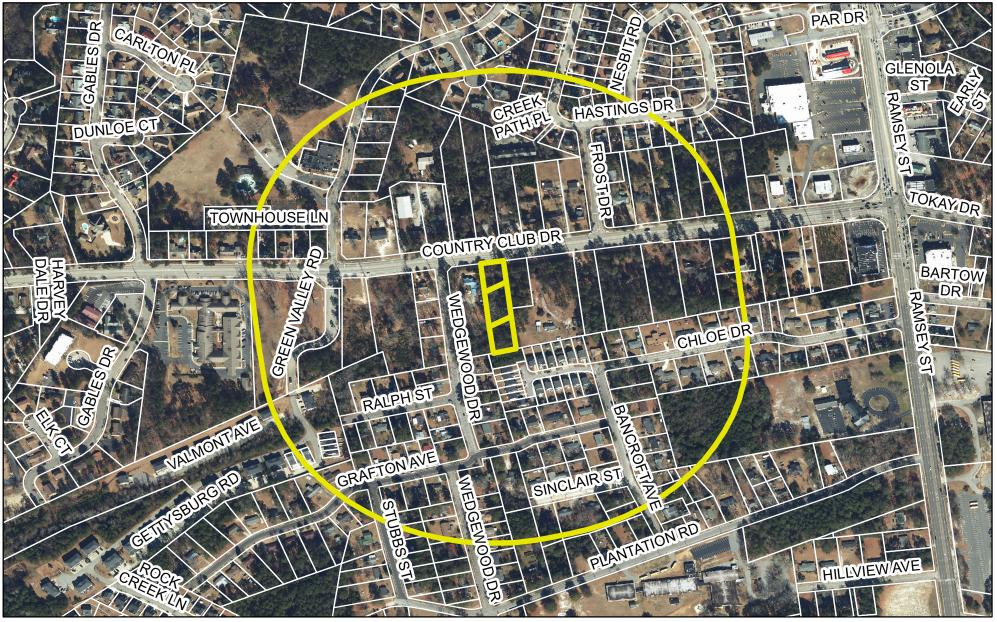
NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project: Engineer



Aerial Notification Map Case #: P25-31

Request: Rezoning

Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6)



P25-31

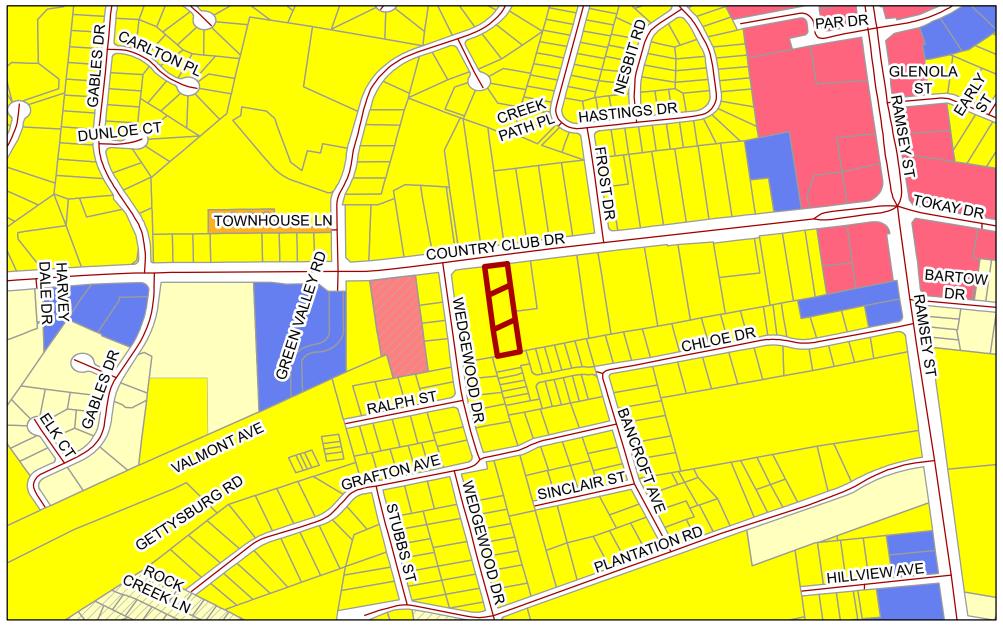
P25-31 Notification Radius



Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.



Location: 401 Country Club Drive



Zoning Map Case #: P25-31

Request: Rezoning

Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6)

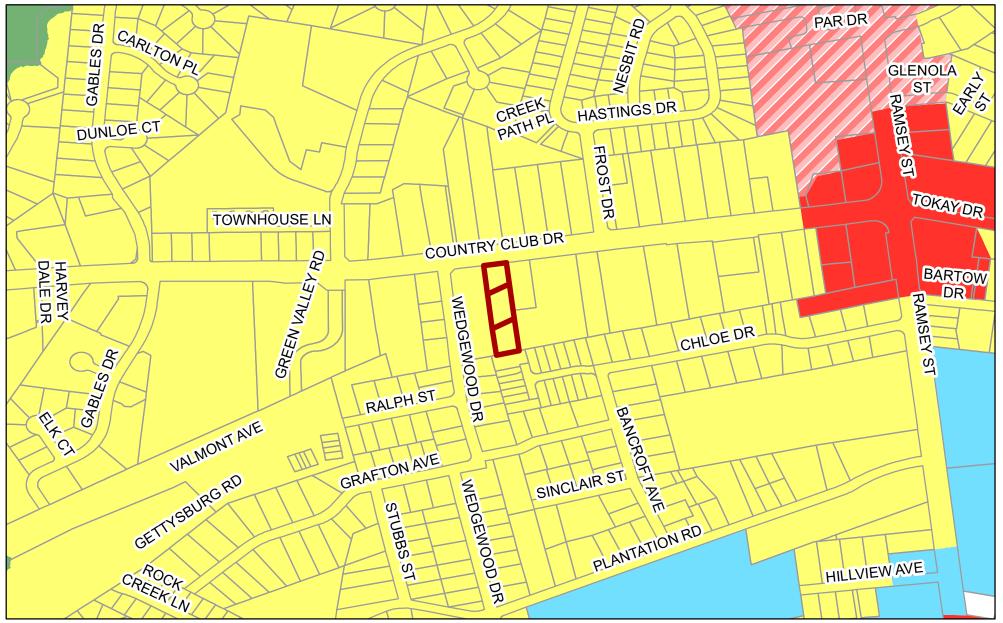
Location: 401 Country Club Drive

Legend



Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.





Land Use Map Case #: P25-31

Request: Rezoning

Single Family Residential 10 (SF-10) to Single Family Residential 6 (SF-6)

Location: 401 Country Club Drive

Legend

P25-31 Land Use Plan 2040 Character Areas PARKOS - PARK / OPEN SPACE LDR - LOW DENSITY MDR - MEDIUM DENSITY

- CSR COMMERCIAL STRIP REDEVELOPMENT
- HC HIGHWAY COMMERCIAL
- OI OFFICE / INSTITUTIONAL



Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.



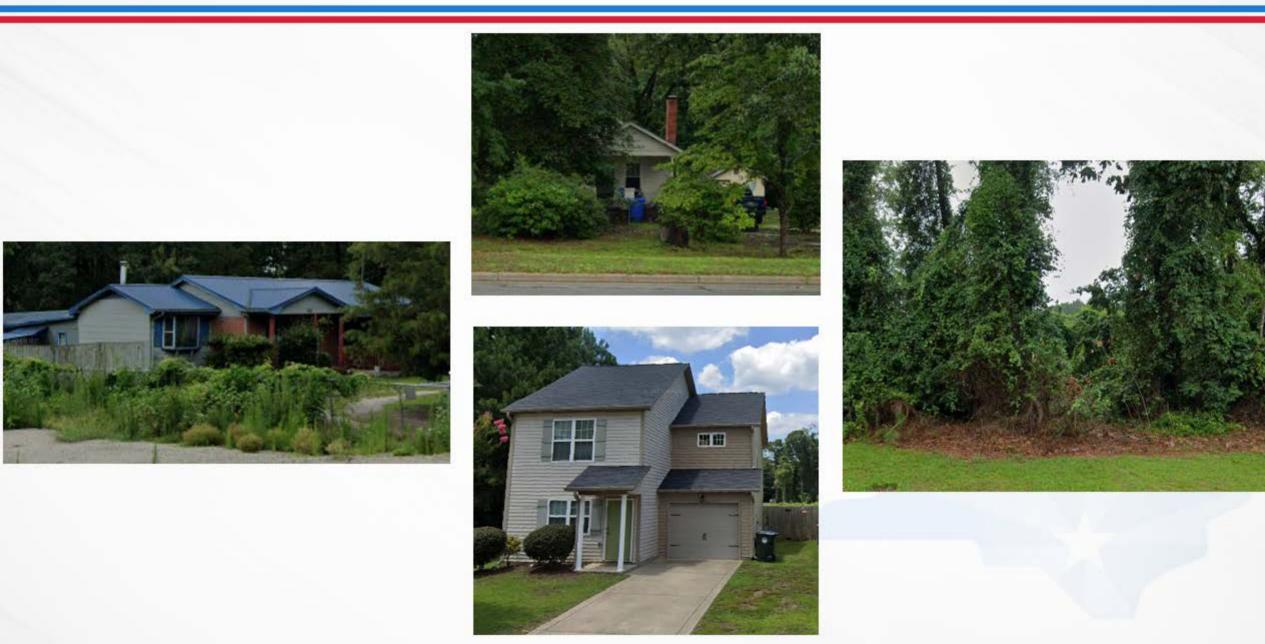








Surrounding Properties





35

80°23'24" W

100.46

PRELIMINARY PLAN RESIDENTIAL TOWNHOUSES SPRUILL PROPERTY

SCALE 1" = 40' ON 11X17 PAPER FEBRUARY 2025

Consistency and Reasonableness Statement

Map Amendments

Pursuant N.C.G.S. Sections 160D-604 and -605, the Zoning Commission finds that the proposed zoning map amendment in case P25-31 is consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals and land-use policies and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
GOAL #1: Focus value and investments around infrastructure and strategic nodes	x	
GOAL #4: Foster safe, stable, and attractive neighborhoods	X	

2. LAND USE POLICES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LUP 1: Encourage growth in areas well-served by infrastructure and urban services, including roads, utilities, parks, schools, police, fire, and emergency services.	x	
1.2: Encourage more intense uses, greater mix of uses and denser residential types in key focal areas.	x	
LUP 3: Encourage redevelopment along underutilized commercial strip corridors and reinvestment in distressed residential neighborhoods	x	
3.2: Identify potential barriers for redevelopment and reinvestment and provide flexibility through modifications to development regulations while maintaining high standards.	x	
LUP 4: Create well-designed and walkable commercial and mixed use districts.	x	
4.1: Ensure new development meets basic site design standards	X	

X	The proposed land use is consistent and aligns with the area's designation on the FLU Map.	OR	The proposed land use is inconsistent and does not align with the area's designation on the FLU Map.
x	The proposed designation, as requested, would permit uses that are complimentary to those existing on adjacent tracts.	OR	The proposed designation, as requested, would permit uses that are incongruous to those existing on adjacent tracts.

3. The proposed amendment is consistent with the Future Land Use Map as follows:

Reasonableness

The proposed zoning amendment is reasonable and in the public interest because it supports the polices of the Comprehensive Plan as stated above and the Strategic Plan as stated in the Staff Report, and because: [select all that apply]



Х

The size, physical conditions, and other attributes of the proposed use(s) will benefit the surrounding community.

The amendment includes conditions that limit potential negative impacts on neighboring uses.

The proposed uses address the needs of the area and/or City.

X The proposal adapts the zoning code to reflect modern land-use trends and patterns.

The amendment is also in the public interest because it: [select all that apply]

X improves consistency with the long-range plan.

X improves the tax base.

preserves environmental and/or cultural resources.

X facilitates a desired kind of development.

X provides needed housing/commercial area.

Additional comments, if any (write-in):

June 10, 2025

Date

Chair Signa

Print

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4715

Agenda Dat	e: 6/23/2025	Version: 1	Status: Agenda Ready	
In Control:	City Council Regular Meeting		File Type: Consent	
Agenda Number: 7.0A10				
TO:	Mayor and Members of City Council			
THRU:	Kelly Strickland - Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director			
FROM:	Craig Harmon, CZO - Senio	or Planner		

DATE: June 23, 2025

RE:

Approve SUP25-04: Order of Approval, Findings of Fact - Special Use Permit (SUP) to allow for the reduction in the separation requirement between public street right-of-way and an Ice House, located at 2726 Raeford Rd (REID # 0427217637000) and being the property, WIN-KAS NC LLC and project owner Davance Locklear Two Cams.

COUNCIL DISTRICT(S):

5 - Greene

Relationship To Strategic Plan:

Goal III: City Investment in Today and Tomorrow Objective 3.2: To manage the City's future growth and strategic land use

Executive Summary:

The City Council held an Evidentiary Hearing on May 27, 2025, regarding the issuing of a Special Use Permit (SUP) to reduce the 100-foot separation requirement between an Ice House located at 2726 Raeford Road and public right-of-way to approximately 85 feet, as shown on the attached site plan. The Council voted 9-0 to approve the SUP request

Background:

This Ice House is located in the Highland Centre shopping center, which is also home to Harris Teeter. The main business on the property in guestion is Hunan Garden. Its building has been on the property since prior to 1982 according to the Cumberland County GIS.

The Applicant is requesting a reduction in the 100-foot separation standards between an Ice House located at 2726 Raeford Road and public right-of-way. The Applicant's

request would reduce the separation down to approximately 85 feet.

Owner: WIN-KAS NC LLC Applicant: Davance Locklear Two Cams Requested Action: SUP - Reduction in separation between use and public right-of-way. Property Address: 2726 Raeford Rd Council District: 5 - Greene Status of Property: CC - Restaurant Size: Approximately 0.83 acres

Adjoining Land Use & Zoning:

- North CC: Highland Center strip center
- South CC: Chick-fil-a
- West CC: Panera Bread
- East CC: Highland Center strip center parking lot

Letters Mailed: 94

2022 Annual Average Daily Traffic: Raeford Road - 31,000

Land Use Plans:

Following the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits, as well as those in the Municipal Influence Area, are subject to its guidelines. The Plan recommends that this part of the city be developed as Highway Commercial - HC, which primarily includes high intensity nonresidential uses often near major intersections and highway interchanges (hotels, gas stations, big box retail, fast food). Redevelopment is not likely to include residential. Buffers for adjacent uses.

Additional Reviews:

A Technical Review Committee examination was conducted as part of the Special Use Permit process. As this is an existing use, the only comments were regarding the UDO issues being handled through this SUP process.

Issues/Analysis:

Surrounding Area:

The surrounding area consists of a mix of commercial uses including groceries, restaurants, retail, and gas stations. The Highland Center where this property is located is most known for having Harris Teeter as one of its tenants.

The Ice House in question was built in 2023. Compliance with Ordinance Requirements, all accessory uses and accessory structures shall conform to the applicable requirements of this Ordinance, including the district standards in Article 30-3: Zoning Districts, and the use regulations in Article 30-4: Use Standards, and the development standards in Article 30-5: Development Standards. The provisions of this section establish additional standards and restrictions for particular accessory uses and structures as follows.

Ice House

Ice houses of 50 square feet in size or larger shall comply with the following requirements:

1. Ice houses shall be located at least 100 linear feet from any public street right-of-way.

2. The ice house shall be surrounded with plantings (excluding any areas necessary for dispensing or servicing) on any side facing a public street or residentially- zoned land. Plantings shall be at least 36 inches in height at the time of planting.

3. Ice houses shall be served by a semi-circular parking and vehicular access area that removes the need for backing. In cases where the ice house is located within an established surface parking area, accessways shall be painted or otherwise designated.

4. Any signage shall have a maximum copy area of 16 square feet.

5. All roof-top mechanical equipment shall be screened.

6. Exterior lighting shall be provided in accordance with the standards in Section 30-5.E, Exterior Lighting.

7. A litter receptacle shall be provided, and shall be maintained in a sanitary condition.

8. Ice houses shall not be allowed as a primary use and shall be designed with an exterior closure that is similar to the primary structure on the site.

9. Existing ice houses in place prior to July 1, 2011 shall comply with these standards by July 1, 2014.

Special Use Permit Request:

The owner is requesting a reduction in the 100-foot separation standards between an Ice House and public right-of-way. The applicant's request would reduce the separation down to approximately 85 feet.

Use-specific standards are the requirements applied to individual use types regardless of the zoning district in which they are located or the review procedure by which they are approved. This section is intended to identify the use-specific standards for all principal uses identified in Table 30-4.A, Use Table, as subject to "additional requirements." These standards may be modified by other applicable requirements in this Ordinance.

These standards are not subject to a variance request. However, with the following exceptions or as explicitly stated in other sections of this ordinance, the separation standards may be reduced upon approval of a special use permit finding that the reduction in the separation standard does not increase negative impacts on surrounding uses and that there are specific characteristics that help minimize any negative impacts, such as natural or man-made features that create visual or physical separation between the uses. Consistent with standards for the procedure in Article 30-2.C.7 Administration - Special Use Permit, conditions may be attached to further minimize or prevent negative impacts, including limitations on hours of operation, maximum size, or range of activities.

Budget Impact:

This action should result in no increase in City Services.

Options:

1. City Council moves to approve the Findings of Fact as presented.

2. City Council moves to remand the Findings of Fact back to the City staff for specific changes.

Recommended Action:

Staff recommends that City Council approve the Findings of Fact as presented.

Attachments:

- 1. Application
- 2. Aerial Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Properties
- 6. Surrounding Properties
- 7. Site Plan
- 8. Separation Request Map
- 9. SUP25-04 Findings of Fact



Planning & Zoning 433 Hay Street Fayetteville, NC 28301 910-433-1612 www.fayettevillenc.gov

#1685972

Project Overview

Project Title: Ice Machine at 2726 Raeford Rd Application Type: 5.3) Special Use Permit Workflow: Staff Review Jurisdiction: City of Fayetteville State: NC County: Cumberland

Notice Regarding Special Use Permit Procedural Process

Special Use Permit

Dear Applicant,

Thank you for applying for a Special Use Permit with the City of Fayetteville. The City Council's decision shall be based on written and sworn oral evidence presented at the evidentiary hearing. This application MUST BE COMPLETE, thorough responses must be provided. Incomplete applications and responses will not be accepted. The procedures you MUST follow are found in the Unified Development Ordinance (UDO) Sections 30-2.C.7., Special Use Permit, and 30-2.B.14., Public Evidentiary Hearing Procedures.

Pursuant to Section 30-2.C.7.d.7.a.2 of the UDO, the Special Use Permit shall automatically expire if a Building Permit for the development authorized by the Special Use Permit is not obtained within one year after the date of issuance or if the development authorized by the Special Use Permit is discontinued and not resumed for a period of one year, unless otherwise specified by City Council.

If you have any additional questions, please contact the Planning & Zoning Division at 910-433-1612 to speak with a Professional Planner.

If you would like a copy of the above text, you can download a copy here.

Please enter your full name in the space below to confirm your acknowledgement of the above statement and to confirm that you are the owner or owner's representative and you have the authority to apply for this permit.

Enter Your Full Name Here: Davance Locklear

Project Location

Project Address or PIN: 2726 RAEFORD RD (0427217637000)

Zip Code: 28303

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 2726 RAEFORD RD

Is the proposed project for a cell tower?: No

A) Provide a written description of the proposed special use, including summary of existing uses and the proposed use/activity in detail. :

Im applying for a special use permit to reduce the setback requirements for an ice machine located at 2726 Raeford Rd. The ice machine has been operational for 17 months. It fails to meet setback requirements by 14ft. The required setback is 100ft and we have 86ft. If the SUP is not approved it would require a substantial expense to move the box 14 feet. The machine is set back further than the existing restaurant in the same commercial lot. All other requirements have been met.

B) Please provide a description of the Zoning District designations and existing uses on adjacent properties, including across the street.:

The ice machine is currently located in the existing parking lot of a restaurant in commercial lot. Its surrounded by commercially zoned properties on all sides and across Raeford Rd.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 1 - The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;:

Im applying for a special use permit to reduce the setback requirements for an ice machine located at 2726 Raeford Rd. The ice machine has been operational for 17 months. It fails to meet setback requirements by 14ft. The required setback is 100ft and we have 86ft. If the variance isnt granted that would require a substantial expense to move the box 14 feet. The machine is set back further than the existing restaurant in the same commercial lot. All other requirements have been met.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 2 - The special use will be in harmony with the area in which it is located;:

The ice machine is currently located in commercial lot and is in line with other retail businesses in the area.

The ice machine has been operational for 17 months. It fails to meet setback requirements by 14ft. The required setback is 100ft and we have 86ft. If the variance isnt granted that would require a substantial expense to move the box 14 feet. The machine is set back further than the existing restaurant in the same commercial lot. All other requirements have been met.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 3 - The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;:

The ice machine has been operational for 17 months. It fails to meet setback requirements by 14ft. The required setback is 100ft and we have 86ft. If the variance isnt granted that would require a substantial expense to move the box 14 feet. The machine is set back further than the existing restaurant in the same commercial lot. All other requirements have been met. We feel that its current location and being set back from the existing structure in parking lot, the lce machine poses no risk.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 4 - The special use is in general conformity with the City's adopted land use plans and policies; We are in conformity with the citys land use plans. We are a vending machine that sales ice at a discounted rate to the public community. The ice machine has been operational for 17 months. It fails to meet setback requirements by 14ft. The required setback is 100ft and we have 86ft. If the variance isnt granted that would require a substantial expense to move the box 14 feet. The machine is set back further than the existing restaurant in the same commercial lot. All other requirements have been met.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 5 - The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and:

The ice machines doesnt injure the value of surrounding land. We feel it enhances the attractiveness to the surrounding businesses. Our existing customers will be customers of the surrounding businesses due to proximity.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 6 - The special use complys with all other relevant City, State, and Federal laws and regulations?: Yes, the machine has stamped approved plans from an engineer. The plans ensure we are in compliance with all city, state, and federal law.

Primary Contact Information

Contractor's NC ID#:

Project Owner

Davance Locklear Two Cams 2603 Cherry Plum Dr FAYETTEVILLE, NC 28306 P:9108138696 davance.locklear@gmail.com

Project Contact - Agent/Representative

Davance Locklear Two Cams 2603 Cherry Plum Dr FAYETTEVILLE, NC 28306 P:9108138696 davance.locklear@gmail.com Property Owner Email: Davance.locklear@gmail.com

Project Contact - Primary Point of Contact for the
Unlicensed Contractor (under \$40,000 of total construction
interaction (\$40
Davance Locklear
Two Cams
2603 Cherry Plum Dr
FAYETTEVILLE, NC 28306
P:9108138696
davance.locklear@gmail.comAs
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As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. : Yes

NC State General Contractor's License Number:

NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

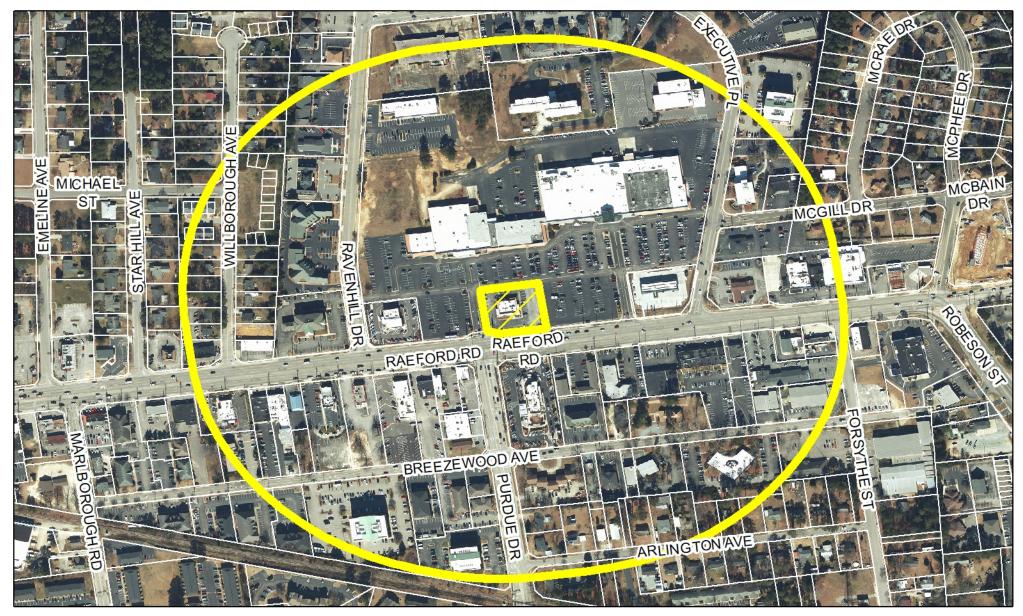
NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project: Unlicensed Contractor



Aerial Case #: SUP25-04

REQUEST: Reduction in separation from right-of-way and Ice House

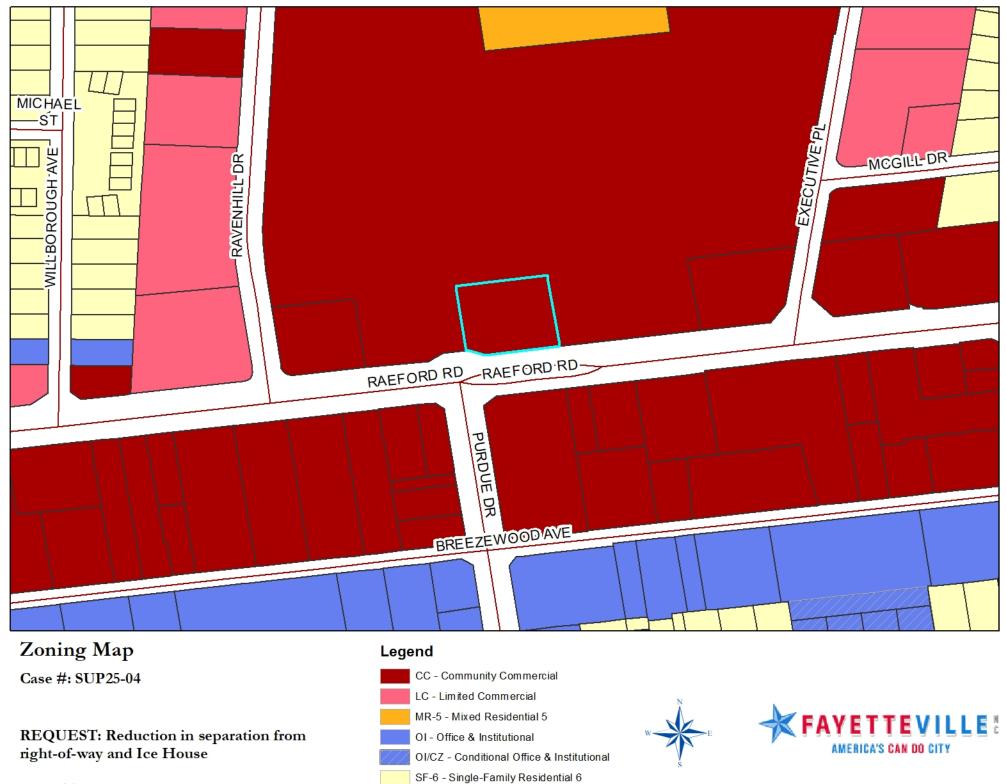


1,000 Foot Notification Area

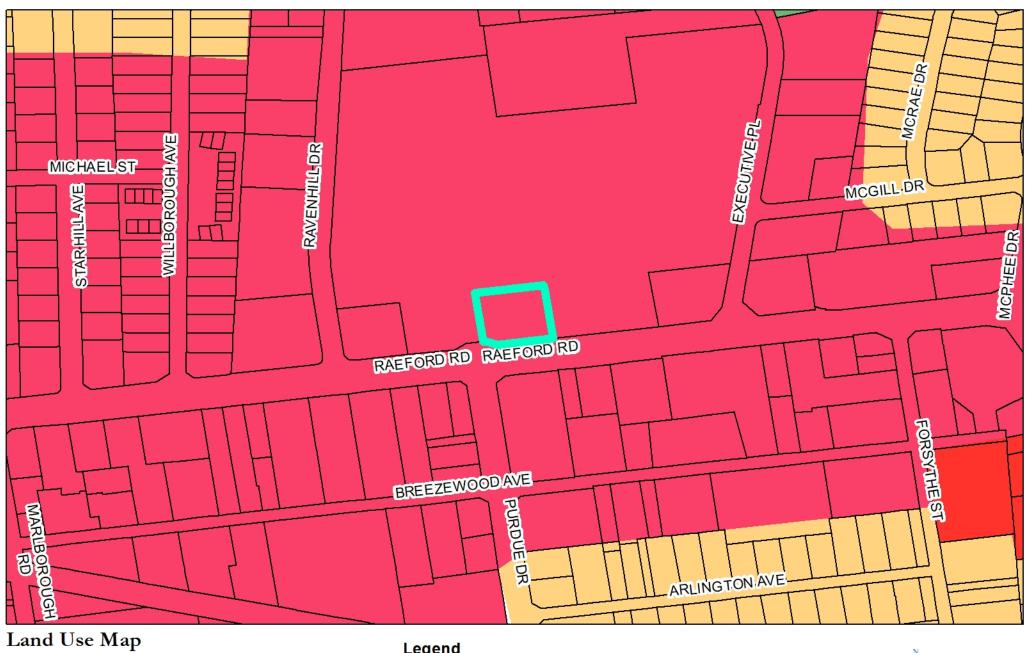
Ν

Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.

LOCATION: 2726 RAEFORD RD



LOCATION: 2726 RAEFORD RD



Case #: SUP25-04

REQUEST: Reduction in separation from right-of-way and Ice House

LOCATION: 2726 RAEFORD RD

Legend

Land Use Plan 2040

Character Areas

PARKOS - PARK / OPEN SPACE

MDR - MEDIUM DENSITY

CC - COMMUNITY CENTER

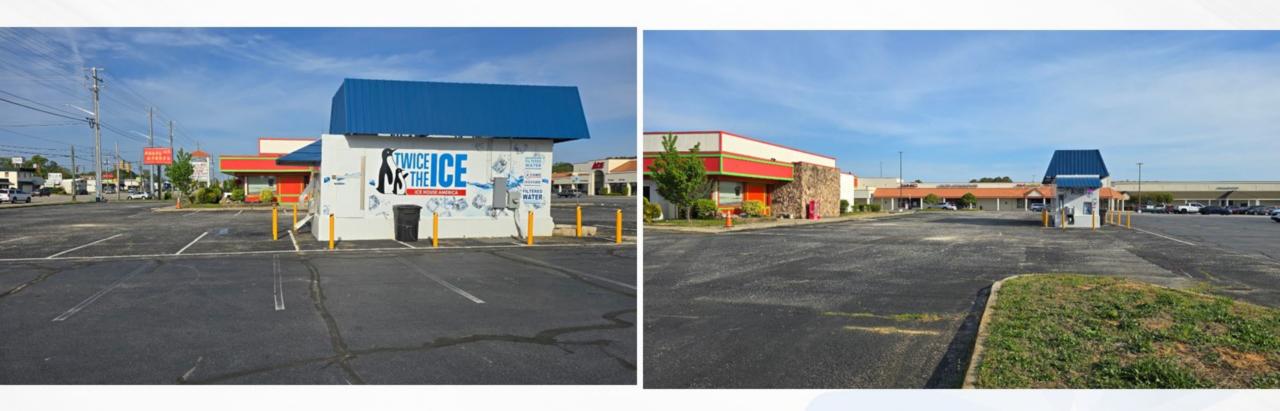
HC - HIGHWAY COMMERCIAL







Subject Properties





Surrounding Properties













SITE PLAN

Address: 2726 RAEFORD RD FAYETTEVILLE, NC 28303

Assessor's Parcel Number: 0427-21-7637

Parcel Area: o.83 Acres

Land Use: COMMERCIAL RESTAURANT, BAR, FOOD SERVICES

Zoning: CC

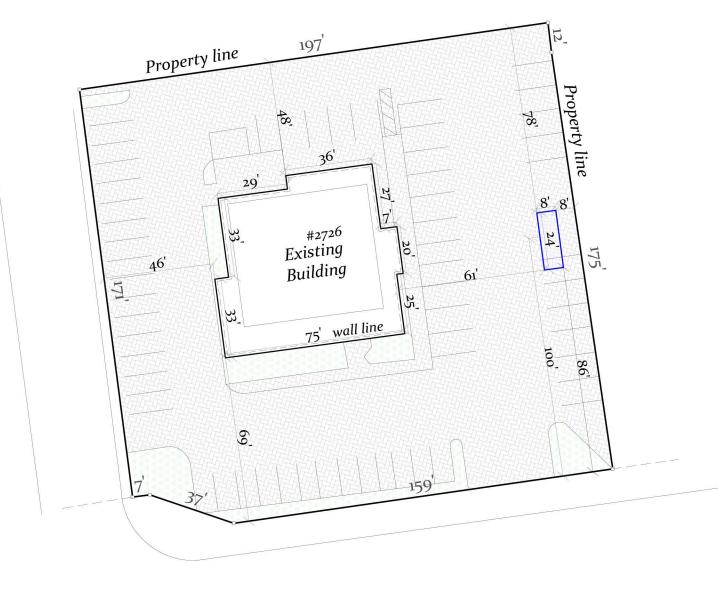
Legal Description: 2726 RAEFORD RD (0.77 AC)

Subdivision: RAEFORD RD/ROBESON TO EXP WAY

Owner: WIN-KAS NC LLC

 $\frac{\text{Paper size \& scale:}}{11"x \ 17"; \ 1"=40'}$

Date: April, 2025



RAEFORD RD





Scale: 1"=40' Paper size: 11"x 17"

Legend

- Property line Topography line Wall line

 - Roof line
 - Retaining wall
 - Fence
 - Proposed addition

80'

Disclaimer

0

20'

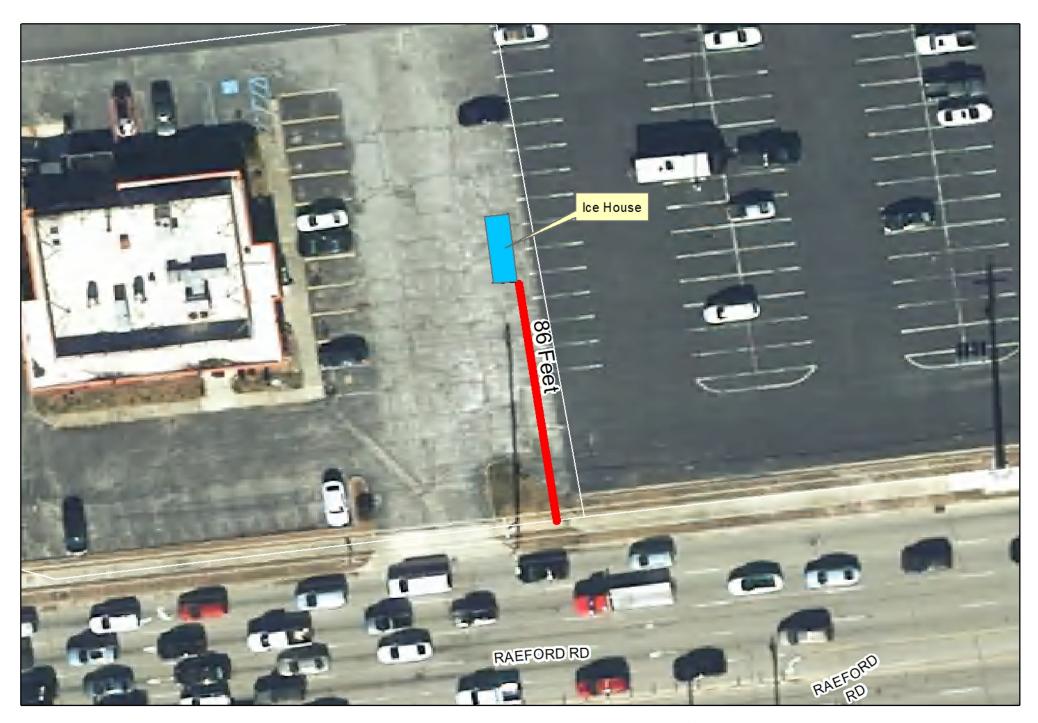
This is not a Legal Survey, nor is it intended to be or replace one.

These measurements are approximate and are for illustrative purposes only.

This work product represents only generalized location of features, objects or boundaries and should not be relied upon as being legally authoritative for the precise location of any feature, objects or boundary.

Graphic scale

40'



Separation Request Case #: SUP25-04

CITY OF FAYETTEVILLE STATE OF NORTH CAROLINA ORDER TO APPROVE A SPECIAL USE PERMIT The issuance of a Special Use Permit to allow for the reduction in the separation requirement between public street right-of-way and an Ice House, located at 2726 Raeford Road.

SUP 25-04

Property Address:	2726 Raeford Rd
Tax Map Number:	REID #s 0427217637000
Property Owner:	WIN-KAS NC LLC

The City Council for the City of Fayetteville, NC, held an evidentiary hearing on May 27, 2025, to consider a Special Use Permit request filed by Davance Locklear of Two Cams ("Applicant"), on behalf of, WIN-KAS NC LLC ("Property Owner"), to issue a Special Use Permit to allow the reduction of the separation requirement between public street right-of-way and an Ice House at 2726 Raeford Road, Fayetteville, NC ("Subject Property"). The Subject Property is presently zoned as Community Commercial (CC).

On May 15, 2025, a notice of evidentiary hearing was mailed to the Property Owner and all the owners of property within 1,000 feet of the Subject Property. On May 13, 2025, a notice of evidentiary hearing sign was placed on the Subject Property. On May 16 and 23, 2025, a notice of evidentiary hearing advertisement was placed in the legal section of *The Fayetteville Observer.*

Having considered all of the sworn testimony, evidence, and oral arguments submitted at the hearing by the parties, the City Council makes the following FINDINGS OF FACT and CONCLUSIONS OF LAW:

Findings of Fact

1. WIN-KAS NC LLC is the Property Owner of property zoned Community Commercial (CC) located 2726 Raeford Road, which contains approximately 0.83 acres in the City of Fayetteville, NC.

2. The Subject Property is currently zoned Community Commercial (CC) and has an Ice House and Restaurant on it.

3. The Property Owner/Applicant seeks to reduce the required 100-foot separation from Ice Houses and public rights-of-way.

4. The Applicant filed a timely application for a Special Use Permit on behalf of the Property Owner on April 11, 2025.

5. The City of Fayetteville adopted the Unified Development Ordinance (UDO), codified under Chapter 30 of the City Code, to establish that "This Ordinance

consolidates the City's zoning and subdivision regulatory authority as authorized by the North Carolina General Statutes . . . ".

6. Chapter 30, Article 30-4, Section 30-4.D.3.k. allows an Ice House to operate inside of 100 feet from a public street right-of-way with the approval of a Special Use Permit.

a. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including Section 30-4.D.3.k., Ice House, as the Property Owner seeks to operate an ice house on its property pursuant to Section 30-4.D.3.k.

Ice houses of 50 square feet in size or larger shall comply with the following requirements:

- 1. Ice houses shall be located at least 100 linear feet from any public street right-of-way.
- 2. The ice house shall be surrounded with plantings (excluding any areas necessary for dispensing or servicing) on any side facing a public street or residentially- zoned land. Plantings shall be at least 36 inches in height at the time of planting.
- 3. Ice houses shall be served by a semi-circular parking and vehicular access area that removes the need for backing. In cases where the ice house is located within an established surface parking area, accessways shall be painted or otherwise designated.
- 4. Any signage shall have a maximum copy area of 16 square feet.
- 5. All roof-top mechanical equipment shall be screened.
- 6. Exterior lighting shall be provided in accordance with the standards in Section 30-5.E, Exterior Lighting.
- 7. A litter receptacle shall be provided and shall be maintained in a sanitary condition.
- 8. Ice houses shall not be allowed as a primary use and shall be designed with an exterior closure that is similar to the primary structure on the site.
- 9. Existing ice houses in place prior to July 1, 2011 shall comply with these standards by July 1, 2014.
- The Subject Property is part of the Highland Center shopping mall and contains Hunan Garden and the subject Ice House. The present

Property Owner will follow all standards and conditions required by City ordinances.

- b. The special use will be in harmony with the area in which it is located, as an Ice House is a permitted use in CC zoning but requires a SUP to reduce its separation from adjoining property lines. The proposed special use will fit with the area as it is surrounded by a parking lot and commercial businesses.
- c. The special use will not materially endanger public health or safety if located where proposed and developed according to the plans that were submitted to and approved by the City. The Subject Property will not materially endanger the public health and safety because it is in a parking lot with abundant ingress and egress.
- d. The subject property was previously approved for the construction of an Ice House in a commercial zoning district.
- e The special use will not substantially injure the value of the abutting land, and the use is a public necessity because the use is already constructed and has been in business for 17 months.
- f. The special use complies with all other relevant City, State, and Federal laws and regulations since the Property Owner will be required to comply with all applicable laws and regulations.

7. The Special Use Permit applies to the entire Subject Property currently zoned Community Commercial (CC) located at 2726 Raeford Road.

8. The City's Unified Development Ordinance (UDO) requires that the Property Owner adhere to all City, State, and Federal requirements. Compliance with the required regulations will ensure that the surrounding properties are not harmed by this type of use.

9. An approved special use expires after 12 months if work has not commenced, or permits have not been obtained or if the approved activity by the Special Use Permit is discontinued and not resumed for a period of one year.

Conclusions of Law

1. The City of Fayetteville adopted the Unified Development Ordinance (UDO), codified under Chapter 30 of the City Code, to consolidate the City's zoning and subdivision regulatory authority as authorized by the North Carolina General Statutes . . . " See City Code, Chapter 30.

2. The application on behalf of WIN-KAS NC LLC was timely, notice was properly given, and an evidentiary hearing was held by the City of Fayetteville's City Council in compliance with the laws of North Carolina.

3. The Property Owner shall adhere to all City, State, and Federal requirements.

4. All of the general and specific conditions precedent to the issuance of a Special Use Permit have been satisfied.

- a. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;
- b. The special use will be in harmony with the area in which it is located;
- c. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;
- d. The special use is in general conformity with the City's adopted land use plans and policies;
- e. The special use will not substantially injure the value of the abutting land; and
- f. The special use complies with all other relevant City, State, and Federal laws and regulations.

5. The special use expires after 12 months if work has not commenced, or permits have not been obtained or if the approved activity by the Special Use Permit is discontinued and not resumed for a period of one year.

WHEREFORE, BASED ON THE FOREGOING FINDINGS OF FACT AND CONCLUSIONS OF LAW, it is ORDERED by the City of Fayetteville's City Council that the application for the issuance of a Special Use Permit is APPROVED.

VOTE: 9 to 0

This the 23rd day of June, 2025.

MITCH COLVIN, Mayor

ATTACHMENTS

- 1. Application
- 2. Aerial Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property

- Surrounding Properties Site Plan PowerPoint 6. 7. 8.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

Status: Agenda Ready

File Type: Consent

City Council Action Memo

File Number: 25-4716

Agenda Date: 6/23/2025	Version: 1
In Control: City Council Regular Meeting	
Agenda Number: 7.0A11	

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Craig Harmon, CZO Senior Planner
- DATE: June 23, 2025

RE:

Approve SUP25-05: Order of Approval, Findings of Fact - Special Use Permit (SUP) to allow for the reduction in the separation requirement between Animal Care Uses and adjoining property lines, located at 4417 RAMSEYST (REID # 0439598207000) and being the property, RIDDLE PROPERTIES LLC.

COUNCIL DISTRICT(S):

1 - Jensen

Relationship To Strategic Plan:

Goal III: City Investment in Today and Tomorrow Objective 3.2: To manage the City's future growth and strategic land use

Executive Summary:

City Council is asked to approve the Order of Approval - Findings of Fact for SUP25-05 which was approved on March 27, 2025, by a unanimous vote.

Background:

The property in question is the former location of Cape Fear Drug, which was built around 2008 or 2009 according to the Cumberland County GIS. According to the Hounds Town USA website, it was founded in 2000 by former NYPD and Nassau County Police canine handler Michael S. Gould to offer an affordable and refreshingly straightforward approach to pet care with no hidden fees or extra charges for add-on services.

The Applicant is requesting a reduction in the 75-foot separation standards between an Animal Care use and an adjoining lot line. The Applicant's request would reduce the separation down to approximately 23 feet. In the City's Unified Development Ordinance, an Animal Care use (Kennel) is defined as an establishment as a facility where dogs, cats, or other domestic animals over six months of age are kept, raised, sold, boarded, bred, shown, treated, or groomed.

Owner: Riddle Properties LLC Applicant: Jake Henning, Hounds Town Requested Action: SUP - Reduction in separation between uses. Property Address: 4417 Ramsey St Council District: 1 - Jensen Status of Property: CC - Community Commercial Size: Approximately 0.93 acres of 2.33 acres

Adjoining Land Use & Zoning:

- North CC: Zaxbys
- South CC: Ramsey Commons
- West CC: Bobby Taylor Oil Company
- East SF-10: Single-family Detached

Letters Mailed: 53 2022 Annual Average Daily Traffic: Cumberland Road - 31,000

Land Use Plans:

Following the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits, as well as those in the Municipal Influence Area, are subject to its guidelines. The Plan recommends that this part of the city be developed as Community Center - CC, which primarily includes Large non-residential space that extends vertically 3-5 stories, with high density residential and multi-family mixed in.

Additional Reviews:

A Technical Review Committee examination was conducted as part of the Special Use Permit process. Since this is the reuse of an existing building, traffic circulation and the need for a SUP were the only issues.

Issues/Analysis:

Surrounding Area:

The surrounding area primarily consists of a mix of commercial uses on the West side of Ramsey Street and Single Family Detached housing on the East side.

The proposed Animal Care use is permitted in the CC district. This SUP is needed only to reduce the required 75-foot separation requirement.

Special Use Permit Request:

The owner is requesting a reduction in the 75-foot separation standards between an Animal Care use and an adjoining lot line. The applicant's request would reduce the separation down to approximately 23 feet.

Use-specific standards are the requirements applied to individual use types regardless of the zoning district in which they are located or the review procedure by which they are approved. This section is intended to identify the use-specific standards for all principal uses identified in Table 30-4.A, Use Table, as subject to "additional requirements." These standards may be modified by other applicable requirements in this Ordinance.

Additional Standards for Animal Care Uses:

Animal shelters, kennels (indoor and outdoor), and veterinary clinics shall comply with the following standards:

1. Animal care uses providing boarding services for dogs shall provide a fenced and screened outdoor area of at least 50 square feet per dog.

2. The animal care use shall be sufficiently insulated so no unreasonable noise or odor can be detected off the premises.

3. Any open runs or pens used to house animals shall be **located at least 75 feet** from any lot line.

4. Accessory uses to an indoor kennel may include retail sales and grooming services, as long as the accessory uses do not occupy more than 25 percent of the total gross floor area.

These standards are not subject to a variance request. However, with the following exceptions or as explicitly stated in other sections of this ordinance, the separation standards may be reduced upon approval of a special use permit finding that the reduction in the separation standard does not increase negative impacts on surrounding uses and that there are specific characteristics that help minimize any negative impacts, such as natural or man-made features that create visual or physical separation between the uses. Consistent with standards for the procedure in Article 30-2.C.7 Administration - Special Use Permit, conditions may be attached to further minimize or prevent negative impacts, including limitations on hours of operation, maximum size, or range of activities.

Budget Impact:

This action should result in no increase in City Services.

Options:

- 1. Approve the Order of Approval Findings of Fact as presented (Recommended)
- 2. Remand the Order of Approval Findings of Fact back to staff for specific changes.

Recommended Action:

Staff recommends that City Council follow option 1 above.

Attachments:

- 1. Application
- 2. Aerial Map
- 3. Zoning Map

- 4. Land Use Plan Map
- 5. Subject Properties
- 6. Surrounding Properties
- 7. Site Plan
- 8. Requested Separation Map
- 9. Order of Approval Findings of Fact



Planning & Zoning 433 Hay Street Fayetteville, NC 28301 910-433-1612 www.fayettevillenc.gov

#1688684

Project Overview

Project Title: Houndstown USAApplication Type: 5.3) Special Use PermitWorkflow: Staff Review

Jurisdiction: City of Fayetteville State: NC County: Cumberland

Notice Regarding Special Use Permit Procedural Process

Special Use Permit

Dear Applicant,

Thank you for applying for a Special Use Permit with the City of Fayetteville. The City Council's decision shall be based on written and sworn oral evidence presented at the evidentiary hearing. This application MUST BE COMPLETE, thorough responses must be provided. Incomplete applications and responses will not be accepted. The procedures you MUST follow are found in the Unified Development Ordinance (UDO) Sections 30-2.C.7., Special Use Permit, and 30-2.B.14., Public Evidentiary Hearing Procedures.

Pursuant to Section 30-2.C.7.d.7.a.2 of the UDO, the Special Use Permit shall automatically expire if a Building Permit for the development authorized by the Special Use Permit is not obtained within one year after the date of issuance or if the development authorized by the Special Use Permit is discontinued and not resumed for a period of one year, unless otherwise specified by City Council.

If you have any additional questions, please contact the Planning & Zoning Division at 910-433-1612 to speak with a Professional Planner.

If you would like a copy of the above text, you can download a copy here.

Please enter your full name in the space below to confirm your acknowledgement of the above statement and to confirm that you are the owner or owner's representative and you have the authority to apply for this permit.

Enter Your Full Name Here: Jake Henning

Project Location

Project Address or PIN: 4417 RAMSEY ST (0439598207000) Zip Code: 28311

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

GIS Verified Data

Project Address: 4417 RAMSEY ST

Written Description of Special Use

A) Provide a written description of the proposed special use, including summary of existing uses and the proposed use/activity in detail. :

We are proposing an upfit for a Hounds Town USA dog boarding facility at a location that was previously a pharmacy. As you know, North Carolina Zoning requirements stipulate that dog boarding facilities must have an outside play run. These play runs must be a minimum of 75 feet from the property line. Given that the location is situated on a property 150 feet wide, we are requesting a special use permit to install the required play area closer to the property line. The proposed fence would be approximately 23 feet from the property line.

Initially, we submitted this to the zoning department requesting a variance. However, we were advised that a variance was unnecessary because we are installing an 8-foot vinyl fence with low-visibility screening. Additionally, a tree/shrub line helps screen this area from the back alleyway of the adjacent businesses on the south side of the property where the fence is to be installed. Our plan also included the cleaning procedures set forth by Hounds Town USA. They have guided us to submitting the special use permit.

B) Please provide a description of the Zoning District designations and existing uses on adjacent properties,

including across the street.:

The proposed Hounds Town site and the surrounding businesses are currently zoned CC. Across Ramsey Street, the zoning changes to SF10.

North: Zaxbys restaurant

East (across Ramsey Street): Single-family residential homes

South: A multi-tenant building whose tenants include Jimmy Johns, Desire, DJ Nail and Spa, Brooklyn Pizza, Sports Clips, and Nona Sushi

West: Bobby Taylor Oil Company

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 1 - The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;: 30-4.C.4. Commercial Uses

b.

Animal Care Uses

Animal shelters, kennels (indoor and outdoor), and veterinary clinics shall comply with the following standards:

1.Animal care uses providing boarding services for dogs shall provide a fenced and screened outdoor area of at least 50 square feet per dog. We will meet the fencing and screening requirements by installing an 8-foot vinyl fence designed to limit visibility. Additionally, we can fulfill the requirement for an outdoor area by ensuring at least fifty square feet per dog.

2. The animal care use shall be sufficiently insulated so no unreasonable noise or odor can be detected off the premises. The building's interior is a standalone structure featuring a brick facade, which effectively minimizes sound transfer. The outdoor play area will be enclosed with 8-foot screening to limit visibility, thereby reducing dog noise and promoting a calm environment for the dogs. Additionally, the cleaning procedures established by Hounds Town USA are designed to mitigate odors.

3.Any open runs or pens used to house animals shall be located at least 75 feet from any lot line. This requirement is the reason we are submitting the Special Use Permit (SUP) as directed by Zoning Department. Due to the property's width of approximately 150 feet, it is not possible to meet the 75-foot setback requirement from the lot line.

4.Accessory uses to an indoor kennel may include retail sales and grooming services, as long as the accessory uses do not occupy more than 25 percent of the total gross floor area. All retail sales and grooming services will be under the occupancy of 25% of the total gross floor area

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 2 - The special use will be in harmony with the area in which it is located;:

The proposed fence area will be designed to complement the building's features while providing the necessary screening for the dog play area. Additionally, the fence will be further obscured by the existing trees and shrubbery, which serve to separate the Hounds Town space from the rear alley of the neighboring businesses.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 3 - The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;:

All materials used in constructing the screening fence will be of Class A workmanship and professionally manufactured. Additionally, we have accounted for the need to maintain a fire lane and ensure access to all utilities throughout the property.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 4 - The special use is in general conformity with the City's adopted land use plans and policies;: The screening fence is a city-mandated requirement and will be installed in compliance with the standards established by the code.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 5 - The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and:

We believe that the installation of the screening fence will neither negatively impact property values nor create a public nuisance.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 6 - The special use complys with all other relevant City, State, and Federal laws and regulations?: The proposed fence and screening will adhere to all applicable city, state, and federal laws and regulations, contingent upon the approval of the reduction in the 75-foot setback requirement from the lot line.

Primary Contact Information

Contractor's NC ID#:

Project Contact - Agent/Representative

Jake Henning Banyan Construction Services, LLC 650 Patrick Place Bronwsburg, IN 46112 P:317-354-5570 jake@banyancs.com

Project Owner

Jake Henning Banyan Construction Services, LLC 650 Patrick Place Bronwsburg, IN 46112 P:317-354-5570 jake@banyancs.com

Property Owner Email: tstanton@riddlecommercial.com

Project Contact - General Contractor

Jake Henning Banyan Construction Services, LLC 650 Patrick Place Bronwsburg, IN 46112 P:317-354-5570 jake@banyancs.com As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number: 80621

NC State Electrical Contractor #1 License Number: NC State Electrical Contractor #2 License Number: NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number: NC State Mechanical Contractor's #2 License Number: NC State Mechanical Contractor #3 License Number: NC State Plumbing Contractor #1 License Number: NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project: General Contractor



Aerial Case #: SUP25-05

REQUEST: Reduction in separation for Animal Services

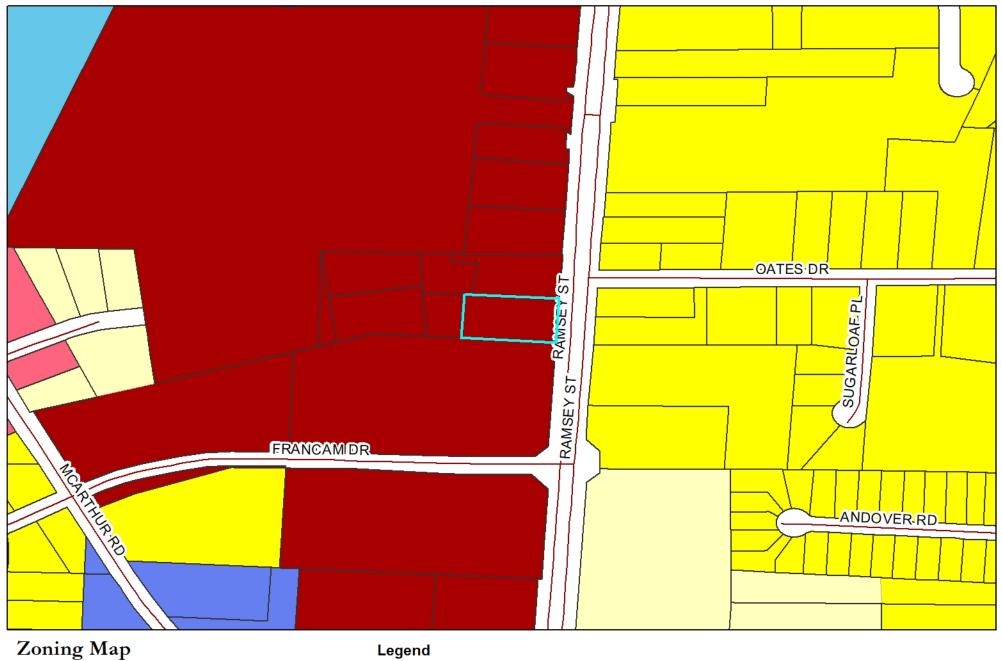


1,000 Foot Notification Area

Ν

Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.

LOCATION: 4417 RAMSEY ST



Case #: SUP25-05

REQUEST: Reduction in separation for Animal Services

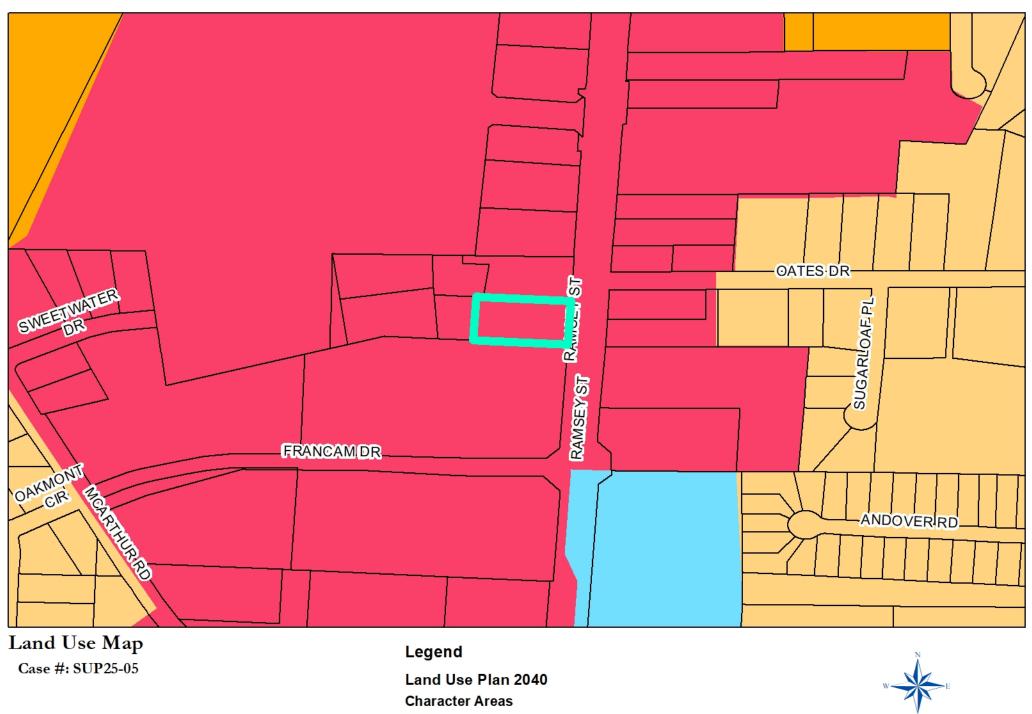
LOCATION: 4417 RAMSEY ST

Legend

- CC Community Commercial
- LC Limited Commercial
- LI Light Industrial
- OI Office & Institutional
- SF-6 Single-Family Residential 6
- SF-10 Single-Family Residential 10







REQUEST: Reduction in separation for Animal Services

LOCATION: 4417 RAMSEY ST



MDR - MEDIUM DENSITY

- HDR HIGH DENSITY RESIDENTIAL
- CC COMMUNITY CENTER
- **OI OFFICE / INSTITUTIONAL**







Subject Properties





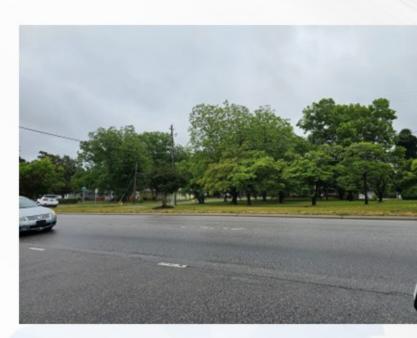


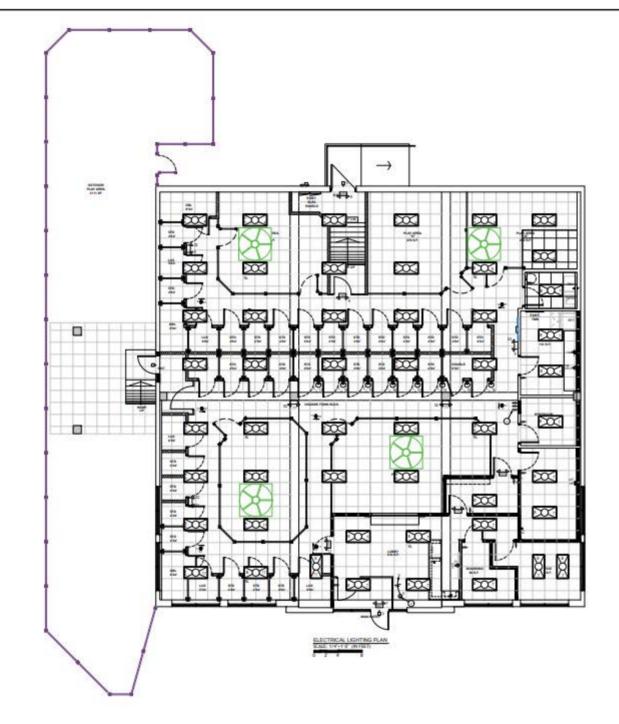
Surrounding Properties











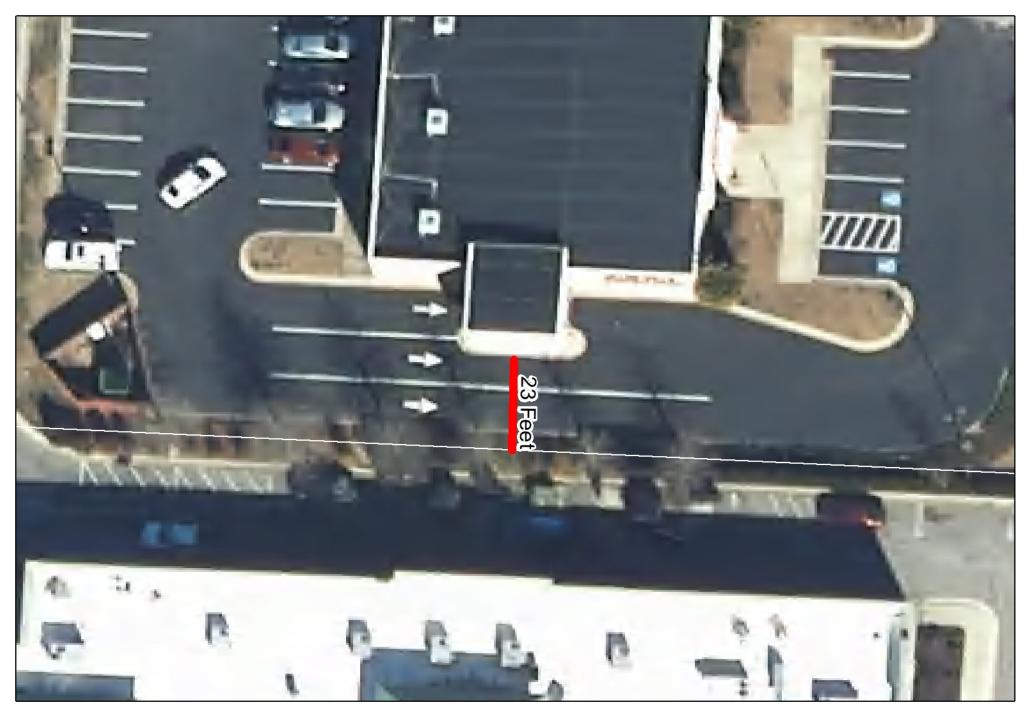
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			REVISIONS:
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JANSEN GEHRING 317.747.0555

EXISTING FIRE LANE

EXISTING FIRE LANE



Requested Separation Case #: SUP25-05

CITY OF FAYETTEVILLE STATE OF NORTH CAROLINA ORDER TO APPROVE A SPECIAL USE PERMIT The issuance of a Special Use Permit to allow for the reduction in the separation requirement between Animal Care Uses and adjoining property lines, located at 4417 Ramsey Street.

SUP 25-05

Property Address:	4417 Ramsey Street
Tax Map Number:	REID #s 0439598207000
Property Owner:	RIDDLE PROPERTIES LLC

The City Council for the City of Fayetteville, NC, held an evidentiary hearing on May 27, 2025, to consider a Special Use Permit request filed by Jake Henning of Hounds Town USA ("Applicant"), on behalf of, Riddle Properties LLC ("Property Owner"), to issue a Special Use Permit to allow the reduction of the separation requirement between Animal Care Uses and adjoining property lines at 4417 Ramsey Street, Fayetteville, NC ("Subject Property"). The Subject Property is presently zoned as Community Commercial (CC).

On May 15, 2025, a notice of evidentiary hearing was mailed to the Property Owner and all the owners of property within 1,000 feet of the Subject Property. On May 13, 2025, a notice of evidentiary hearing sign was placed on the Subject Property. On May 16 and 23, 2025, a notice of evidentiary hearing advertisement was placed in the legal section of *The Fayetteville Observer.*

Having considered all of the sworn testimony, evidence, and oral arguments submitted at the hearing by the parties, the City Council makes the following FINDINGS OF FACT and CONCLUSIONS OF LAW:

Findings of Fact

1. Riddle Properties LLC is the Property Owner of property zoned Community Commercial (CC) located 4417 Ramsey Street, which contains approximately 0.93 acres in the City of Fayetteville, NC.

2. The Subject Property is currently zoned Community Commercial (CC) and has a former drug store on it, which will be repurposed for this use.

3. The Property Owner/Applicant seeks to reduce the required 75-foot separation from Animal Care Uses and adjoining property lines.

4. The Applicant filed a timely application for a Special Use Permit on behalf of the Property Owner on April 17, 2025.

5. The City of Fayetteville adopted the Unified Development Ordinance (UDO), codified under Chapter 30 of the City Code, to establish that "This Ordinance

consolidates the City's zoning and subdivision regulatory authority as authorized by the North Carolina General Statutes . . . ".

6. Chapter 30, Article 30-4, Section 30-4.C.4.b. allows an Animal Care use to operate inside of 75 feet from an adjoining property line with the approval of a Special Use Permit.

a. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including Section 30-4.C.4.b., Animal Care Uses, as the Property Owner seeks to operate a kennel on its property pursuant to Section 30-4.C.4.b.

Animal shelters, kennels (indoor and outdoor), and veterinary clinics shall comply with the following standards:

- 1. Animal care uses providing boarding services for dogs shall provide a fenced and screened outdoor area of at least 50 square feet per dog.
- 2. The animal care use shall be sufficiently insulated so no unreasonable noise or odor can be detected off the premises.
- 3. Any open runs or pens used to house animals shall be located at least 75 feet from any lot line.
- 4. Accessory uses to an indoor kennel may include retail sales and grooming services, as long as the accessory uses do not occupy more than 25 percent of the total gross floor area.
- b. The special use will be in harmony with the area in which it is located, as Animal Care Uses are a permitted in CC zoning but require a SUP to reduce the separation from adjoining properties.
- c. The special use will not materially endanger public health or safety if located where proposed and developed according to the plans that were submitted to and approved by the City. The Subject Property will not materially endanger the public health and safety because it is in a commercial area with direct access to a single intersection.
- d. The subject property was previously used as a drug store in a commercial zoning district.
- e. The special use will not substantially injure the value of the abutting land, and the use is a public necessity because the use will be almost exclusively indoors and little to no noise of smells will be noticed beyond its property lines.

f. The special use complies with all other relevant City, State, and Federal laws and regulations since the Property Owner will be required to comply with all applicable laws and regulations.

7. The Special Use Permit applies to the entire Subject Property currently zoned Community Commercial (CC) located at 4417 Ramsey St.

8. The City's Unified Development Ordinance (UDO) requires that the Property Owner adhere to all City, State, and Federal requirements. Compliance with the required regulations will ensure that the surrounding properties are not harmed by this type of use.

9. An approved special use expires after 12 months if work has not commenced or permits have not been obtained or if the approved activity by the Special Use Permit is discontinued and not resumed for a period of one year.

Conclusions of Law

1. The City of Fayetteville adopted the Unified Development Ordinance (UDO), codified under Chapter 30 of the City Code, to consolidate the City's zoning and subdivision regulatory authority as authorized by the North Carolina General Statutes . . . " See City Code, Chapter 30.

2. The application on behalf of Riddle Properties LLC was timely, notice was properly given, and an evidentiary hearing was held by the City of Fayetteville's City Council in compliance with the laws of North Carolina.

3. The Property Owner shall adhere to all City, State, and Federal requirements.

4. All of the general and specific conditions precedent to the issuance of a Special Use Permit have been satisfied.

- a. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;
- b. The special use will be in harmony with the area in which it is located;
- c. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;
- d. The special use is in general conformity with the City's adopted land use plans and policies;
- e. The special use will not substantially injure the value of the abutting land; and

f. The special use complies with all other relevant City, State, and Federal laws and regulations.

5. The special use expires after 12 months if work has not commenced or permits have not been obtained or if the approved activity by the Special Use Permit is discontinued and not resumed for a period of one year.

WHEREFORE, BASED ON THE FOREGOING FINDINGS OF FACT AND CONCLUSIONS OF LAW, it is ORDERED by the City of Fayetteville's City Council that the application for the issuance of a Special Use Permit is APPROVED.

VOTE: 9 to 0

This the 23rd day of June, 2025.

MITCH COLVIN, Mayor

ATTACHMENTS

- 1. Application
- 2. Aerial Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Property
- 6. Surrounding Properties
- 7. Site Plan
- 8. PowerPoint

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 2	25-4709
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Agenda Date	: 6/23/2025	Status: Agenda Ready	
In Control: C	ty Council Regular Meeting		File Type: Consent
Agenda Num	ber: 7.0A12		
TO:	Mayor and Members	of City Council	
		istant City Manager , Development Services Director pment Services Assistant Director	
FROM:	Dereke D. Planter Jr.,	Code Enforcement Supervisor	
DATE:	June 23, 2025		
RE: Rescind D	emolition Ordinance		
1083 North Street Distric		District 2	
COUNCIL DISTRICT(S): 2			

Relationship To Strategic Plan:

Goal 1: Safe & Secure Community; Goal 4: Desirable Place To Live, Work & Recreate

Executive Summary:

Approval of resolutions to cancel previously adopted demolition ordinance for dangerous building that was demolished by the property owner before the City could proceed with demolition, or where the building is no longer considered dangerous.

Background:

To abate the dangerous building, staff recommended, and the City Council adopted the following demolition ordinance, which were not executed. The property owner demolished the building before the City could act on the related demolition ordinance:

<u>Address</u>	Condition Ordinand	e No. Abateme	ent Action
1083 North Street	Dangerous	NS 2025-012	Owner demolished

The demolition ordinance was filed and recorded with the Cumberland County Register of Deeds as a lawfully authorized abatement actions to be taken by the City on the related property.

Issues/Analysis:

The demolition ordinance is no longer valid as it was not executed. No subsequent liens for City demolition costs have been assessed or recorded against 1083 North Street. The proposed resolution seeks to rescind the previously adopted demolition ordinance.

Budget Impact:

\$52.00 in recording fees with the Cumberland County Register of Deeds.

Options:

Adopt the proposed resolution rescinding the recorded demolition ordinance. Abstain from any action. Deny the proposed resolution rescinding the recorded demolition ordinance.

Recommended Action:

Staff recommend the Council move to adopt the proposed resolution rescinding the demolition ordinance.

Attachments:

Recorded Demolition Ordinance Proposed Resolution rescinding the Demolition Ordinance Before and after photos BK12229 PG0053

FILED CUMBERLAND COU ANDRA S. BREWI REGISTER OF D	NGTON
	06, 2025
AT 01:	25:18 pm
BOOK	12229
START PAGE	0053
END PAGE	0054
INSTRUMENT #	13322
RECORDING	\$26.00
EXCISE TAX	(None)
SG	

AN ORDINANCE OF THE CITY COUNCIL OF

FAYETTEVILLE, NORTH CAROLINA

Requiring the City Building Inspector to correct conditions with respect to, or to demolish and remove a structure pursuant to the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC

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NS2025-012
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Return: City/Jacqueline Haggerty

17 11

The City Council of Fayetteville, North Carolina, does ordain:

The City Council finds the following facts:

(1) With respect to Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC, concerning certain real property described as follows:

1083 North Street aka 1087 North Street PIN 0438-70-0854-

LEGAL: BEGINNING at an iron pipe on the west side of North Street, the beginning corner of a tract described in deed to George Phillips recorded in Book 188, Page 18, Cumberland County Registry; and runs thence South 89 degrees 30 minutes West 220 feet to the top of the east bank of a canal; thence along said bank, South 9 degrees 13 minutes East 199.93 feet to an iron stake; thence North 88 degrees 13 minutes East 208.4 feet to an iron pipe on the west side of North Street thence with it North 6 degrees West 194.7 feet to the BEGINNING.

The owner(s) of and parties in interest in said property are:

Pari Housing, LLC 3711 Ramsey Street, Suite 110 Fayetteville, NC 28311-7616

- (2) All due process and all provisions of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC having been followed, the Hearing Official duly issued and served an order requiring the owners of said property to complete certain repairs or demolish the structure on or before April 4, 2025.
- (3) And said owners without lawful cause, failed or refused to comply with said order; and the Code Enforcement Official is authorized by said Code, and the North Carolina General Statutes § 160D-1203(5), when ordered by Ordinance of the City Council, to do with respect to said property what said owners were so ordered to do, but did not.

- (4) The City Council has been provided with information regarding the entire record of said Hearing Official, and finds, that all findings of fact and all orders of said Hearing Official are true and authorized.
- (5) That pursuant to the North Carolina General Statutes § 160D-1203(7), the cost of the demolition shall be a lien against the real property upon which the cost was incurred.

Whereupon it is ordained that:

SECTION 1

11 14

The Code Enforcement Official is ordered forthwith to accomplish, with respect to said property, precisely and fully what was ordered by said Hearing Official as set forth fully above, except as modified in the following particulars:

This property is to be demolished, and all debris removed from the premises, and the cost of said removal shall be a lien against the real property as described herein.

SECTION 2

The lien as ordered herein and permitted by the North Carolina General Statutes § 160D-1203(7), shall be effective from and after the date the work is completed and shall have priority as provided by law, and a record of the same shall be available in the office of the City of Fayetteville Finance Department, Collections Division, 2nd Floor - City, 433 Hay Street, Fayetteville, NC 28301.

SECTION 3

This ordinance shall be in full force and effect from and after its adoption.

Adopted this 28th day of April 2025.

5 L ATTES 20 RTH CAROLINE Jennifer re, City Cler

CITY OF FAYETTEVILLE Mitch Colvin,

Resolution No. R2025-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE RESCINDING DEMOLITION ORDINANCE NO. NS 2025-012

WHEREAS, on March 19, 2024, property owned by Pari Housing, LLC located at 1083 North Street aka 1087 North Street, Fayetteville, NC (PIN 0438-70-0854-), was inspected for compliance with Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City and found to be in violation; and

WHEREAS, the Housing and Code Enforcement Division Manager served an order on the property owner requiring the owner to repair or demolish the structure on or before April 4, 2025; and

WHEREAS, the property owner failed to make the necessary repairs or demolish the structure by April 4, 2025; and

WHEREAS, on April 28, 2025, the City Council adopted Ordinance No. NS2025-012 requiring the City Building Inspector to demolish the structure and have all debris removed from the premises, and the cost of said demolition shall be lien against the real property.

WHEREAS, on June 4, 2025, the structure was demolished by the property owner and all debris were removed from the premises; and

WHEREAS, on June 4, 2025, the property was found to be in compliance with Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City and thereby the structure was not demolished pursuant to Ordinance No. NS2025-012.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of

Fayetteville hereby authorizes that Ordinance No. NS2025-012 be rescinded.

ADOPTED this 23rd day of June 2025

CITY OF FAYETTEVILLE

BY: ____

Mitch Colvin, Mayor

ATTEST:

Jennifer L. Ayre, City Clerk

1083 North Street aka 1087(Before)



1083 North Street aka 1087(After)



Rescind Demolition Ordinance

June 23, 2025





Rescind Demolition Ordinance

Address 1083 North Street Condition Dangerous Ordinance No. NS 2025-012

Abatement Action Owner demolished



1083 North Street Council District 2



Before: August 29, 2024

After: June 4, 2025



FAYETTEVILLE MANERICA'S CAN DO CITY

FayettevilleNC.gov

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File	Number:	25-4710
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Agenda Dat	e: 6/23/2025	Version: 1	Status: Agenda Ready
In Control:	City Council Regular Meetin	g	File Type: Consent
Agenda Nui	mber: 7.0A13		
TO:	Mayor and Members	of City Council	
	r. Gerald Newton, AICI	sistant City Manager P, Development Services Direc opment Services Assistant Dir	
FROM:	Dereke D. Planter Jr	., Code Enforcement Supervis	or
DATE:	June 23, 2025		
RE: Adopt Or	dinances for Uninhab	itable Structures: Demolition F	Recommendations
	Street gg Boulevard be Mills Road	District 2 District 5 District 5	
COUNCII 2,5	_ DISTRICT(S):		

Relationship To Strategic Plan:

Goal 1: Safe & Secure Community; Goal 4: Desirable Place to Live, Work & Recreate

Executive Summary:

Staff requests that the Council approve demolition ordinances for one commercial and two residential buildings deemed dangerous.

Background:

107 Mary Street - PIN 0438-60-4097

The City Inspector is obligated to address conditions that violate the Dwellings and Buildings Minimum Standards Code of Fayetteville, NC. This vacant residential property was inspected and condemned as dangerous on July 19, 2024 due to fire. The structure needs significant repairs, porch framing and flooring, porch railings and columns, ceiling and ceiling joists, walls, doors and frames, electrical wiring, fixtures and devices, window panes, frames and sashes, roofing material, flashing, trim and

fascia, roof rafters and sheathing.

A notice of the hearing was published in the *Fayetteville Observer* on March 9, 2025, and the hearing was held on March 13, 2025, with the property owner failing to attend. A subsequent hearing was held on March 20, 2025, and again, the owner did not attend. Following this hearing, an order was issued on March 21, 2025, directing the owner to either repair or demolish the structure within 60 days. The notice included information about the City's Economic & Community Development Department and available programs to help with repairs and demolition costs.

To date, there has been no enrollment in the Blight Removal Program, and no repairs have been made to the property, which remains in its condemned state. The property has had one emergency call in the past 24 months. The property has accumulated 2 code violations. No City assessments and \$192.83 in unpaid taxes. The property has a demolition score of 80 points on the matrix.

2217 Bragg Boulevard - PIN 0428-40-3452

The City Inspector is obligated to address conditions that violate the Dwellings and Buildings Minimum Standards Code of Fayetteville, NC. This vacant residential property was condemned as dangerous on February 14, 2025. The structure requires extensive repairs, ceiling and ceiling joists, roofing material, flashing, trim and fascia, roof rafters and sheathing.

A notice of the hearing was published in the *Fayetteville Observer* on March 2, 2025. The hearing on the property's condition was held on March 13, 2025, the owner did not attend. Following the hearing, an order to repair or demolish the structure within 60 days was issued and sent to the owner on March 14, 2025.

The notice provided contact information for the City of Fayetteville Economic & Community Development Department, as well as details on available programs to assist with repair and demolition expenses.

As of now, no repairs have been made, and there has been no confirmation of enrollment in the Blight Removal Program. The property has had 2 emergency calls in the past 24 months. The property has four code violations, with no City assessments and no outstanding taxes. This property has a demolition score of 65 points on the matrix.

2443 Hope Mills Road - PIN 0415-08-1358

The City Inspector is obligated to address conditions that violate the Dwellings and Buildings Minimum Standards Code of Fayetteville, NC. This vacant commercial property was condemned as dangerous by the Chief Building Official and Code Enforcement Manager on January 12, 2023 due to health and/or safety hazard rendering the building dangerous to life, health and other property. The structure requires substantial repairs, ceiling and ceiling joists, roofing material, flashing and trim/fascia and walls

A notice of the hearing was published in the *Fayetteville Observer* on March 9, 2025. The hearing on the property's condition was held on March 13, 2025, the owner did sign for notice. A subsequent hearing was held on March 20, 2025, and the owner did attend.

Following this hearing, an order was issued on March 21, 2025, directing the owner to either repair or demolish the structure within 60 days. The notice provided contact information for the City of Fayetteville Economic & Community Development

Department, as well as details on available programs to assist with repair and demolition expenses.

As of now, no repairs have been made, however inspections show electrical alterations made with no issuance of permits. The property is not enrolled in the Blight Removal Program. The property has had 20 emergency calls in the past 24 months. In addition, property has accumulated five code violations, no City assessments and no outstanding taxes. This property has a demolition score of 77 points on the matrix.

Issues/Analysis:

The subject properties are substandard and significantly contribute to neighborhood blight and nuisance. This undermines the City's Strategic Operating Plan Goal 1, which aims to enhance community well-being and maintain high standards for our neighborhoods.

Budget Impact:

The demolition costs for these structures will be established through a competitive bidding process conducted after the adoption of the demolition ordinance. Please note that additional, yet-to-be-determined expenses for asbestos testing and abatement may also be required.

Options:

Adopt the ordinance and demolish the structures. Abstain from any action and allow the structures to remain. Defer any actions for a later date.

Recommended Action:

Staff strongly recommend that the Council adopt the ordinances authorizing the demolition of these structures. We will continue to engage with property owners up until the demolition is scheduled to begin, working to either bring the structures into compliance, secure voluntary demolition, or facilitate violation abatement with the help of a Community Development grant.

Should we achieve voluntary compliance, we will present a demolition rescission ordinance to the Council to remove the initial demolition order from the property deed. Prompt Council approval of the demolition ordinances is crucial, as it enhances our leverage with property owners and is the only means to stay or suspend demolition proceedings after an order has been adopted.

Attachments:

Aerial Maps, Violation Photos, Proposed Ordinances, Scoring Matrix and PowerPoint Presentation



107 Mary Street



(walls, doors and door frames, window screens, screen doors, windowpanes, frames and sashes, roofing material, flashing, trim and fascia, roof rafters and sheathing)

107 Mary Street



(roofing material, walls, windows, flashing, trim and fascia, roof rafters and sheathing)

107 Mary Street



(All exterior finishes shall be weathertight without excessive holes, cracks or rotted boards which permit air or water to penetrate rooms)

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA

Requiring the City Building Inspector to correct conditions with respect to, or to demolish and remove a structure pursuant to the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC

The City Council of Fayetteville, North Carolina, does ordain:

The City Council finds the following facts:

(1) With respect to Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC, concerning certain real property described as follows:

107 Mary Street PIN 0438-60-4097-

LEGAL: BEGINNING at a stake in the Northern margin of Mary Street, the same being 350 feet Eastwardly from the Eastern margin of Ramsey Street extended, and running thence as the Northern margin of Mary Street, North 79 degrees 45 minutes East 50 feet to a stake; thence North 11 degrees 15 minutes West 120 feet to a stake; West 50 feet to a stake; thence South 11 degrees 15 minutes East 120 feet to the point of beginning, and being part of the land conveyed to Wylie Williams by Deed from A.A. McKethan dated December 6, 1871, and recorded in Book 59, Page 491, Office of the Register of Deeds for Cumberland County.

The owner(s) of and parties in interest in said property are:

Albert A. Brown 4453 Oakmont Circle Fayetteville, NC 28311

- (2) All due process and all provisions of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC having been followed, the Hearing Official duly issued and served an order requiring the owners of said property to complete certain repairs or demolish the structure on or before May 20, 2025.
- (3) And said owners without lawful cause, failed or refused to comply with said order; and the Code Enforcement Official is authorized by said Code, and the North Carolina General Statutes § 160D-1203(5), when ordered by Ordinance of the City Council, to do with respect to said property what said owners were so ordered to do, but did not.

- (4) The City Council has been provided with information regarding the entire record of said Hearing Official, and finds, that all findings of fact and all orders of said Hearing Official are true and authorized.
- (5) That pursuant to the North Carolina General Statutes § 160D-1203(7), the cost of the demolition shall be a lien against the real property upon which the cost was incurred.

Whereupon it is ordained that:

SECTION 1

The Code Enforcement Official is ordered forthwith to accomplish, with respect to said property, precisely and fully what was ordered by said Hearing Official as set forth fully above, except as modified in the following particulars:

This property is to be demolished, and all debris removed from the premises, and the cost of said removal shall be a lien against the real property as described herein.

SECTION 2

The lien as ordered herein and permitted by the North Carolina General Statutes § 160D-1203(7), shall be effective from and after the date the work is completed and shall have priority as provided by law, and a record of the same shall be available in the office of the City of Fayetteville Finance Department, Collections Division, 2nd Floor - City, 433 Hay Street, Fayetteville, NC 28301.

SECTION 3

This ordinance shall be in full force and effect from and after its adoption.

Adopted this 23rd day of June 2025.

CITY OF FAYETTEVILLE

BY:

Mitch Colvin, Mayor

ATTEST:

Jennifer L. Ayre, City Clerk

		107 Mary Street					
	City Council Initiated Demolition Score Matrix				atrix		
TIER	FACTOR	SUBFACTOR	AVAILABLE POINTS	MAXIMUM POINTS UP TO	MULTIPLYING FACTOR	ASSIGNED POINTS	TOTAL
		Burned Out or Major Fire Damage and Uninhabitabl Minor Fire Damage but Habitable	150				
1	Structural Damage	Obvious Visual Structural Damage <u>Or</u> No Obvious Visual Structural Damage	100 50	150	30%	150	45
2	Time on Demolition List	Over one year (365 days and over)	80	80	30%	50	15
3	Ordinance	Under one year (up to 364 days) Demolition Ordinance Signed by City Council	50 20	20	30%		(
4	Financial Cost	Cost of Demolition is Over 10% of the Annual Demoli Cost of Demolition is Under 10% of the Annual Demoli	40	80	20%	80	10
5	Crime	Frequent Police Calls <u>Or</u> Code Enforcement Compliants - over 5	20	20	15%	0	(
6	Location	Located Within the 100 year Floodplain or Other Env School/Park/Public Facility located Within 1/2 mile		60	10%	40	4
		Within a Neighborhood Revitalization Area	40				
	FOTAL POINTS						80

Definitions

The spreadsheet shows the maximum points allowed for each factor. If there are multiple subfactors, then only **one** subfactor can be scored. The scorer is allowed to give less than the maximum points for any factor, if necessary.

	Structural Damage - In this section, the scorer uses the fire department structural evaluation to score the property. If the property is gutted by fire and uninhabitable, then the maximum points can be assigned. A minor fire, but habitable structure receives less points and should be used when the owners of the propertyhave not made sustantial improvements to the property.
1	Visual Structural Damage - Obvious structrual damage refers to the missing element from a sturcture such as a collapsed roof system, missing support beams, damaged foundations, or damaged/missing exterior wall elements. Points can also be awarded in this section for exterior fire damage. No obvious visual structural damage refers to damage to a structure that is interior to the structure or within the walls.
2	Time on the Demolition List signifies how many days the property has been identified as a nuisance/blighted property. The 365 days time fram starts the day that the hearing order is signed.
3	Demolition Ordinance - This spreadsheet will be used on projects with demolition ordianances and future demolitions. This factor will be removed and the points reallocated once all prior demolitions have been completed.
4	Financial Cost allows the department to manage its resources. Higher points are awarded to projects that utilize under 10% of the departments current annual demolition budget. Projects that require over 10 % of the budget, receive less points due to the fact that those projects diminish the departments ability to mitigate additional projects.
5	Crime · The frequency of police calls shall get full points if the number of calls is over five in a three month time period. The subject property can receive full Code Enforcement points if the project receives over five Code Enforcement complaints in a three month period.
6	Location -

159.26

182.05

BRAGG BLVD

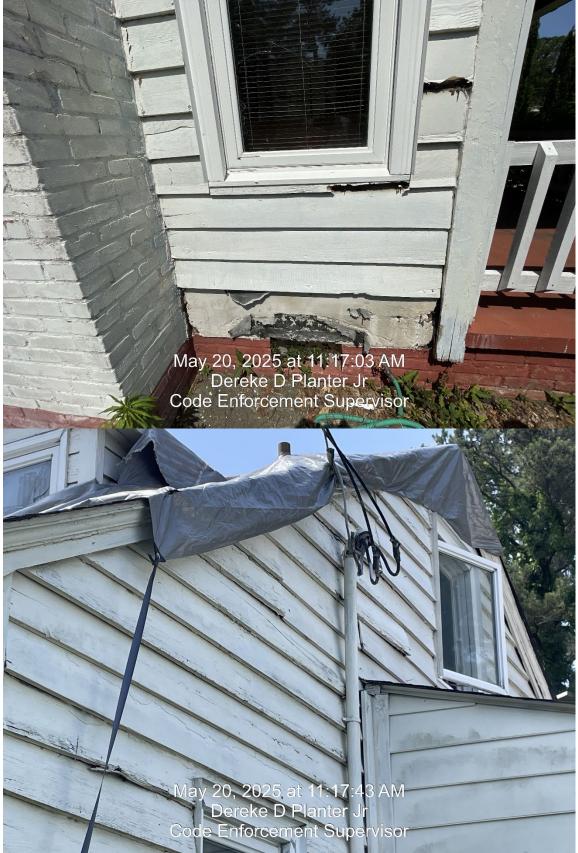
BRAGG BLVD



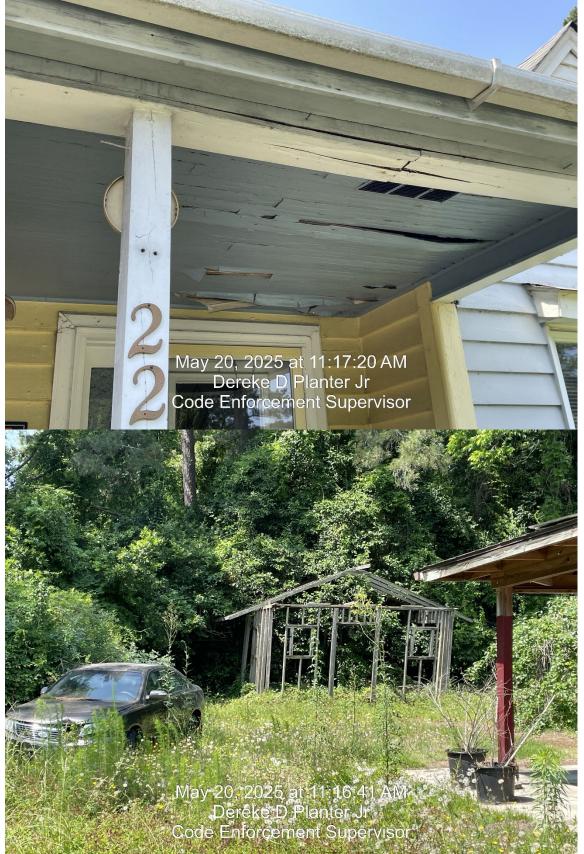
(Ceiling and ceiling joists, Roofing material, flashing, trim and fascia, Roof rafters and sheathing)



(Adequate posts and railings, not rotted, broken or termite damaged, shall be provided, Roof covering shall not be loose, nor have holes or leaks)



(Wall finish shall be free of holes and excessive cracks which permit air to penetrate rooms)



(Wall finish shall be free of holes and excessive cracks which permit air to penetrate rooms, Adequate posts and railings, not rotted, broken or termite damaged, shall be provided.)

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA

Requiring the City Building Inspector to correct conditions with respect to, or to demolish and remove a structure pursuant to the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC

The City Council of Fayetteville, North Carolina, does ordain:

The City Council finds the following facts:

(1) With respect to Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC, concerning certain real property described as follows:

2217 Bragg Boulevard PIN 0428-40-3452-

LEGAL: BEING all of Lot No. 6 in a subdivision known as RE-SUBDIVISION OF PART OF FAIRFAX PLACE according to a plat of the same duly recorded in Plat Book 11, Page 19, Cumberland County, North Carolina, Registry.

The owner(s) of and parties in interest in said property are:

Unknown Heirs of Balkissoon Samaroo c/o Steveson Ramkissoon 45 Cheever Place, Apt. 4L Brooklyn, NY 11231

- (2) All due process and all provisions of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC having been followed, the Hearing Official duly issued and served an order requiring the owners of said property to complete certain repairs or demolish the structure on or before May 13, 2025.
- (3) And said owners without lawful cause, failed or refused to comply with said order; and the Code Enforcement Official is authorized by said Code, and the North Carolina General Statutes § 160D-1203(5), when ordered by Ordinance of the City Council, to do with respect to said property what said owners were so ordered to do, but did not.
- (4) The City Council has been provided with information regarding the entire record of said Hearing Official, and finds, that all findings of fact and all orders of said Hearing Official are true and authorized.

(5) That pursuant to the North Carolina General Statutes § 160D-1203(7), the cost of the demolition shall be a lien against the real property upon which the cost was incurred.

Whereupon it is ordained that:

SECTION 1

The Code Enforcement Official is ordered forthwith to accomplish, with respect to said property, precisely and fully what was ordered by said Hearing Official as set forth fully above, except as modified in the following particulars:

This property is to be demolished, and all debris removed from the premises, and the cost of said removal shall be a lien against the real property as described herein.

SECTION 2

The lien as ordered herein and permitted by the North Carolina General Statutes § 160D-1203(7), shall be effective from and after the date the work is completed and shall have priority as provided by law, and a record of the same shall be available in the office of the City of Fayetteville Finance Department, Collections Division, 2nd Floor - City, 433 Hay Street, Fayetteville, NC 28301.

SECTION 3

This ordinance shall be in full force and effect from and after its adoption.

Adopted this 23rd day of June 2025.

CITY OF FAYETTEVILLE

BY:

Mitch Colvin, Mayor

ATTEST:

Jennifer L. Ayre, City Clerk

		2217 Bragg Boulevard					
	KEAVETTEVILLE City Council Initiated Demolition Score Matrix				atrix		
TIER	FACTOR	SUBFACTOR	AVAILABLE POINTS	MAXIMUM POINTS UP TO	MULTIPLYING FACTOR	ASSIGNED POINTS	TOTAL
		Burned Out or Major Fire Damage and Uninhabitabl	150				
1	Structural Damage	Minor Fire Damage but Habitable	75	150	30%	100	30
		Obvious Visual Structural Damage <u>Or</u>	100			100	
		No Obvious Visual Structural Damage	50				
2	Time on Demolition List	Over one year (365 days and over)	80	80	30%	50	15
		Under one year (up to 364 days)	50				
3	Ordinance	Demolition Ordinance Signed by City Council	20	20	30%		(
4	Financial Cost	Cost of Demolition is Over 10% of the Annual Demoli	40	80	80 20%	80	16
4	T manciar cost	Cost of Demolition is Under 10% of the Annual Demo	80	00	20/0	00	10
5	Crime	Frequent Police Calls Or	20	20	20 15%	0	(
0	Orme	Code Enforcement Compliants - over 5	10	20			
		Located Within the 100 year Floodplain or Other Env	60		60 10%		
6	Location	School/Park/Public Facility located Within 1/2 mile	40	60		40	4
		Within a Neighborhood Revitalization Area	40				
TOTAL POINTS							6

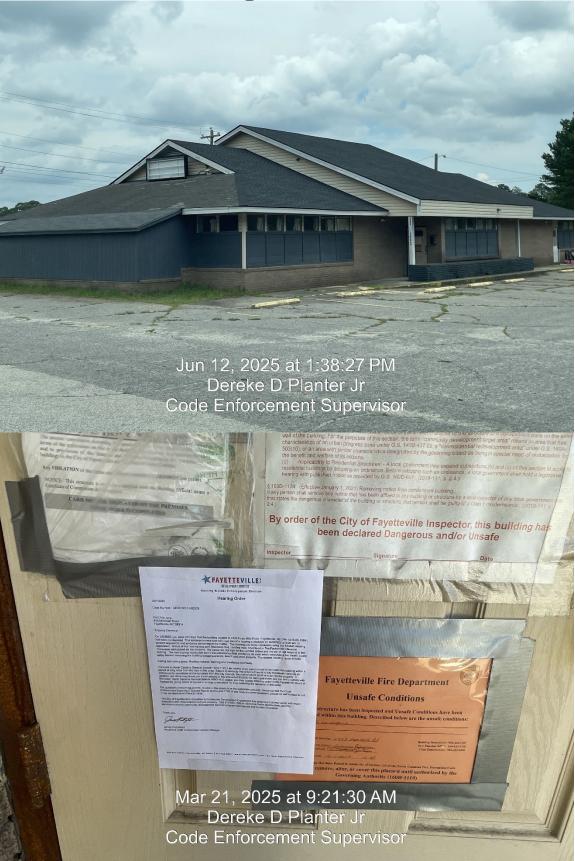
Definitions

The spreadsheet shows the maximum points allowed for each factor. If there are multiple subfactors, then only **one** subfactor can be scored. The scorer is allowed to give less than the maximum points for any factor, if necessary.

1	 Structural Damage - In this section, the scorer uses the fire department structural evaluation to score the property. If the property is gutted by fire and uninhabitable, then the maximum points can be assigned. A minor fire, but habitable structure receives less points and should be used when the owners of the propertyhave not made sustantial improvements to the property. Visual Structural Damage - Obvious structrual damage refers to the missing element from a sturcture such as a collapsed roof system, missing support beams, damaged foundations, or damaged/missing exterior wall elements. Points can also be awarded in this section for exterior fire damage. No obvious visual structural damage refers to damage to a structure that is interior to the structure or within the walls.
2	Time on the Demolition List signifies how many days the property has been identified as a nuisance/blighted property. The 365 days time fram starts the day that the hearing order is signed.
3	Demolition Ordinance - This spreadsheet will be used on projects with demolition ordinances and future demolitions. This factor will be removed and the points reallocated once all prior demolitions have been completed.
4	Financial Cost allows the department to manage its resources. Higher points are awarded to projects that utilize under 10% of the departments current annual demolition budget. Projects that require over 10 % of the budget, receive less points due to the fact that those projects diminish the departments ability to mitigate additional projects.
5	Crime - The frequency of police calls shall get full points if the number of calls is over five in a three month time period. The subject property can receive full Code Enforcement points if the project receives over five Code Enforcement complaints in a three month period.
6	Location -

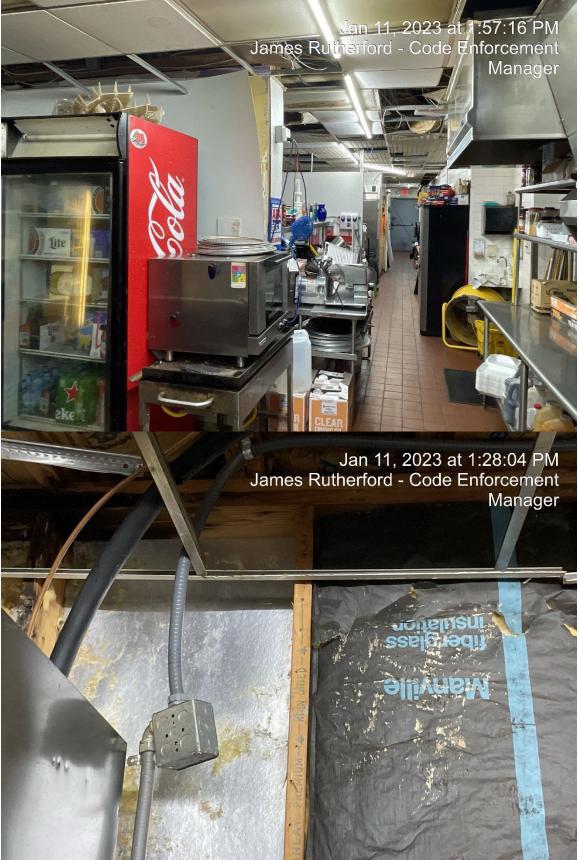


2443 Hope Mills Road



(Unsafe Conditions)

2443 Hope Mills Road



(Roofing material, flashing and trim/fascia and Walls)

2443 Hope Mills Road



(All exterior finish shall be weathertight without excessive holes, cracks or rotted boards which permit air or water to penetrate rooms; roofing material, flashing and trim/fascia and walls)

2443 Hope Mills Road



(All exterior finish shall be weathertight without excessive holes, cracks or rotted boards which permit air or water to penetrate rooms; roofing material, flashing and trim/fascia and walls)

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA

Requiring the City Building Inspector to correct conditions with respect to, or to demolish and remove a structure pursuant to the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC

The City Council of Fayetteville, North Carolina, does ordain:

The City Council finds the following facts:

(1) With respect to Chapter 14 of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC, concerning certain real property described as follows:

2443 Hope Mills Road PIN 0415-08-1358-

LEGAL: BEGINNING at an iron pipe in the eastern right-of-way margin of N. C. Highway No. 59, said iron pipe being North 08 degrees 47 minutes 10 seconds East a direct line distance from the mid-point intersection of said N.C. Highway 59 (also known as Hope Mills Road) and Cumberland Road, as shown on plat hereinafter referred to, said iron pipe and starting point also being the Southwest corner of John S. Poulos' property as recorded in Deed Book 2053, Page 259, Cumberland County Registry; thence with Poulos' southern line, South 86 degrees 34 minutes 00 seconds East 300.00 feet to an iron pipe; thence South 13 degrees 57 minutes 06 seconds West 150.00 feet to an iron pipe; thence North 86 degrees 34 minutes 00 seconds West 300.00 feet to an iron pipe in the eastern right-of-way margin of N.C. Highway 59; thence with the eastern right-of way margin of said highway the following courses and distances: North 13 degrees 32 minutes 43 seconds East 50.00 feet; North 14 degrees 15 minutes 18 seconds East 50.00 feet and North 14 degrees 03 minutes 17 seconds East 50.00 feet to the BEGINNING. Containing 1.02 acres, more or less, as shown on plat entitled "Survey for Golden Corral Family Steak House Rockfish Township, Cumberland County, North Carolina," by John M. Ivey, Registered Land Surveyor, dated September 10, 1984; and also being a part of the 34 acre tract conveyed to John L. Smith by deed of John L. West and wife, Nancy West, which deed is dated March 13, 1900, and is recorded in Book 119, Page 42, Cumberland County Registry, and being part of the property willed to Jerry Person as recorded in estates file 68-E-2 in the Office of the Clerk of Court of Cumberland County. See also will of M. B. Person to Bertha S. Person as recorded in Will Book O, Page 88, in the Office of the Clerk of Court of Cumberland County.

Less and excepting all of that property conveyed to North Carolina Department of Transportation by Deed date November 15, 2000, recorded February 8, 2001, in Deed Book 5403, Page 445, in Cumberland County Register of Deeds.

The owner(s) of and parties in interest in said property are:

Pui Chiu Jung 615 Montelair Road Fayetteville, NC 28314

- (2) All due process and all provisions of the Dwellings and Buildings Minimum Standards Code of the City of Fayetteville, NC having been followed, the Hearing Official duly issued and served an order requiring the owners of said property to complete certain repairs or demolish the structure on or before May 20, 2025.
- (3) And said owners without lawful cause, failed or refused to comply with said order; and the Code Enforcement Official is authorized by said Code, and the North Carolina General Statutes § 160D-1203(5), when ordered by Ordinance of the City Council, to do with respect to said property what said owners were so ordered to do, but did not.
- (4) The City Council has been provided with information regarding the entire record of said Hearing Official, and finds, that all findings of fact and all orders of said Hearing Official are true and authorized.
- (5) That pursuant to the North Carolina General Statutes § 160D-1203(7), the cost of the demolition shall be a lien against the real property upon which the cost was incurred.

Whereupon it is ordained that:

SECTION 1

The Code Enforcement Official is ordered forthwith to accomplish, with respect to said property, precisely and fully what was ordered by said Hearing Official as set forth fully above, except as modified in the following particulars:

This property is to be demolished, and all debris removed from the premises, and the cost of said removal shall be a lien against the real property as described herein.

SECTION 2

The lien as ordered herein and permitted by the North Carolina General Statutes § 160D-1203(7), shall be effective from and after the date the work is completed and shall have priority as provided by law, and a record of the same shall be available in the office of the City of Fayetteville Finance Department, Collections Division, 2nd Floor - City, 433 Hay Street, Fayetteville, NC 28301.

SECTION 3

This ordinance shall be in full force and effect from and after its adoption.

Adopted this 23rd day of June 2025.

CITY OF FAYETTEVILLE

BY:

Mitch Colvin, Mayor

ATTEST:

Jennifer L. Ayre, City Clerk

2443 Hope Mills Road								
	KEAVETTEVILLE City Council Initiated Demolition Score Matrix					atrix		
TIER	FACTOR	SUBFACTOR	AVAILABLE POINTS	MAXIMUM POINTS UP TO	MULTIPLYING FACTOR	ASSIGNED POINTS	TOTAL	
		Burned Out or Major Fire Damage and Uninhabitabl	150					
1	Structural Damage	Minor Fire Damage but Habitable	75	150	150 30%	100	30	
		Obvious Visual Structural Damage Or	100					
		No Obvious Visual Structural Damage	50					
2	Time on Demolition List	Over one year (365 days and over)	80	80	30%	80	24	
		Under one year (up to 364 days)	50					
3	Ordinance	Demolition Ordinance Signed by City Council	20	20	30%		0	
4	Financial Cost	Cost of Demolition is Over 10% of the Annual Demoli	40	80	20%	80	16	
4	T manetar cost	Cost of Demolition is Under 10% of the Annual Demo	80	00	20/0	00	10	
5	Crime	Frequent Police Calls Or	20	20	20	20 15%	20	q
5	Orme	Code Enforcement Compliants - over 5	10		10/0	20	2	
	Location	Located Within the 100 year Floodplain or Other Env	60	60	60 10%			
6		School/Park/Public Facility located Within 1/2 mile	40			60 10%	10% 40	4
		Within a Neighborhood Revitalization Area	40					
1	FOTAL POINTS						77	

Definitions

The spreadsheet shows the maximum points allowed for each factor. If there are multiple subfactors, then only **one** subfactor can be scored. The scorer is allowed to give less than the maximum points for any factor, if necessary.

1	 Structural Damage - In this section, the scorer uses the fire department structural evaluation to score the property. If the property is gutted by fire and uninhabitable, then the maximum points can be assigned. A minor fire, but habitable structure receives less points and should be used when the owners of the propertyhave not made sustantial improvements to the property. Visual Structural Damage - Obvious structrual damage refers to the missing element from a sturcture such as a collapsed roof system, missing support beams, damaged foundations, or damaged/missing exterior wall elements. Points can also be awarded in this section for exterior fire damage. No obvious visual structural damage refers to damage to a structure that is interior to the structure or within the walls.
2	Time on the Demolition List signifies how many days the property has been identified as a nuisance/blighted property. The 365 days time fram starts the day that the hearing order is signed.
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4	Financial Cost allows the department to manage its resources. Higher points are awarded to projects that utilize under 10% of the departments current annual demolition budget. Projects that require over 10 % of the budget, receive less points due to the fact that those projects diminish the departments ability to mitigate additional projects.
5	Crime - The frequency of police calls shall get full points if the number of calls is over five in a three month time period. The subject property can receive full Code Enforcement points if the project receives over five Code Enforcement complaints in a three month period.
6	Location -

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4724

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Work Session

Agenda Number: 7.0A14

- TO: Mayor and Members of City Council
- THRU: Adam Lindsay, ICMA-CM, Assistant City Manager
- FROM: Sheila Thomas-Ambat, PE, CCM, CFM, Public Services Director Brian McGill, PE, PTOE, Interim Assistant Public Services Director -Traffic Services Virginia Small, Transportation Planner John McNeill, PMP, Senior Project Manager - Traffic

DATE: June 23, 2025

RE:

Approve and Adopt the Comprehensive Pedestrian Plan Update

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: The City of Fayetteville will be a highly desirable place to live, work and recreate.

Executive Summary:

with The City of Fayetteville partnered the North Carolina Department of Transportation (NCDOT) to conduct a planning process to enhance pedestrian safety and comfort within city limits. The study involved technical analysis, coordination with agencies, and input from the community develop pedestrian to project recommendations. The update to the Fayetteville Pedestrian Plan focuses on enhancing the network of multimodal facilities and developing projects, programs, and policies for implementation. This plan presents 144 recommended pedestrian projects throughout Fayetteville, representing both intersection enhancements and corridor wide improvements. The total estimated cost of the plan is \$769.51 million dollars and would construct approximately 146 miles of sidewalk.

The Comprehensive Pedestrian Plan Update was presented to Council at the June 2, 2025 Work Session. The previous motion from Council was to approve placing this item on a future consent agenda for adoption. Should Council provide consent and

adopt the Comprehensive Pedestrian Plan Update, staff will program proposed projects in future CIP requests.

Background:

The history for the Comprehensive Pedestrian Plan Update Draft Report can be summarized as follows:

- February 2023 NCDOT puts out the relevant call for grant applications.
- April 2023 Council authorizes, and City submits, grant application to NCDOT.
- May 2023 FAMPO Transportation Advisory Committee approves a resolution to support.
- July 2023 City notified of grant approval.
- October 2023 NCDOT coordinates the Municipal Agreement.
- March 2024 Comprehensive Pedestrian Plan Update Kick-Off.
- August 2024 Pedestrian Plan Public Meeting #1.
- December 2024 Pedestrian Plan Public Meeting #2.
- April 2025 Comprehensive Pedestrian Plan Update Draft Report Completed.
- June 2025 Comprehensive Pedestrian Plan Update presented to Council at Work Session.

The City of Fayetteville and NCDOT partnered together to conduct a Comprehensive Fayetteville Pedestrian Plan Update. The project team identified a Project Steering Committee to establish project goals and to provide feedback throughout the project. Members included local, regional, and state agencies as well as local community organizations supportive of enhancing pedestrian safety and comfort.

Two rounds of community engagement were held, one each in August 2024 and December 2024. In both rounds, the project team offered several ways to engage, workshops, online surveys including public and map comments, in-person conversations, and in-person voting exercises. The two rounds of engagement resulted in a combined 360 map comments, 652 survey responses, and 95 in-person conversations.

The analysis started with a review of recent local and regional multimodal plans, existing transportation network, and land use conditions for the study area, identifying a total of 244 relevant projects for this study. The team then removed any project from a recent local and regional multimodal plan that has been completed or already had identified for implementation and construction. The funding project team then analyzed the transportation network to identify any gaps between projects, removing access-controlled routes along the interstate from the analysis. Through the gap analysis, 27 additional corridors and 70 additional projects were identified for further analysis and comparison with the remaining projects from the plan review. The project team proceeded to assign these projects a score based on a series of evaluation criteria. After the project identification process, 144 projects proceeded to move forward. Projects were then further refined into key recommendations and project types, tailored to specific corridor needs.

Planning-level cost estimates were developed for each of the corridor improvements to assist with project prioritization and implementation. The project team developed an implementation plan based on the resulting prioritization, estimated cost, and feedback from the public and project steering committee. The implementation plan identified projects as Near-Term, Medium-Term, and Long-Term. The Near-Term projects include the most critical initiatives for immediate action. The total estimated cost of the plan is \$769.51 million dollars and would construct approximately 146 miles of sidewalk.

Finally, the project team documented community partners, funding sources, and design resources that can be considered when moving the project recommendations through to design and implementation.

Attached are the final reports, appendices, and the presentation to accompany the Final Comprehensive Pedestrian Plan Update. Should Council provide consent, staff will program proposed projects in future CIP requests.

Issues/Analysis:

The Fayetteville Pedestrian Plan requires an update to reflect recent local and regional plans, construction, and development progress. The Comprehensive Pedestrian Plan analyzed recent plans, the transportation network, and land use to recommend 144 pedestrian safety improvement projects.

Budget Impact:

To adopt the plan, there is no active budget impact. Should the plan be approved, future pedestrian safety improvements will be programmed into future fiscal year CIP proposals.

Options:

Option 1 - Approve and adopt the Comprehensive Pedestrian Plan Update. Option 2 - Do not approve the Comprehensive Pedestrian Plan Update and provide staff with further direction.

Recommended Action:

Option 1 - Approve and adopt the Comprehensive Pedestrian Plan Update.

Attachments:

Fayetteville Pedestrian Plan_final report.pdf Appendix A - Fayetteville Ped Plan PEP.pdf

- Appendix B Public Survey Fay Ped Plan Survey Results Round 1 and 2.pdf
- Appendix C Prioritization Methodology.pdf

Appendix D - Project Cost Estimation Details.pdf

Appendix E - Fayetteville Pedestrian Plan Glossary.pdf Ped Plan_City Council June 2025.pdf

CITY OF FAYETTEVILLE PEDESTRIAN PLAN



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APRIL 2025

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City of Fayetteville Pedestrian Plan Fayetteville, NC

Prepared for: NCDOT Integrated Mobility Division and the City of Fayetteville Public Services Department

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The City of Fayetteville partnered with the NCDOT Integrated Mobility Division to conduct a planning process to enhance pedestrian safety and comfort within city limits. The update to the Fayetteville Pedestrian Plan focuses on enhancing the network of multimodal facilities and developing projects, programs, and policies for implementation. This plan presents 144 recommended pedestrian projects throughout Fayetteville, representing both intersection enhancements and corridor wide improvements.

Fayetteville, the largest city in Cumberland County and the sixth largest in North Carolina, had a population of 208,501 according to the 2020 census. The city is most famous as the home of Fort Bragg, a significant U.S. Army base located just northwest of the city. Fayetteville has a large service population, around 7,000 soldiers each year transitioning through the area, with many choosing to remain in the region. Fayetteville is also home to three colleges and universities, including Fayetteville State University, Methodist University, and Fayetteville Technical Community College. Today, this vibrant city, located in the Sandhills region of southeastern North Carolina, benefits from its proximity to Interstate 95 and the Pope Army Airfield, driving economic growth, development, and a revitalized downtown.

The project team performed an in-depth planning analysis to assist decision-makers in building upon previous pedestrian safety efforts in Fayetteville, understanding the current challenges and opportunities the community faces, and identifying and prioritizing pedestrian projects. The study involved technical analysis, coordination with agencies, and input from the community to develop pedestrian project recommendations. This report includes the following sections:

- Introduction
- Public Engagement
- Existing Conditions
- Project Identification & Scoring
- Project Recommendations
- Project Prioritization
- Implementation and Funding Strategies.

The study area for the project is the city limits of Fayetteville (Figure 1).

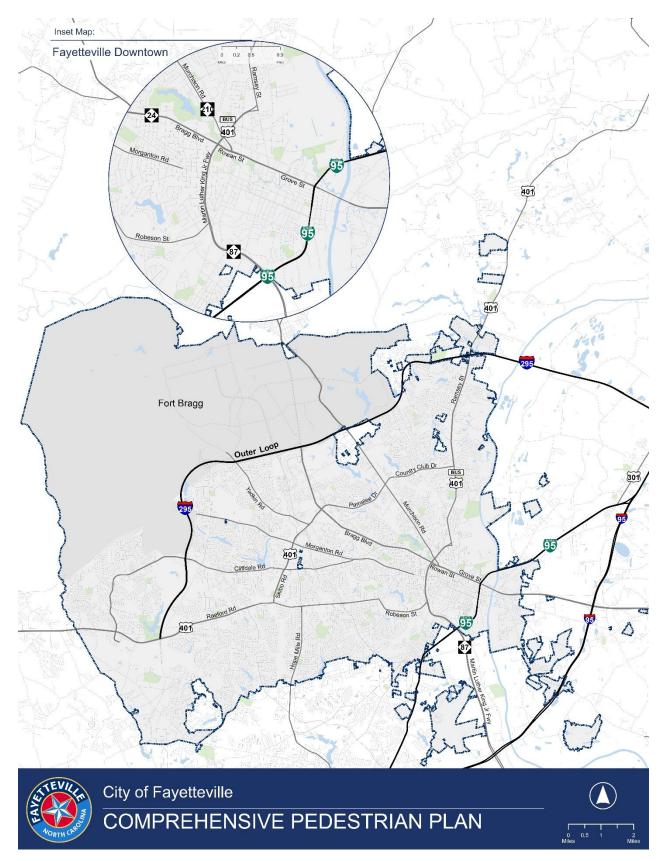


Figure 1. Project Study Area

The project team identified a Project Steering Committee to establish project goals and to provide feedback throughout the project. Members included local, regional, and state agencies as well as local community organizations supportive of enhancing pedestrian safety and comfort. The Steering Committee helped identify the following goals and objectives for the plan (Figure 2):

	GOALS	OBJECTIVES	
Å	Enhance Pedestrian Safety and Accessibility	 Increase pedestrian safety. Improve safety and accessibility near K-12 schools. Continue progress towards increased and improved pedestrian facilities. 	
		 Improve mobility and connectivity by investing in sidewalks and trails. 	
	Promote Community Engagement and Education	 Collaborative citizen and business engagement. Educate the community on pedestrian needs. 	
	Support Sustainable and Active Transportation	 Enhance opportunities to walk for recreation, leisure, and sustainable transportation. Connect community and cultural points of interest, including economic and employment destinations. 	
	Leverage Resources for Community Development	 Leverage funding sources to support pedestrian and community improvements. 	
eee eee	Create a Thriving and Desirable Community	 Generate thriving neighborhoods with a high quality of life, making Fayetteville a highly desirable place to live, work, and recreate. 	

Figure 2. Project Goals and Objectives

Community feedback was essential to the planning process. The project team collected feedback in two rounds of engagement, held in August 2024 and December 2024 (Figure 3). The first round focused on existing conditions to gather more feedback on challenges and opportunities for pedestrians. The second round focused on collecting feedback on identified projects and prioritization to inform the plan's final recommendations. In both rounds, the project team offered several ways to engage, including public workshops, online surveys and map comments, in-person conversations, and in-person voting exercises (Figure 4). The team documented high-level results from both rounds.

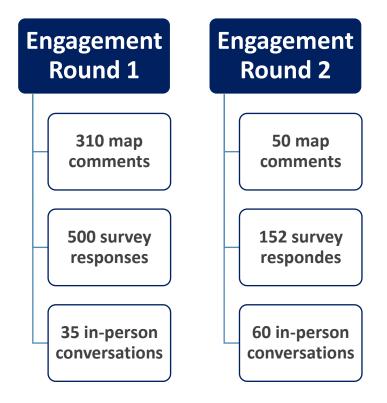


Figure 3. Engagement by the Numbers





Figure 4. Example Engagement Activities

After beginning the project with a detailed review of recent local and regional multimodal plans, the project team documented the existing transportation and land use conditions for the study area. The existing conditions analysis provides a comprehensive understanding of the study area. The project team examined various factors such as existing and proposed multimodal infrastructure, pedestrian and bicyclist crash data, roadway characteristics, land use, and community points of interest. By assessing these elements, potential challenges and opportunities could be identified that may impact pedestrian safety and comfort. High-level findings from the existing conditions analysis and first round of community engagement included the following (Table 1):

Table 1. Overview of Key Existing Conditions Findings

Category	Мар	Key Findings
Community	Population Density	Data from the 2020 Census indicates the population of Fayetteville was 208,500, a nearly 4%
Demographics		increase from 2010
	Employment Density	Fort Bragg is a major regional employer located north of the city. Downtown Fayetteville is a
		tourism hub with retail, restaurants, museums, sporting facilities, and municipal services
	Zero Car Households	The highest zero-car rates are along Ramsey Street and Murchison Road in the east. Other
		concentrations are near Downtown, north of Raeford Road, and south of Cliffdale Road
Community	Points of Interest	Fort Bragg is in the northwest and serves as a major employer. Key locations in Fayetteville
Infrastructure		also include schools, colleges, libraries, hospitals, parks, and recreation centers
Transportation	Existing Sidewalk	Fayetteville's sidewalk network is mostly limited to major corridors. The most pedestrian-
Infrastructure		connected areas are Downtown, Haymount, and areas near Glensford Drive, Santa Fe Drive,
		and Bonanza Drive
	Annual Average Daily	High traffic volumes are concentrated on major cross-town roads: Skibo Road, Raeford
	Traffic (AADT)	Road, Ramsey Street, and Cliffdale Road. Bragg Boulevard, Yadkin Road, and Murchison
		Road provide north-south access to Fort Bragg. Raeford Road and Cliffdale Road offer east-
		west connectivity.
	Transit	FAST operates 30 fixed-route buses across 17 routes. Connects major corridors to key
		destinations like Fort Bragg, Downtown, and Cross Creek Mall.
	Pedestrian and Bicyclist	From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes. Most crashes occurred
	Crashes	near major arterial corridors
Community	Challenges	The absence of sidewalks, crosswalks, and pushbuttons at important intersections, along
Engagement		with aggressive driving, speeding, and insufficient lighting at crossings and along corridors,
		all contribute to challenges in pedestrian safety and comfort.
	Opportunities	Constructing new sidewalks and linking them to existing sidewalks and trails, improving
		connections to key destinations, reducing speeds through traffic calming measures, and
		enhancing crossings can all help improve pedestrian comfort and safety.

After the existing conditions analysis was completed, the project team began the project identification process. This process was comprised of the following three steps:

- Step 1: Identify Projects from Plan Review
- Step 2: Gap Analysis:
 - o Identification of areas with crash history or safety/comfort issues
 - Filtering of projects without immediate safety/comfort issues
 - Review of corridors without current planned pedestrian projects
- Step 3: Project Scoring:
 - Projects were assigned a score based the following evaluation criteria:
 - Safety
 - Comfort
 - Equity
 - Connectivity
 - Land Use

During the plan review process, the project team identified a total of 244 projects that were relevant to the Fayetteville Pedestrian Plan. Key projects were identified from the previous City of Fayetteville Pedestrian Plan, the Comprehensive Transportation Plan and other City plans, Metropolitan Planning Organization (MPO) plans, and NCDOT planned and programmed projects. The team then reviewed each project status, removing any that have been completed or already had funding identified for implementation and construction.

Following the synthesis of planned projects from past project work throughout Fayetteville, the project team explored an analysis to fill any gaps between projects. The review focused on arterial, collector, and local routes within the City of Fayetteville, removing access-controlled routes along the interstate from the analysis. Using the following two factors, the project team reviewed the locations of consolidated projects from plan:

- Crash history Projects noted for the presence of pedestrian crashes occurring within the past 10 years
- Pedestrian Level of Comfort (PLOC) Projects noted for having a PLOC of 3 or 4 (explained on the following page)

Pedestrian crash activity in Fayetteville is concentrated along major arterial corridors and key intersections, where high traffic volumes, frequent turning movements, and access management challenges contribute to safety concerns. These areas present risks for all users, particularly at points of heavy congestion and multimodal interactions.

PLOC analysis refers to the systemic evaluation of the pedestrian network to understand corridors and intersections that are comfortable or uncomfortable to walk. This project team completed the analysis for both intersections and corridors, as described in Figure 5.

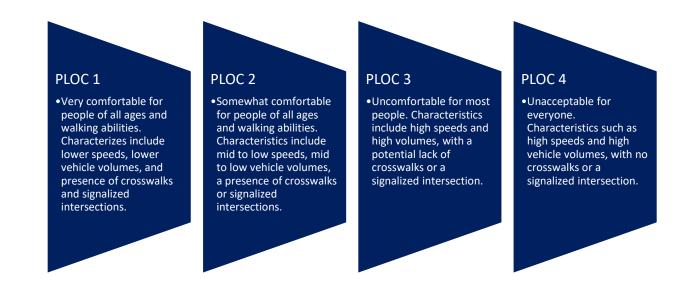


Figure 5. Pedestrian Level of Comfort Scoring

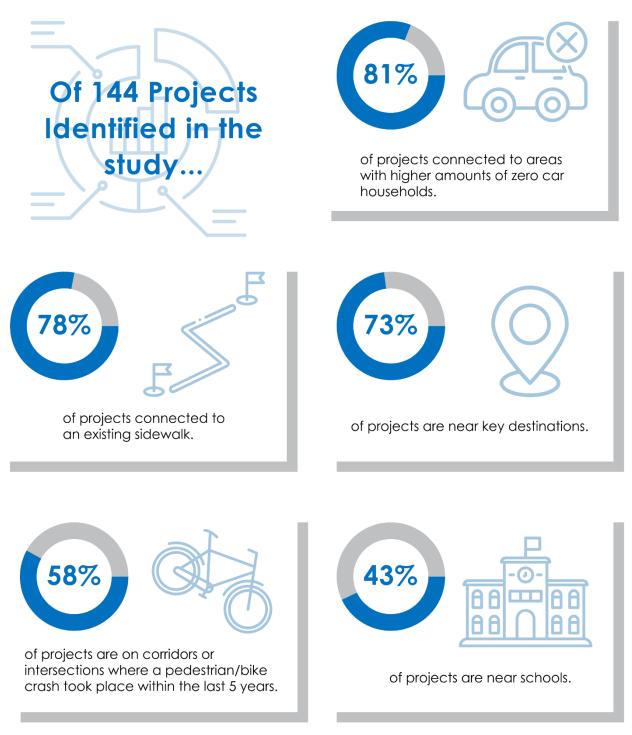
The combination of recent pedestrian crashes and PLOC 3-4 means these corridors or intersections may have high pedestrian exposure to risk and low comfort due to missing infrastructure, high vehicle speeds, or inadequate crossings. Key corridors were identified throughout the gap analysis that should be considered throughout the project identification in this plan. Throughout the gap analysis, 27 additional corridors and 70 additional projects were identified for further analysis and comparison with the remaining projects from the plan review.

Following the identification of projects both through the plan review and gap analysis, the project team assigned these projects a score based on a series of evaluation criteria:

- Safety
- Comfort
- Equity
- Connectivity
- Land Use

After the project identification process, the project team identified 144 projects to move forward. These projects are summarized in Figure 6 and Figure 7.

144 IDENTIFIED PROJECTS





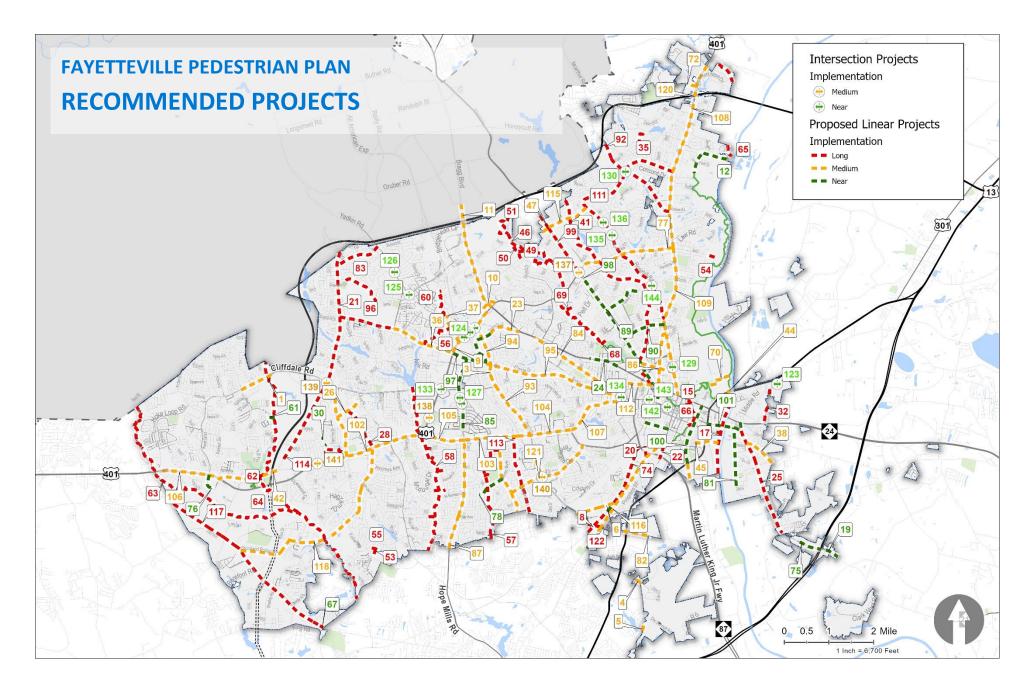


Figure 7. Recommended Projects

Following the project identification process and public engagement, projects were further refined into key recommendations and project types. The proposed network includes a variety of pedestrian infrastructure improvements tailored to specific corridor needs. Examples are included in Figure 8:



Sidewalks & Trails Enhancing pedestrian mobility along major corridors such as Cliffdale Rd and Skibo Rd.



Greenways & Multi-Use Trails Expanding connectivity through natural corridors like the Cape Fear River Trail Extension.

Intersection & Corridor Enhancements Improving crossings and accessibility along high-traffic roads.

School & Neighborhood Connections Providing safe, walkable routes for students and residents.

Figure 8. Example Project Types

Each project was evaluated based on feasibility, priority, and impact to ensure a comprehensive approach to pedestrian and bicycle infrastructure development. The following guidelines were followed to develop project prioritization (Table 2):

Table 2. Project Prioritization

Project Type	Considerations
Crosswalks and Intersection Improvements	The timeline for crosswalk and intersection enhancements was primarily determined by maintenance responsibility. Projects located on city-maintained roadways were designated as near-term priorities due to greater local control over implementation. Conversely, those on NCDOT-maintained roadways were classified as medium-term, as they require coordination with the state transportation agency, which may extend the timeline.
Neighborhood Connections	Smaller-scale neighborhood connections were generally classified as long-term priorities due to the complexity of securing necessary approvals and funding. However, shorter connections—defined as segments under 1,000 feet—were considered for near-term prioritization, given their lower cost and ease of implementation.
Corridor Projects	Corridor-wide pedestrian improvements were primarily assigned long-term status, reflecting the broader scope and potential challenges associated with funding, right-of-way acquisition, and coordination with ongoing roadway projects. However, shorter corridor projects—those less than ½ mile in length—or those that are already programmed for construction were given a higher priority and classified as near- or medium-term.
Trail Projects	Trail projects were prioritized based on whether they followed existing roadways or required new right- of-way acquisition. Those utilizing existing roadway corridors were classified as medium-term, as they can often be integrated into ongoing roadway improvements. In contrast, trails requiring new right-of-way acquisition were designated as long-term projects due to the additional time needed for property negotiations and permitting.
Sidewalk Projects	Sidewalk projects were prioritized based on length and right-of-way availability. Shorter sidewalk gap projects were identified as near-term priorities, as they address critical connectivity issues with minimal barriers to implementation. Longer sidewalk projects exceeding 1,000 feet, but where right-of-way is readily available, were classified as medium-term. In cases where right-of-way constraints exist, requiring acquisition or complex design solutions, projects were categorized as long-term.

Planning-level cost estimates were then developed for each of the corridor improvements to assist with project prioritization and implementation. The project team developed an implementation plan based on the resulting prioritization, estimated cost, and feedback from the public and project steering committee. The following table lists the total estimated cost of the plan.

Implementation Phase	Total Length of Construction (mi)	Cost (\$M)
Near-Term	16.67	\$52.83
Medium-Term	60.47	\$210.73
Long-Term	68.84	\$505.95
TOTAL	145.98	\$769.51

The purpose of the implementation plan is to provide reasonable timelines for project development and identify corresponding funding sources. Projects were identified as Near-Term, Medium-Term, and Long-Term. The Near-Term projects include the most critical initiatives for immediate action. This tiered approach serves as a strategic guide for prioritizing and implementing crucial projects within the plan. The following tables categorize the 144 project recommendations by Near, Medium, or Long-Term Implementation.

NEAR TERM PROJECTS:

Master ID	 Corridor Name	Туре	
100	Old Wilmington Road	Corridor / Crossing	
98	NC 210 (Murchison Road)	Corridor / Crossing	
90	Langdon Road	Corridor / Crossing	
101	Person Street	Corridor / Crossing	
14	Lamon Street Connector	Sidewalk / Trail	
75	Cedar Creek Road	Corridor / Crossing	
81	Deep Creek Road	Corridor / Crossing	
52	Hillsboro Street	Sidewalk / Trail	
24	NC 24 (Bragg Blvd)	Sidewalk	
19	NC 53 (Cedar Creek Road)	Sidewalk / Trail	
85	Glensford Road	Corridor / Crossing	
134	SR 1404 (Hay Street / Morganton Road)	Intersection	
129	SR 3950 (Ramsey Street)	Intersection	
119	Sycamore Dairy Road	Corridor / Crossing	
124	SR 1415 (Yadkin Road)	Intersection	
125	SR 1415 (Yadkin Road)	Intersection	
143	Hay Street & Frankin Street	Intersection	
7	SR 1169 (Camden Road)	Sidewalk / Trail	
73	Blount Street	Corridor / Crossing	
78	Coventry Road	Corridor / Crossing	
89	Jasper Street	Corridor / Crossing	
97	Morganton Road	Corridor / Crossing	
142	Hay Street & Burgess	Intersection	
130	SR 1600 (McArthur Road)	Intersection	
133	US 401 Business (Skibo Road)	Intersection	
12	Dobson Drive	Sidewalk / Trail	
126	SR 1415 (Yadkin Road)	Intersection	
127	SR 1596 (Glensford Drive)	Intersection	
132	US 401 (Skibo Road)	Intersection	
144	Rosehill Road & Walstone Road	Intersection	
131	US 401 (Skibo Road)	Intersection	
61	Little Rockfish Creek Connector	Sidewalk / Trail	
76	Cliffdale Road	Corridor / Crossing	
13	SR 1132 (Legion Road)	Sidewalk / Trail	
67	SR 1108 (King Road)	Sidewalk / Trail	
136	SR 1615 (Rosehill Road)	Intersection	
128	SR 1596 (Glensford Drive)	Intersection	
123	SR 1838 (Dunn Road)	Intersection	
135	SR 1615 (Rosehill Road)	Intersection	
31	Burgenfield Drive Connection	Sidewalk / Trail	
30	Sentinel Drive Connection	Sidewalk / Trail	

MEDIUM TERM PROJECTS:

Master ID	Corridor Name	Туре
86	Hillsboro Street	Corridor / Crossing
110	Ramsey Street	Corridor / Crossing
109	Ramsey Street	Corridor / Crossing
102	US 401 (Raeford Road)	Corridor / Crossing
105	US 401 (Raeford Road)	Corridor / Crossing
94	McPherson Church Road	Corridor / Crossing
9	US 401 (Skibo Road)	Sidewalk / Trail
39	SR 3147 (W Rowan Street)	Sidewalk / Trail
80	Cumberland Street	Corridor / Crossing
103	US 401 (Raeford Road)	Corridor / Crossing
104	US 401 (Raeford Road)	Corridor / Crossing
108	Ramsey Street	Corridor / Crossing
121	Village Drive	Corridor / Crossing
11	NC 24 (Bragg Blvd)	Sidewalk / Trail
27	SR 1409 (71st School Road)	Sidewalk / Trail
77	US 401 (Country Club Road)	Corridor / Crossing
84	Ft Bragg Road	Corridor / Crossing
87	NC 59 (Hope Mills Road)	Corridor / Crossing
106	US 401 (Raeford Road)	Corridor / Crossing
116	Southern Avenue	Corridor / Crossing
10	SR 1499 (Swain Street)	Sidewalk / Trail
36	SR 1404 (Morganton Road)	Sidewalk / Trail
44	Eastern Blvd Service Road	Sidewalk / Trail
2	SR 1404 (Morganton Road)	Sidewalk / Trail
38	SR 2000 (Sapona Road)	Sidewalk / Trail
47	SR 2734 (Hogan Street)	Sidewalk / Trail
70	Cross Creek to Cape Fear Connector	Sidewalk / Trail
95	Morganton Road	Corridor / Crossing
137	NC 210 (Murchison Road) & Country Club Drive	Intersection
29	SR 1007 (Owen Drive)	Sidewalk
88	SR 1219 (Ireland Drive)	Corridor / Crossing
112	NC 24 (Rowan Street)	Corridor / Crossing
118	SR 1104 (Strickland Bridge Road)	Corridor / Crossing
1	SR 1400 (Cliffdale Road)	Sidewalk / Trail
45	Campbell Terrace Road	Sidewalk / Trail
79	Cumberland Road	Corridor / Crossing
138	US 401 (Skibo Road)	Mid-Block Crossing
3	McPherson Church Road	Sidewalk / Trail
18	Old Wilmington Road	Sidewalk / Trail
26	SR 1410 (Old Bunce Road)	Sidewalk / Trail
6	SR 1141 (Cumberland Road)	Sidewalk / Trail
23	Sycamore Dairy Road	Sidewalk
82	SR 2283 (E Mountain Road)	Corridor / Crossing
93	McPherson Church Road	Corridor / Crossing
107	US 401 (Raeford Road)	Corridor / Crossing
42	SR 3569 (Raeford Road)	Sidewalk / Trail
91	SR 1132 (Legion Road)	Corridor / Crossing
115	SR 1614 (Shaw Mill Road)	Corridor / Crossing
139	South Reilly Road & Cliffdale Road	Intersection
140	Owen Drive & Village Drive	Intersection
140		

141	US 401 (Raeford Road) & Chilton Drive	Intersection
37	SR 3499 (Lake Valley Drive)	Sidewalk / Trail
71	SR 1409 (71st School Road)	Corridor / Crossing
72	SR 1611 (Andrews Road)	Corridor / Crossing
120	US 401 (Ramsey Street)	Corridor / Crossing
4	SR 2260 (Airport Road)	Sidewalk / Trail
5	SR 2341 (Lee Road)	Sidewalk / Trail

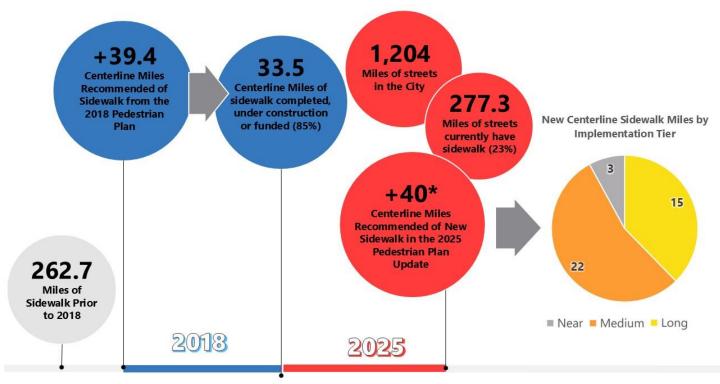
LONG TERM PROJECTS:

Master ID	Corridor Name	Туре
8	SR 1003 (Camden Road)	Sidewalk / Trail
15	Blount Creek Greenway	Sidewalk / Trail
16	Cross Street Trail	Sidewalk / Trail
17	Cape Fear River Trail Extension	Sidewalk / Trail
20	Winslow Street	Sidewalk / Trail
21	SR 1403 (Reilly Road)	Sidewalk
22	SR 2311 (Gillespie Street)	Sidewalk / Trail
25	NC 53 (Cedar Creek Road)	Sidewalk
28	Badin Lake Lane Trail	Sidewalk / Trail
32	SR 1839 (Plymouth Street)	Sidewalk
33	School Connection	Sidewalk / Trail
34	School Connection	Sidewalk / Trail
35	Waterbury Drive Trail	Sidewalk / Trail
40	Cross Creek / Little Cross Creek Trail	Sidewalk / Trail
41	Cross Creek Trail	Sidewalk / Trail
43	Russell Street Trail	Sidewalk / Trail
46	Little Cross Creek Greenway	Sidewalk / Trail
48	Little Cross Creek Corridor Connection	Sidewalk / Trail
49	Little Cross Creek Trail Corridor	Sidewalk / Trail
50	Little Cross Creek Greenway	Sidewalk / Trail
51	Little Cross Creek Trail Corridor	Sidewalk / Trail
53	Dockside Drive Ext	Sidewalk / Trail
54	Tokay Drive Ext	Sidewalk / Trail
55	Dockside Drive Ext	Sidewalk / Trail
56	Beaver Creek Trail	Sidewalk / Trail
57	Odom Drive Trail	Sidewalk / Trail
58	Beaver Creek Greenway	Sidewalk / Trail
59	Paxton Drive Trail	Sidewalk / Trail
60	Beaver Creek Trail	Sidewalk / Trail
62	Bones Creek Greenway	Sidewalk / Trail
63	Little Rockfish Creek Greenway	Sidewalk / Trail
64	Little Rockfish Creek Trail	Sidewalk / Trail
65	Carvers Creek State Park Trail	Sidewalk / Trail
66	Blount Creek Greenway	Sidewalk / Trail
68	Essex Pl Greenway	Sidewalk / Trail
69	Regatta Street Greenway	Sidewalk / Trail
74	Camden Road	Corridor / Crossing
83	SR 1406 (Fillyaw Road)	Corridor / Crossing
92	McArthur Road	Corridor / Crossing
96	SR 1404 (Morganton Road)	Corridor / Crossing
99	NC 210 (Murchison Road)	Corridor / Crossing

111	NS 920 (Rosehill Road)	Corridor / Crossing
113	Roxie Avenue	Corridor / Crossing
114	SR 1403 (S Reilly Road)	Corridor / Crossing
117	SR 1112 (Stoney Point Road)	Corridor / Crossing
122	SR 1154 (W Mountain Road)	Corridor / Crossing

Lastly, the project team documented community partners, funding sources, and design resources that can be considered when moving the project recommendations through to design and implementation. Key funding sources include federal, state, and local opportunities as well partnerships with developers developing along the alignment. Key design resources include the North Carolina Complete Streets Guide, NCHRP Report 562, and NCHRP Report 834.

The image below provides the status of sidewalk implementation within the City since the previous pedestrian plan was developed in 2018:



*New sidewalk miles defined as new sidewalk where none is currently present

SECTION 1: INTRODUCTION

INTRODUCTION

The North Carolina Department of Transportation Integrated Mobility Division awarded the City of Fayetteville a planning grant to update the City's Comprehensive Pedestrian Plan to enhance the network of pedestrian infrastructure. The plan builds on recommendations from previous planning efforts and future growth in Fayetteville. Recommendations include the development of programs and policies that support multimodal transportation, the identification of pedestrian projects for implementation, and the development of an implementation plan for the prioritized projects.

Fayetteville, with a population of nearly 209,000 as of the 2020 Census, has grown by nearly four percent per year since 2010. It is the sixth-largest city in North Carolina and has emerged as one of the state's most diverse cities. It is also home to Fort Bragg, the world's largest military installation by population. Key demographic elements include the following:

- 42% of residents identify as Black or African American,
- 19% of residents live on low incomes (under \$14,500 annually),
- The age of the population is widely distributed, with 13% of residents aged 65 or older and 31% under 18, and
- 8% of residents are military veterans.

These factors underscore the importance of creating safe, accessible, and equitable pedestrian infrastructure to serve all residents, including vulnerable populations such as low-income families, older adults, and youth.

The city's growth and evolving needs require an updated approach to pedestrian planning for all users. Fayetteville has developed a series of comprehensive plans and initiatives aimed at fostering sustainable growth, enhancing transportation, and improving quality of life for its residents. Recent efforts local and regional efforts have focused on multimodal projects, transit enhancement, congestion management, and connectivity. By building on past recommendations and aligning with future growth, the new plan will prioritize policies, programs, and projects that enhance safety, accessibility, and connectivity for pedestrians (see Figure 9 for project study area). This effort reflects Fayetteville's ongoing commitment to fostering a sustainable, inclusive, and vibrant community where residents and visitors can thrive.

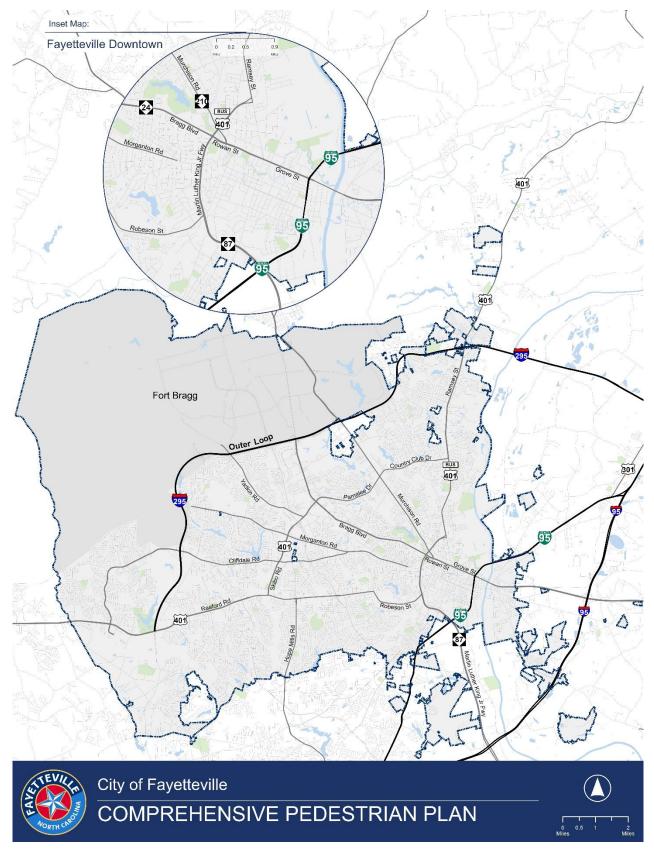


Figure 9. Project Study Area and Fayetteville City Limits

PLAN GOALS

The City of Fayetteville identified the following goals and objectives for the plan (Figure 10):

	GOALS	OBJECTIVES
Å	Enhance Pedestrian Safety and Accessibility	 Increase pedestrian safety. Improve safety and accessibility near K-12 schools. Continue progress towards increased and improved pedestrian facilities.
		 Improve mobility and connectivity by investing in sidewalks and trails.
	Promote Community Engagement and Education	 Collaborative citizen and business engagement. Educate the community on pedestrian needs.
	Support Sustainable and Active Transportation	 Enhance opportunities to walk for recreation, leisure, and sustainable transportation. Connect community and cultural points of interest, including economic and employment
		destinations.
(J.C)	Leverage Resources for Community Development	 Leverage funding sources to support pedestrian and community improvements.
	Create a Thriving and Desirable Community	 Generate thriving neighborhoods with a high quality of life, making Fayetteville a highly desirable place to live, work, and recreate.

Figure 10. Project Goals and Objectives

PLANNING PROCESS

The project team, in coordination with the NCDOT Integrated Mobility Division and the City of Fayetteville, developed the City of Fayetteville Pedestrian Plan Update through a series of five tasks:

- Task 1: Project Kickoff and Administration
- Task 2: Existing Conditions Assessment
- Task 3: Public and Stakeholder Engagement
- Task 4: Project Recommendations
- Task 5: Project Prioritization and Implementation

Table 3 provides a summary of the planning process.

Table 3. Planning Process Overview

Task	Overview
Task 1: Project Kickoff and Administration	Consisted of the project kickoff meeting, review of the project background materials, and coordination with City staff
Task 2: Existing Conditions Assessment	Reviewed relevant plans to identify opportunities to enhance the City's multimodal network. Analyzed transportation, land use, and demographic data, mapped key factors like traffic, speed limits, crash history, and parks, and conducted a field inventory of major streets to assess conditions and traffic.
Task 3: Public and Stakeholder Engagement	Conducted public and stakeholder engagement, including online comment maps and steering committee meetings, held at key stages of the plan to review progress and gather feedback.
Task 4: Project Recommendations	Identified the major areas of focus within the City and developed a series of bicycle and pedestrian facility alternatives for five project locations. These alternatives were screened by the project steering committee and ultimately refined by the project team to develop visualizations, cost estimates, and cut sheets. This enabled the team to develop the recommended comprehensive bicycle and pedestrian plan for the City.
Task 5: Project Prioritization and Implementation	Identified key focus areas and developed bicycle and pedestrian facility alternatives for five locations. After screening and refinement with the steering committee, created visualizations, cost estimates, and cut sheets, resulting in a comprehensive bicycle and pedestrian plan for the City.

Figure 11 displays the timeline of key milestones throughout the project.

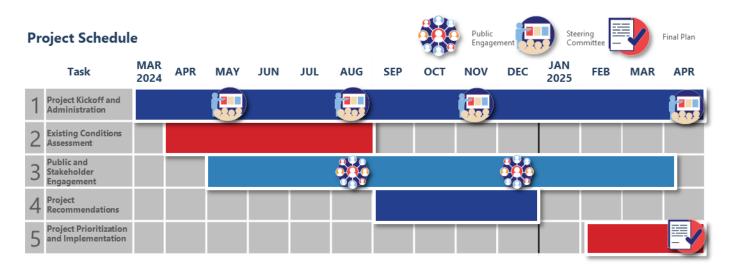


Figure 11. Project Timeline

SECTION 2: PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

Public engagement was a critical element of the Fayetteville Pedestrian Pan Update. The project team engaged local community members throughout the project to gather feedback on priorities, community challenges and opportunities, and prioritization of projects identified in the plan. Prior to beginning any detailed public engagement, the team created a Public Engagement Plan (Appendix A) to document the engagement strategy, timeline, key community groups, and general goals for public engagement. Public engagement for the project included a range of methods, including inperson events, online surveys, and both digital and printed materials. All public engagement results, including online survey and comment map responses, are provided in Appendix B.

ENGAGEMENT GOALS AND STRATEGIES

The project team developed a broad strategy for engaging with community members with a goal to not only inform but also to encourage interactive activities over a mix of in-person and online media. The overall public outreach strategy was to complete the following:

- Host an online input form to gather email addresses for those that want to stay involved with the development of the plan.
- Establish a Steering Committee to guide the development of the Plan.
- Maintain a project website.
- Design and draft content for social media outreach, email blasts, newsletters, and listservs.
- Design printed and digital materials such as handouts and flyers.
- Create an online interactive map.
- Release a public input survey and analyze its results.
- Host two community workshops.
- Work with the City of Fayetteville's Public Information Officer to identify additional outreach opportunities.

The project team conducted two rounds of public engagement, each coinciding with a key project milestone. Prior to each round of public engagement, the City posted fliers in store fronts, community centers, and City Hall to encourage people to sign up to stay involved with the development of the plan. Printed and digital materials were disseminated to reach people in person as well as on social media and online.

Each round of public engagement had one in-person event and online feedback opportunities to collect distinct yet cohesive feedback on how enhance pedestrian safety in Fayetteville. The first round of public engagement was held in August 2024, and the project team collected input on plan priorities, existing conditions, and key challenges and opportunities. The second round of public engagement was held in December 2024 to collect feedback on identified projects and project prioritization. The community was encouraged to engage in conversations with the study team, ask questions about the project, and meet other community members to collaborate on ideas.

The project team designed a toolkit with content to help promote the public workshops, online survey, and online input map. For each round of public engagement, the toolkit included social media materials, fliers, talking points, and email templates.

PROJECT STEERING COMMITTEE

The Steering Committee was formed to help guide the vision for the plan and review public facing materials and draft deliverables. Steering committee members consisted of representatives from local, regional, and state public agencies as well as advocates for multimodal safety. The City of Fayetteville established a robust Steering Committee consisting of 46 members representing the following agencies (Table 4):

Table 4. Ste	ering Committee	e Member	Overview
--------------	-----------------	----------	----------

	Steering Committee Member Agencies and Organizations		
City of Fayetteville	NCDOT Integrated Mobility Division	Cool Spring Downtown District	Sustainable Sandhills
Fayetteville Area System of Transit (FAST)	NCDOT Division 6	Food Policy Council	Cumberland County Health Department
Fayetteville Area Metropolitan	Fayetteville Chamber of	Haymount Business	Fayetteville Public Works Commission
Planning Organization (FAMPO)	Commerce	District	
Fayetteville/Cumberland County	Cumberland County	Fayetteville State	Genesis Christian School, business
Parks & Recreation	Schools	University	owners, and one property owner.

A total of four steering committee meetings were held throughout the project (Figure 12).

Meeting #1: Plan Goals (May 2024)	Meeting #2: Existing Conditions (September 2024)	Meeting #3 Project Identification (January 2025)	Meeting #4: Final Deliverables (April 2025)
This meeting was held in to kick off the project. This meeting focused on steering committee roles and responsibilities, solidifying plan goals and objectives, and soliciting feedback on existing conditions.	The steering commtitee reviewed existing conditions materials and provided feedback on public engagement materials for Round 1 of engagement.	The steering committee reviewed projects identified from exisitng conditions, public engagment, and a gap analysis. Feedback was also collected on Round 2 engagement materials.	The steering committee reviewed contents of the draft plan to be finalized.

Figure 12. Steering Committee Meetings

PROJECT WEBSITE

A landing page for the pedestrian plan was created on the City of Fayetteville website to provide timely updates on the study to the community (Figure 13). The project team and City of Fayetteville's Public Information Officer provided engagement updates, resources on walking, and as links to the online surveys and comment maps on the <u>website</u>.

Pedestrian & Bicycle Safety



The City of Fayetteville is making strides to expand its pedestrian network to create a safer and more accessible city to walk and bike. We look forward to working with our residents to help determine where we need to make pedestrian improvements.

Fayetteville Pedestrian Plan

The City of Fayetteville is currently updating their Pedestrian Plan. This plan will identify where sidewalks and crosswalks are needed throughout the city to create a more walkable environment for people of all abilities.

Figure 13. Project Website

OUTREACH STRATEGIES

To promote these activities, the City of Fayetteville staff and the consultant team conducted the following to inform the public:

- Social Media Efforts:
 - Paid ads and organic posts on platforms like Facebook.
 - Messages sent to 15 Facebook groups, reaching over 200,000 members.
 - YouTube video (August 2, 2024): City Update City of Fayetteville Pedestrian Plan.
- Advertising:
 - Digital billboard ads.
 - City View ads.
 - Cumulus Radio ad.
- Outreach and Communication:
 - City e-newsletter.
 - 2 press releases.
 - Media interviews.

- Podcast appearances.
- Toolkit of information distributed to all Steering Committee members.
- Targeted Outreach:
 - Specifically engaged with the Council for Persons with Disabilities, Vision Resource Center, Fayetteville Running Club, and Fayetteville Millennials.

WRAL attended the workshop to promote the plan and online feedback opportunities (Figure 14).



Figure 14. WRAL Coverage of Round 2 Engagement

PUBLIC ENGAGEMENT ROUND 1

Round 1 of public engagement took place from August 1 through 31, 2024. The first round of public engagement had an in-person workshop, online survey, and online comment map for the community to review and provide input on plan priorities and existing conditions (see Figure 15 for example flyer). This was used to supplement mapping done for the trail to understand nuances of key challenges and opportunities the community sees for the trail.

The City partnered with the Fayetteville Woodpeckers baseball team to promote a Buy One Get One deal for everyone that took the online survey and comment map. The public workshop was held on Wednesday, August 28th from 4-7 pm at the FAST Transit Center.

Overall, a total of **400 completed surveys, over 35 in-person conversations, and 310 online map comments** were received during the first round of public

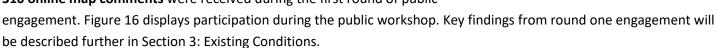




Figure 16. Round 1 Engagement Participation

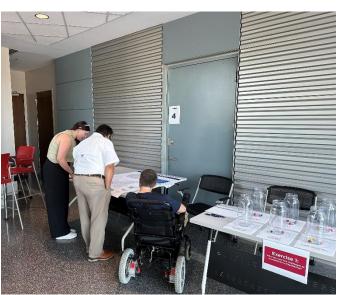




Figure 15. Round 1 Workshop Flyer

PUBLIC ENGAGEMENT ROUND 2

Round 2 of public engagement took place from December 1 through 31, 2024. The second round of public engagement had an in-person workshop, online comment map, and online survey for the community to review and provide input on identified projects throughout Fayetteville. The public also provided feedback on project prioritization. The project team used feedback collected in Round 2 to supplement the technical assessment to understand community preferences.

The public workshop was held at the FAST Transit Center Thursday, December 12, 202.4, with feedback opportunities between 11:30AM and 1:00PM and 4:30PM and 6:00PM. A total of **152 completed surveys, over 60 in-person conversations, and 50 online map comments** were received during the first round of public engagement. Figure 17 displays participation during the public workshop. Key findings from round two engagement will be described further in Section 4: Project Identification and Scoring.



Figure 17. Round 2 Engagement Participation

SECTION 3: EXISTING CONDITIONS

EXISTING CONDITIONS

The Existing Conditions analysis sets the stage for developing recommendations for the Fayetteville Pedestrian Plan Update. The analysis provides insight into the current pedestrian network and identifies opportunities for improvement through a data-focused approach.

PLAN REVIEW

The team began the existing conditions analysis by reviewing city and regional plans to assess past efforts for pedestrian improvements in Fayetteville. While prior plans addressed pedestrian infrastructure as part of broader goals, the Fayetteville Pedestrian Plan focuses on expanding the pedestrian network. The plans reviewed cover a comprehensive overview of plans for multimodal infrastructure, economic development, and future land use, among others. Table 5 provides an overview of areas the plans covered.

Table 5. Plan Review Emphasis Areas

			Emphasis Area		
Plan	Multimodal	Land Use	Points of Interest	Network	Economic
	Infrastructure	and Development		Connectivity	Development
2030 Growth Vision Plan (2008)	✓	√	✓	√	✓
Cumberland County 2010 Land Use Plan (2010)	✓	√		√	✓
Cape Fear River Plan (2016)	✓	✓	✓	✓	✓
Fayetteville Pedestrian Plan (2018)	✓		✓	✓	
Downtown Urban Design Plan (2019)	✓	✓	✓	✓	✓
FAMPO Bike Ped Element of 2045 MTP (2019)	✓			✓	
Sandhills Regional Bike Plan (2019)	✓			✓	
Center City Parks and Trails Master Plan (2020)	✓	√	✓	√	✓
Fayetteville 2040 Comprehensive Plan (2020)		√			√
Fayetteville Bicycle Plan (2020)	✓			✓	✓
Central Campbellton Neighborhood Plan (2021)	✓	√	√	√	√
FAMPO Multimodal Congestion Management Process (CMP) (2022)	✓			√	

			Emphasis Area		
Plan	Multimodal	Land Use	Points of Interest	Network	Economic
	Infrastructure	and Development		Connectivity	Development
FAMPO/Cumberland	√			✓	
County Comprehensive					
Transportation Plan					
(2022)					
City of Fayetteville	✓		✓		✓
Transit Development					
Plan (TDP) (2022)					
Hospital Area Plan and	✓	✓	✓	✓	✓
Overlay Ordinance (2010)					
Fayetteville	✓			✓	
Comprehensive					
Transportation Plan					
(2024)					

Relevant opportunities from adopted plans may be included in the Plan Update. Key recommendations from the Plans and Policies Review focus on enhancing pedestrian infrastructure and accessibility in Fayetteville, including the following:

- Integrating pedestrian features into all roadway projects.
- Expanding access and mobility along the Cape Fear River and trails.
- Upgrading streetscapes, crosswalks, and sidewalks, with emphasis on high-priority roads like Franklin, Hay, Gillespie, Raeford, Ramsey, Skibo, Morganton, Hope Mills, and Bragg Blvd.
- Removing pedestrian barriers and addressing deficiencies.
- Enhancing safety, connectivity, and maintenance, including in high-growth areas like Murchison Road, Downtown, Massey Hill, and Shaw Heights.
- Adopting design standards, fostering public involvement, and leveraging zoning updates and multimodal connections for Downtown improvements.
- Improving access to parks, healthcare providers, and mid-block crossings.

Key findings from selected plans are summarized below:

2030 GROWTH VISION PLAN (2008)

The 2030 Growth Vision Plan promotes a balanced, multi-modal transportation system with efficient streets, highways, sidewalks, trails, bike paths, and enhanced mass transit services. It supports integrating pedestrian and bikeway facilities as components of all roadway projects, encourages compact development along transit corridors, and emphasizes making communities pedestrian-friendly through development standards and public improvements, while also advocating for rural transit services and enhancing regional transportation connections.

CUMBERLAND COUNTY 2010 LAND USE PLAN (2010)

The Cumberland County Land Use Policies Plan provides some guidance for local governing bodies in determining parcel land use decisions. The plan provides development recommendations for pedestrian circulation in residential and commercial areas. This plan provides insight into development patterns within the county which can impact decisions for multimodal planning.

CAPE FEAR RIVER PLAN (2016)

The Cape Fear River Plan envisions transforming the lands along the riverfront to create vibrant, accessible, and sustainable urban and natural environments. The plan aims to enhance economic development, improve connectivity between neighborhoods and the Cape Fear River, and establish the riverfront as a central, appealing feature of Fayetteville. It includes goals to protect natural resources, develop recreational spaces, and foster a mixed-use environment that blends residential, commercial, cultural, and institutional uses. Key components of the plan are its focus on creating great destinations and integrating multimodal access along the river.

FAYETTEVILLE PEDESTRIAN PLAN (2018)

The 2018 Fayetteville Pedestrian Plan aims to create a walkable community by implementing comprehensive strategies focused on safety, accessibility, and connectivity. The plan emphasizes adopting policy changes, securing funding, and forming a Pedestrian Advisory Committee to guide the implementation process. Key projects include the creation of high-visibility crosswalks, regular sidewalk maintenance, development of pedestrian design standards, and updates to the City's Recreation, Park, and Open Space Plan. Education and encouragement programs are also vital components, promoting walking and ensuring public involvement.

DOWNTOWN URBAN DESIGN PLAN (2019)

The Downtown Urban Design Plan guides development in Downtown Fayetteville within the next five to ten years. The plan offers urban design recommendations and implementation action items for the core of Downtown Fayetteville, the current Municipal Services District area, sections of Hay Street and Person Street, and the surrounding blocks. Goals include updates to zoning and development standards, improving public realm and multimodal connections, and improving parking management, among others. The plan also makes specific pedestrian-oriented recommendations to streets such as Franklin Street, Hay Street, Green Street, and Gillespie Street.

FAMPO BIKE PED ELEMENT OF 2045 MTP (2019)

The Fayetteville Area Metropolitan Planning Organization (FAMPO) Bicycle and Pedestrian Element of the 2045 Metropolitan Transportation Plan (MTP) update is a comprehensive analysis of opportunities, barriers, and deficiencies in the bicycle and pedestrian transportation network within the FAMPO Study Area. It provides an area-wide network synopsis accounting for over 750 miles of both planned and proposed bicycle and pedestrian facilities. This work builds off the City of Fayetteville Pedestrian Plan 2018. The 2050 FAMPO MTP was updated in May of 2024 and has numerous sidewalk and trail projects that will be incorporated into the recommendation of this Fayetteville Pedestrian Plan.

SANDHILLS REGIONAL BIKE PLAN (2019)

The Sandhills Regional Bike Pan identifies identify opportunities and constraints for bicycling in the Sandhills region and establishes recommendations. This plan includes both long-term visionary projects for the region as well as locally-focused projects that aim to improve safety and connectivity in the short-term. In Fayetteville, the top corridors for

improvements include Raeford Road, Ramsey Road, Skibo Road, Morganton Road, Hay Street, Hope Mills Road, and Bragg Blvd.

CENTER CITY PARKS AND TRAILS MASTER PLAN (2020)

The Center City Parks and Trails Master Plan provides a framework for expanding the Cross Creek Linear Park and connecting existing and planned parks in the downtown area with key destinations like Fayetteville State University and surrounding neighborhoods. Goals and objectives include increasing access to parks and desirable destinations from surrounding residential and commercial areas, providing programming and education on the trails, beautifying public lands, re-establishing the urban tree canopy, and utilizing public lands for parks.

FAYETTEVILLE 2040 COMPREHENSIVE PLAN (2020)

The City of Fayetteville 2040 Comprehensive Plan provided an updated future land use map for the City. The plan outlines strategies and objectives for targeted growth as well as associated policies and implementation approaches. Areas with high redevelopment potential include extents along Murchison Road, Bragg Blvd, Ramsey Street, and areas including the greater Downtown core, Massey Hill, North Fayetteville, and Shaw Heights.

FAYETTEVILLE BICYCLE PLAN (2020)

The Fayetteville Bicycle Plan recommends infrastructure projects, policies, and programs to improve safety, connectivity, and well-being for people of all ages and abilities. Overall, this plan aims to ensure that individuals and planners realize the health, mobility, safety, environmental, and economic benefits of bicycling. Areas of concern for biking included Hay Street, Ireland Drive, Raeford Road, and Bragg Blvd.

CENTRAL CAMPBELLTON NEIGHBORHOOD PLAN (2021)

The Central Campbellton Neighborhood Plan provides strategies for quality-of-life enhancements in a three-quarter mile stretch of I-95 Business/Eastern Boulevard. The goals of the plan include ensuring a safe and secure community; enhancing a diverse and viable economy with a high-quality built environment; and making desirable places to live, work and recreate. Recommendations include pedestrian connectivity, friendly streetscapes, mid-block crossings, and connections to the Cross Creek Trail and Cape Fear River Trail.

FAMPO MULTIMODAL CONGESTION MANAGEMENT PROCESS (CMP) (2022)

The focus of this comprehensive Multi-Modal Congestion Management Process is on accessibility, connectivity, mobility, and safety for all transportation users. The process aims to balance strategies to improve safety and mobility for passenger cars, as well as pedestrian, bicycle, and transit modes. The CMP identified locations that are experiencing congestion and/or safety challenges and recommend projects and strategies that will improve conditions, ultimately resulting in the identification of high-priority projects for implementation within the NCDOT statewide prioritization (SPOT) and other project development processes.

FAMPO/CUMBERLAND COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2022)

FAMPO / Cumberland County Comprehensive Transportation Plan envisions a safe and reliable multimodal transportation network that accommodates all users and connects our people with the goods and services they need to thrive. The plan provides recommendations for congestion, access management, modernization, and safety improvements on corridors. It also includes recommended public transportation routes, pedestrian and bicycle facility recommendations, and shared use paths.

CITY OF FAYETTEVILLE TRANSIT DEVELOPMENT PLAN (TDP) (2022)

The City of Fayetteville Transit Development Plan provides a business development plan for the transit agency over the next decade as well as recommendations related to improved services, infrastructure, technology, plans and policies. Activity centers identified for transit include Fort Bragg, Fayetteville Regional Airport, Segra Stadium, Crown Coliseum, Fayetteville State University, and the VA Hospital.

HOSPITAL AREA PLAN AND OVERLAY ORDINANCE (2010)

The Hospital Area Plan and Overlay Ordinance provides recommendations for the growth and development of the Cape Fear Valley Medical Center. The area has become a center for the health care industry in the region, but neighborhoods near the hospital have felt the strains and impacts of growth- noise and traffic foremost among them. Pedestrianoriented recommendations are included for Village Drive, Roxie Avenue, and Owen Drive, among others.

FAYETTEVILLE COMPREHENSIVE TRANSPORTATION PLAN (2024)

The City of Fayetteville prepared a Comprehensive Transportation Plan to identify a series of multimodal transportation projects for inclusion in the Capital Improvement Program (CIP). The plan included two components: a connectivity study and a strategic corridor analysis. The connectivity study identified a series of new local street connections intended to improve neighborhood transportation resiliency and multimodal connectivity. The strategic corridor analysis focused on City-maintained four-lane and/or high-volume streets and identified spot safety and mobility projects to improve multimodal transportation along these corridors.

EXISTING CONDITIONS MAPPING

This chapter highlights Fayetteville's population, infrastructure, and transportation infrastructure. The project team created several existing conditions maps as well as conducted a field review to gather insights into current challenges and opportunities for pedestrian safety and comfort in Fayetteville. The analysis focused on citywide trends, emphasizing safety, connectivity, and mobility opportunities. The project team summarized key findings to support plan development (Table 6).

Table 6. Existing Conditions Summary

Category	Мар	Key Findings
Community Demographics	Population Density	Data from the 2020 Census indicates the population of Fayetteville was 208,500, a nearly 4% increase from 2010
	Employment Density	Fort Bragg is a major regional employer located north of the city. Downtown Fayetteville is a tourism hub with retail, restaurants, museums, sporting facilities, and municipal services
	Zero Car Households	The highest zero-car rates are along Ramsey Street and Murchison Road in the east. Other concentrations are near Downtown, north of Raeford Road, and south of Cliffdale Road
	Black, Indigenous, and People of Color (BIPOC) Populations	42% of residents identify as Black or African American. Th highest BIPOC concentrations are along Murchison Road to the east and between Morganton and Raeford Roads to the west.
	Population Living in Poverty	19% of residents are low-income, with an individual income of less than \$14,500. The highest poverty concentrations around Downtown and along Murchison Road, Pamalee Drive, and Raeford Road
	Older Adults	13% of residents are 65 or older. High older adult population densities are found north of Downtown, along Murchison Road, and centrally between Bragg Boulevard and Raeford Road.
	Youth	31% of residents are under 18, with the highest youth population densities found on the western and southwest portions of the city along Cliffdale Road and Raeford Road.
Community Infrastructure	Points of Interest	Fort Bragg is in the northwest and serves as a major employer. Key locations in Fayetteville also include schools, colleges, libraries, hospitals, parks, and recreation centers
Transportation Infrastructure	Existing Sidewalk	Fayetteville's sidewalk network is mostly limited to major corridors. The most pedestrian-connected areas are Downtown, Haymount, and areas near Glensford Drive, Santa Fe Drive, and Bonanza Drive
	Annual Average Daily Traffic (AADT)	High traffic volumes are concentrated on major cross-town roads: Skibo Road, Raeford Road, Ramsey Street, and Cliffdale Road. Bragg Boulevard, Yadkin Road, and Murchison Road provide north-south access to Fort Bragg. Raeford Road and Cliffdale Road offer east-west connectivity.
	Transit	FAST operates 30 fixed-route buses across 17 routes. Connects major corridors to key destinations like Fort Bragg, Downtown, and Cross Creek Mall.
	Pedestrian and Bicyclist Crashes	From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes. Most crashes occurred near major arterial corridors

Figures 18 through 29 display maps used throughout the existing conditions analysis.

Population Density

As of 2023, Fayetteville has over 209,000 residents and an average density of 1,446 people per square mile (Figure 18). The population density map highlights areas supporting non-motorized transportation (high density) and those with growth potential (low density). The densest areas are along Cliffdale, Reilly, and Raeford Roads, with additional high-density pockets near Ramsey Street and Rosehill Road.

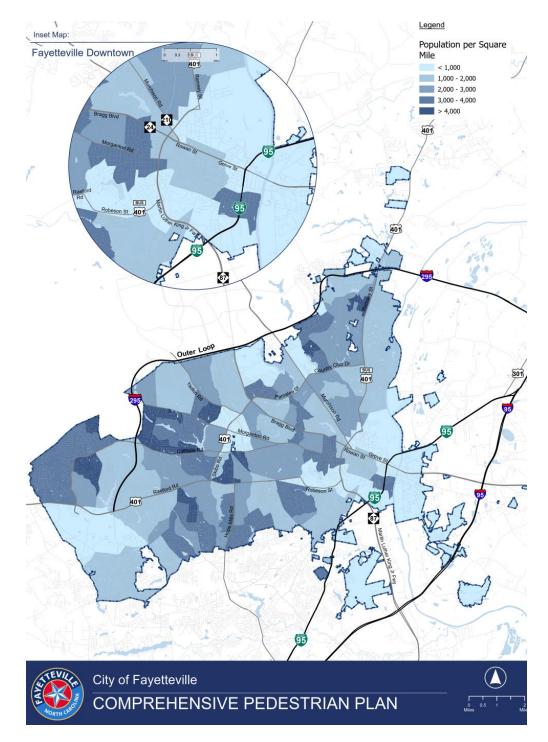


Figure 18. Population Density

Employment Density

Fort Bragg, a major regional employer, lies north of the city. Within Fayetteville, employment centers are Downtown, Skibo Road, and Owen Drive. Downtown serves as a tourism hub with retail, restaurants, museums, and sporting facilities, along with municipal services. Skibo Road is the economic center, hosting retail, restaurants, and hospitality. Owens Drive houses Cape Fear Valley Medical Center, the City's hub for medical services (Figure 19).

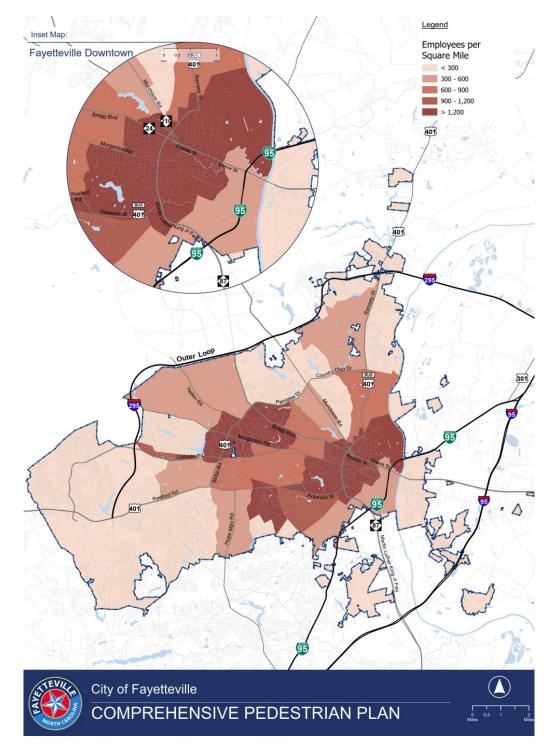


Figure 19. Employment Density

Zero-Car Households

Zero-car households highlight areas needing pedestrian, bicycle, and transit infrastructure. Figure 20 shows vehicle ownership across Fayetteville, with the highest zero-car rates in the east along Ramsey Street and Murchison Road. Other concentrations include areas near Downtown, north of Raeford Road, and south of Cliffdale Road, presenting opportunities to connect these households to employment centers via multimodal links.

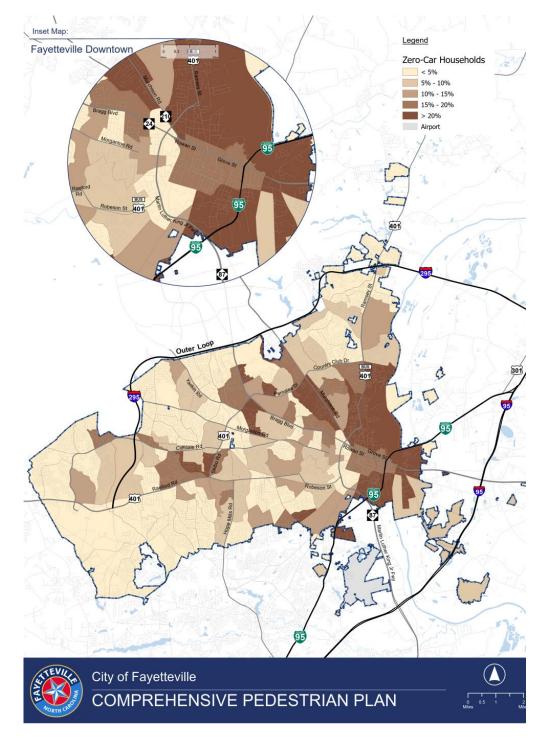


Figure 20. Zero-Car Households

Black, Indigenous, and People of Color (BIPOC) Population

Figure 21 shows that most of Fayetteville is over 50% BIPOC, a key focus per NCDOT's Transportation Disadvantaged Index (TDI). Historically underfunded, the highest BIPOC population concentrations are along Murchison Road to the east and between Morganton and Raeford Roads to the west.

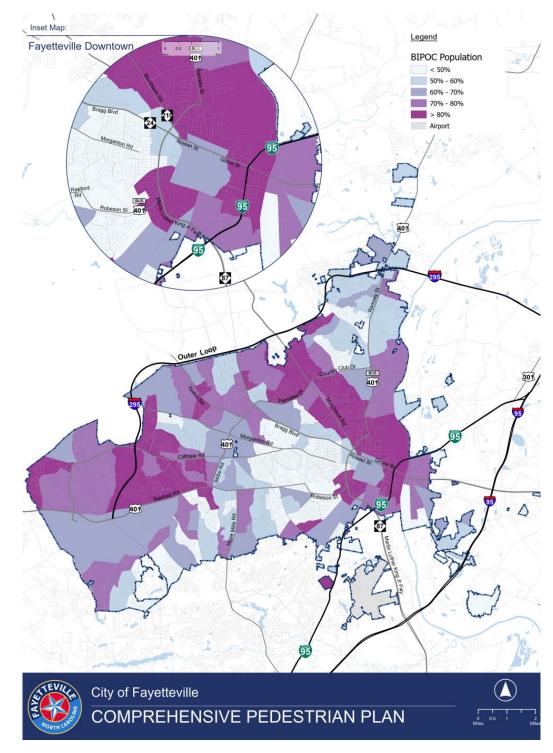


Figure 21. Black, Indigenous, and People of Color (BIPOC) Population

Population Living in Poverty

Identifying areas with higher poverty concentrations helps target multimodal investments. These communities, often without access to personal vehicles, benefit greatly from improved pedestrian facilities. Figure 22 shows the highest poverty concentrations around Downtown and along Murchison Road, Pamalee Drive, and Raeford Road.

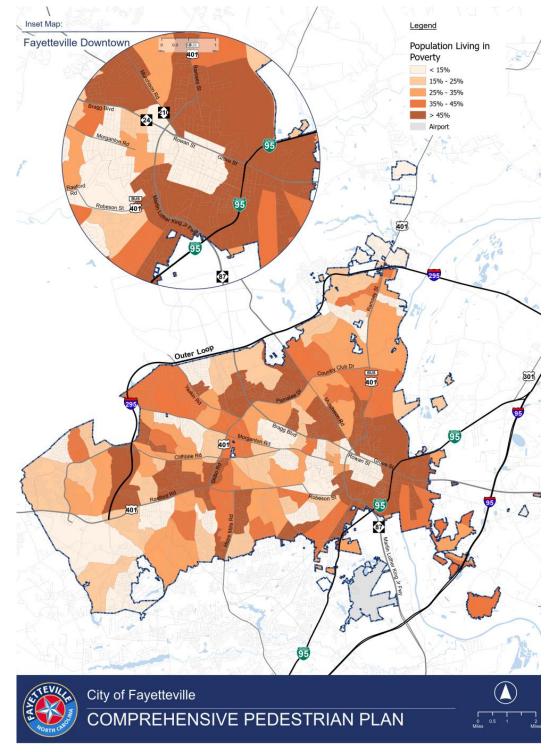


Figure 22. Population Living in Poverty

Older Adults

Figure 23 highlights Fayetteville's older adult population (65+), who benefit greatly from improved pedestrian facilities, especially those no longer driving. This is vital for a city with many military veterans and retirees. High older adult population densities are found north of Downtown, along Murchison Road, and centrally between Bragg Boulevard and Raeford Road.

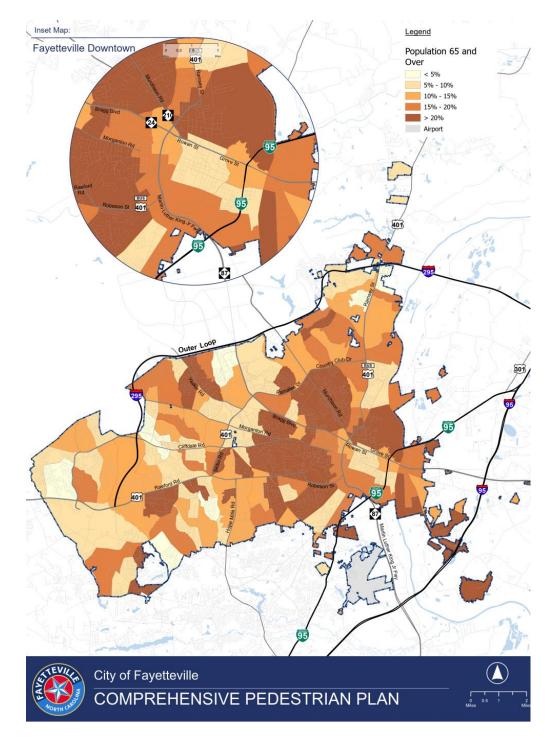


Figure 23. Population 65 and Over

Youth

Figure 24 highlights Fayetteville's youth population (15 and under), who benefit greatly from improved pedestrian facilities, especially those without access to a vehicle. The highest youth population densities are found on the western and southwest portions of the city along Cliffdale Road and Raeford Road.

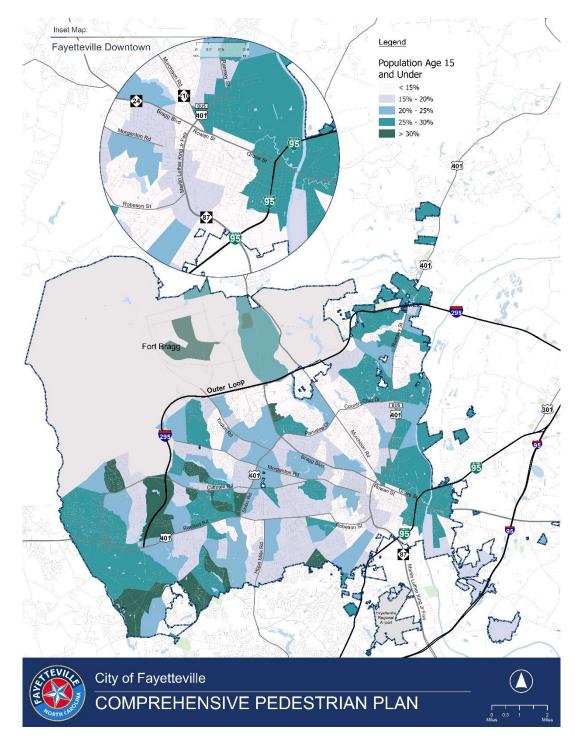


Figure 24. Youth

Points of Interest

Figure 25 highlights key locations in Fayetteville, including schools, colleges, libraries, hospitals, parks, and recreation centers. These sites serve much of the population, especially vulnerable groups like children, seniors, families, and those with health conditions or disabilities. Improved pedestrian facilities around these areas can enhance accessibility for all residents.

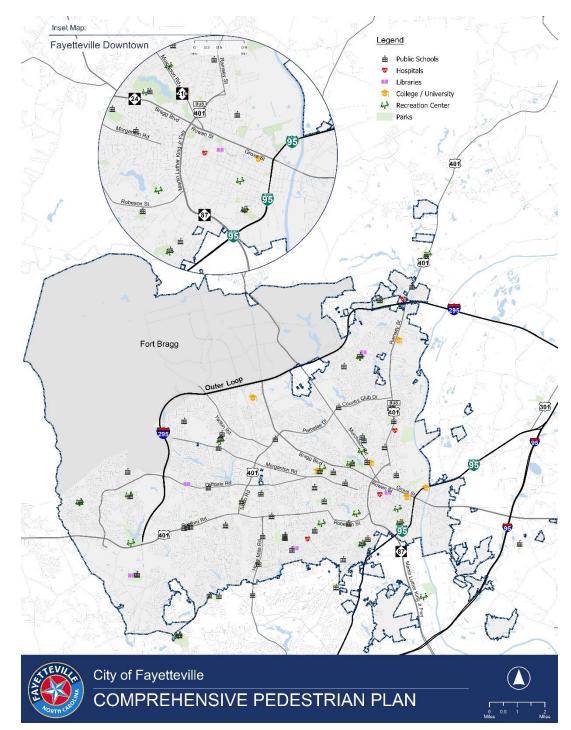


Figure 25. Points of Interest

Existing Sidewalks

Fayetteville's sidewalk network is mostly limited to major corridors (see Figure 26). Downtown, Haymount, and areas near Glensford, Santa Fe, and Bonanza Drives are the most pedestrian-connected. Other areas have isolated sidewalks. Identifying connectivity gaps can highlight opportunities to improve pedestrian infrastructure.

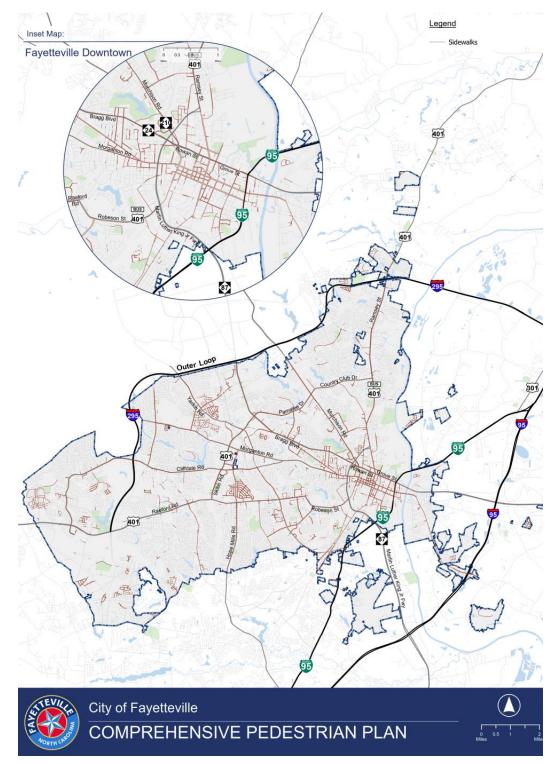


Figure 26. Existing Sidewalks

Annual Average Daily Traffic (AADT)

Figure 27 shows daily traffic volumes on Fayetteville's major corridors. High traffic is concentrated on cross-town roads like Skibo, Raeford, Ramsey, and Cliffdale, which also support much of the City's economic activity. Bragg Boulevard, Yadkin Road, and Murchison Road provide north-south access to Fort Bragg, while Raeford and Cliffdale Roads offer east-west connectivity.

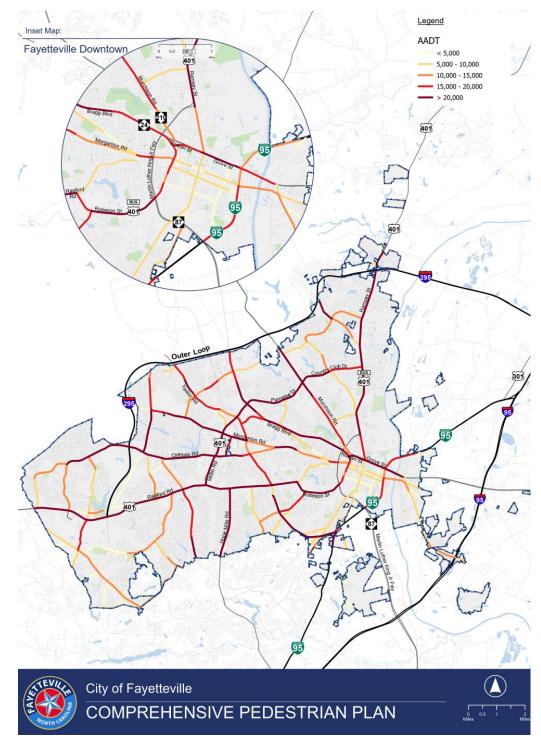


Figure 27. Annual Average Daily Traffic, 2022

Transit

The Fayetteville Area System of Transit (FAST) operates 30 fixed-route buses across 17 routes (Figure 28) and provides paratransit for customers with disabilities. FAST connects major corridors to key destinations like Fort Bragg, Downtown, and Cross Creek Mall. Pedestrian planning can enhance connectivity and access to transit routes.

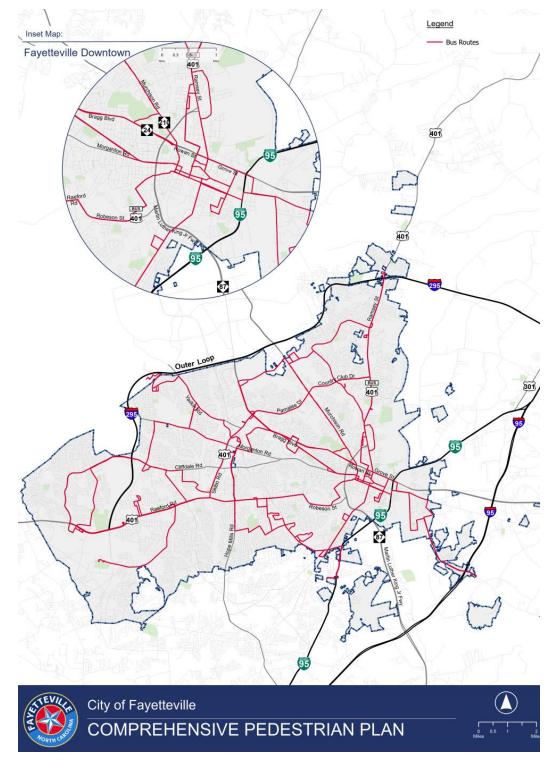


Figure 28. Fayetteville Area System of Transit (FAST) Service Routes

Pedestrian and Bicyclist Crashes

Pedestrians are particularly vulnerable to traffic injuries and fatalities. Figure 29 highlights crash locations to identify areas needing improved pedestrian infrastructure. From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes in addition to 392 bicycle crashes, including 94 fatal pedestrian crashes (8%) and 6 fatal bicycle crashes (2%). Most occurred near major arterial corridors, and crash data for both modes can inform pedestrian planning.

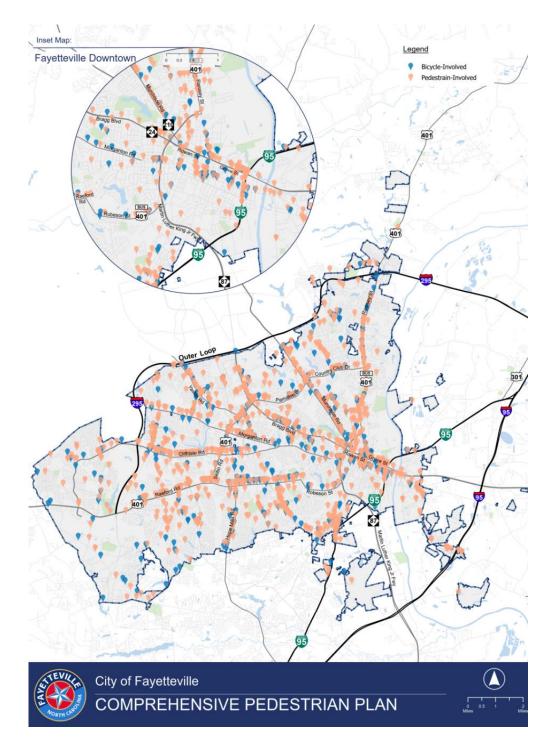


Figure 29. Reported Pedestrian and Bicycle Crashes, 2013 - 2022

FIELD REVIEW

As part of the Existing Conditions task of the Fayetteville Ped Plan Update, the Project Team conducted a Field Review to assess the pedestrian network in Fayetteville. The project team structured the filed review through several focused prompts:

- How and where would I cross the street, and how safe would I feel, especially at night?
- How comfortable do I feel at this intersection or along the road? Are there buffers or shade?
- Are there significant gaps in the sidewalk when walking toward or away from the intersection?
- Who is using the facility, and where are they coming from or going?

Areas for review were identified through existing conditions data, including crash data, roadway speed and volume, points of interest, lack of infrastructure, or existing infrastructure:

- 1. Intersection: Reilly Road and Cliffdale Road
- 2. Intersection: Yadkin Road and Santa Fe Drive
- 3. Intersection: Skibo and Yadkin
- 4. Corridor: Murchison Road from Langdon Street to Henderson Avenue
- 5. Intersection: Murchison Road and Pamalee Drive/ Country Club Road
- 6. Corridor: Hay Street and Downtown
- 7. Corridor Ramsey Sr from VA Hospital/Courtney Street to Treetop Drive
- 8. Corridor: Raeford Road and Hope Mills Road (and areas east and west)
- 9. Intersection: 2140 Skibo Road
- 10. Intersection: Owen Drive and Village Drive
- 11. Intersection: Raeford Drive and Chilton Drive



Figure 30. Photos from Field Review

PEDESTRIAN SAFETY AND ACCESSIBILITY

Past pedestrian crashes have occurred at many of the intersections reviewed, highlighting the need for safety improvements. Key areas lack crosswalks and push buttons, and several locations require ADAaccessible pedestrian signals and crosswalks. Visibility of pedestrians is a significant concern, especially in areas with obstructions, compounded by a broader cultural lack of respect for pedestrians. Frequent sidewalk gaps hinder connectivity, with informal trails worn through grass indicating unmet pedestrian demand. Enhancing sidewalk networks should be prioritized to improve pedestrian movement, and midblock crossings should be considered where intersection crossing facilities are inadequate or uncomfortable. Additionally, concerns about ADA accessibility and the visibility of bus stops further underscore the need for comprehensive pedestrian infrastructure improvements.

TRAFFIC AND AGGRESSIVE DRIVING

Drivers frequently exceed the posted speed limits, and the loud traffic noise is both distracting and overwhelming. Aggressive driver behavior and a lack of respect for pedestrian right-of-way are common, creating a hazardous environment for pedestrians. Drivers often block marked crosswalks, further endangering those attempting to cross. Additionally, right-turn-on-red maneuvers pose significant safety concerns, exacerbating risks for pedestrians at intersections.

DEVELOPMENT AND LAND USE

The area features numerous significant points of interest, including universities, hospitals, commercial areas, and residential complexes, highlighting the importance of pedestrian connectivity. Engaging the community meaningfully can provide valuable insights into pedestrian routes and connectivity needs, ensuring projects address real-world usage. While proposed projects often consider the impact on local development and community accessibility, there is a pressing need to build stronger support for enhancing pedestrian infrastructure

ROUND 1 ENGAGEMENT FEEDBACK

The project team collected feedback on goals for the study, locations of key pedestrian challenges and opportunities, and ideas for potential solutions. Key findings from the feedback are highlighted in this section.





Figure 31. Photos from Field Review

TOP PRIORITIES FOR PEDESTRIAN PLAN

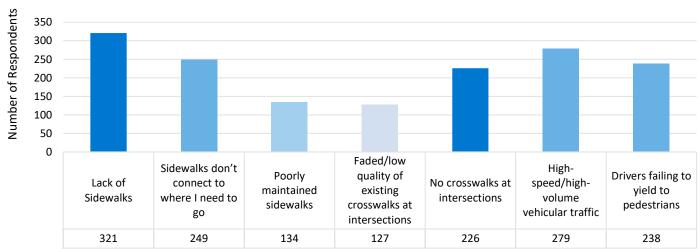
Participants were asked to rank their top priorities for the planning process (Figure 32). This feedback can help inform project identification, project prioritization, and overall implementation of projects in Fayetteville.



Figure 32. Top Pedestrian Plan Priorities

CHALLENGES FOR PEDESTRIANS

Participants provided feedback on the top challenges they see in Fayetteville for pedestrians (Figure 33). This feedback helps supplement the existing conditions analysis and on-going technical work throughout the project.



Biggest Challenges for Pedestrians in Fayetteville

Figure 33. Biggest Challenges for Pedestrians

KEY ENGAGEMENT THEMES

Open ended feedback was collected in at the public workshop, comment map, and survey. Several key themes were identified:

- Construct and Connect Sidewalks Improvements
- Connect to Key Destinations:
- Enhance Crossings
- Invest in Shared Use Paths
- Reduce Speeds

Participants also mapped their concerns, allowing the project team to identify where specific challenges and opportunities are arising (Figure 34). The top corridors of concern that emerged from the mapping exercises include the following:

- Ramsey Street
- Raeford Road
- Bragg Blvd
- Morganton Road
- Rosehill Road
- Skibo Road
- Cliffdale Road
- Hay Street
- S Reilly Road
- Murchison Road

EXISTING CONDITIONS ANALYSIS ROUND 1 ENGAGEMENT THEMES

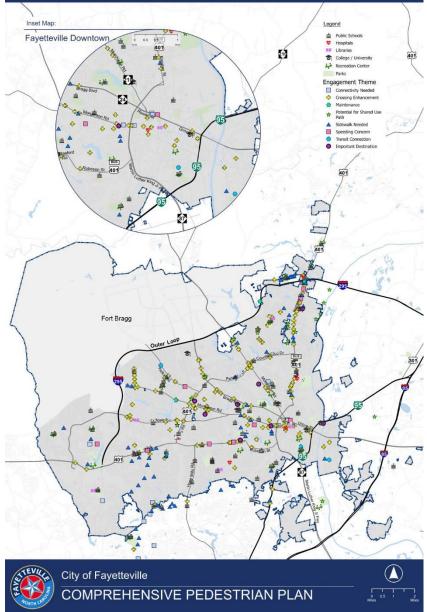


Figure 34. Public Comments Collected in Round 1

SECTION 4: PROJECT IDENTIFICATION AND SCORING

PROJECT IDENTIFICATION AND SCORING

To identify potential project locations and corridors for the City's pedestrian network, the project team followed a series of steps (Figure 35):

Step 1: Identify Projects from Plan Review

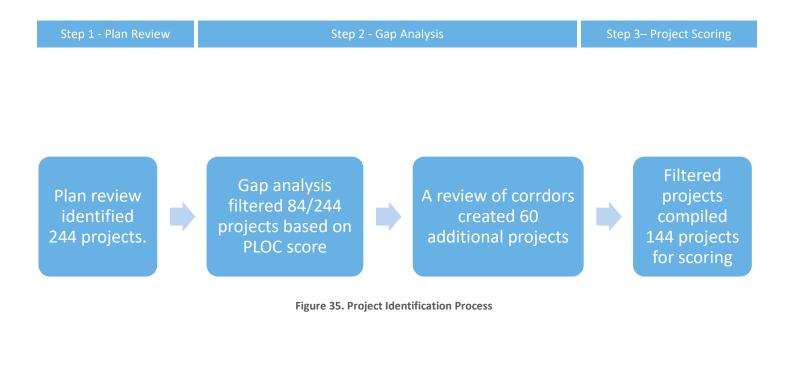
Step 2: Gap Analysis

- a. Safety and Level of Comfort: Identify areas with crash history or safety/comfort issues
- b. Review of corridors: The Planning team reviewed all arterial and collector routes without planned pedestrian projects to fill gaps in the pedestrian network

Step 3: Project Scoring

- c. Projects were assigned a score based on series of evaluation criteria:
 - i. Safety
 - ii. Comfort
 - iii. Equity
 - iv. Connectivity
 - v. Land Use

This comprehensive approach ensures that potential project locations and corridors for the City's pedestrian network are selected through a rigorous, data-driven process, ultimately creating a more accessible and inclusive pedestrian network and environment for all residents. This section provides an overview of each step and identified locations and corridors.



PROJECTS FROM PLAN REVIEW

During the plan review process described in Section 3, the project team identified a total of 244 projects that were relevant to the Fayetteville Pedestrian Plan Update. The team then reviewed each project status, removing any that have been completed or already have funding identified for implementation and construction. These projects are displayed in Figure 36.

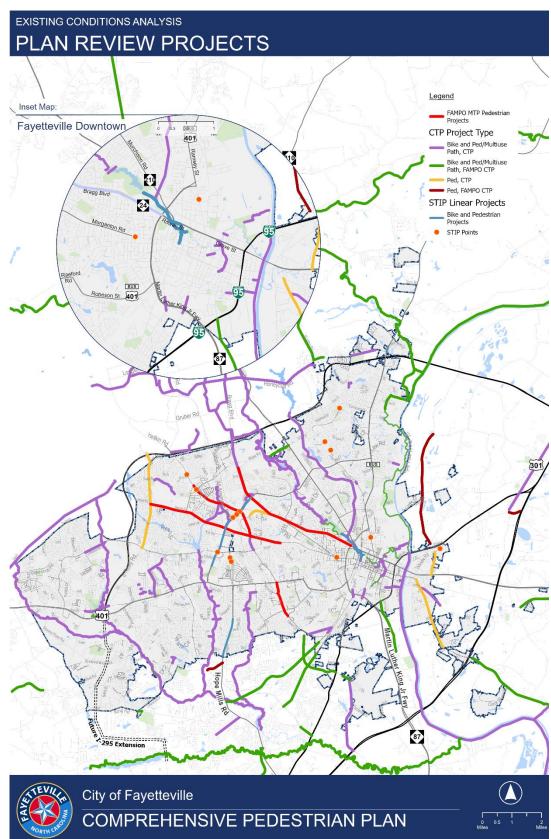


Figure 36. Projects from Plan Review

GAP ANALYSIS

Following the synthesis of planned projects from past project work throughout Fayetteville, the project team explored an analysis to fill any project gaps today. The review focused on arterial and collector routes within the City of Fayetteville (whether maintained by NCDOT or the City of Fayetteville), removing freeway and private roadways from the analysis. Using two factors, the project team reviewed the locations of consolidated projects from the plan review to identify where projects are currently underway, planned, or where there are current gaps within the pedestrian network and recommended projects list. The following two factors were used to prioritize gaps in the pedestrian network:

- Crash history Projects noted for the presence of pedestrian crashes
- Pedestrian Level of Comfort (PLOC) Projects noted for having a PLOC of 3 or 4

Throughout the gap analysis, 27 additional corridors were identified, including 70 additional projects.

CRASH HISTORY

Recent pedestrian crashes in Fayetteville are concentrated along major arterial corridors and key intersections, where high traffic volumes, frequent turning movements, and access management challenges contribute to safety concerns. These areas present risks for all users, particularly at points of heavy congestion and multimodal interactions. The following Corridors and Intersections were identified as some of the highest of concern:

High-Crash Corridors:

- Ramsey Street
- Raeford Road
- Cliffdale Road
- Bragg Blvd
- Murchison Road

- Glensford Drive
- Morganton Road
- Owen Drive
- Skibo Road
- Bunce Road

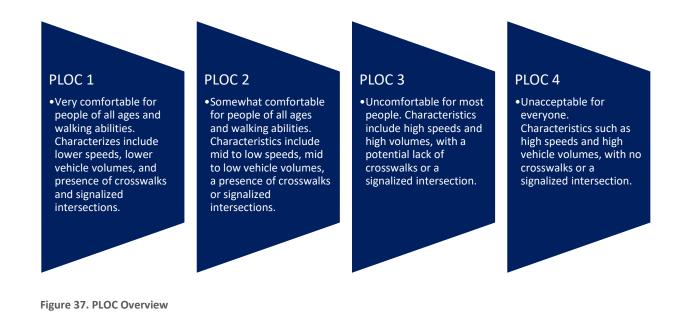
High-Crash Intersections:

- Skibo Road & Morganton Road High-volume retail area with complex turning movements and frequent congestion.
- Bragg Boulevard & Rowan Street Major gateway intersection with heavy military and commuter traffic, leading to increased crash risks.
- Ramsey Street & Country Club Drive High-speed approaches with multiple driveways and turning conflicts.
- Cliffdale Road & Skibo Road Busy commercial intersection with high pedestrian activity and limited crossing facilities.

PEDESTRIAN LEVEL OF COMFORT (PLOC)

PLOC analysis refers to the systemic evaluation of the pedestrian network to understand corridors and intersections that are comfortable or uncomfortable to walk. Elements that can make walking uncomfortable from both human factors and transportation safety perspectives, such as posted speed limit, driver volume, the presence (or lack thereof) of

sidewalks, and crosswalks presence, among others. These analyses can supplement public feedback as well as data from safety analysis to prioritize key intersections and corridors. Figure 37 provides a description of each level. When evaluating comfort at the pedestrian level, analyses can be done at both the intersection and segment level. PLOC was done to provide insight into intersections and corridors that may be uncomfortable due to the built environment.



This metric is similar to the Bicycle Level of Traffic Stress (BLTS), which is used in practice nationwide¹. Other research has resulted in the development of a similar scale for Pedestrian Level of Traffic Stress (PLTS)². The project team adapted the Fayetteville Pedestrian Plan PLOC scoring methodology from these resources and reflects a customized scale that reflects the context and range of data in the City of Fayetteville.

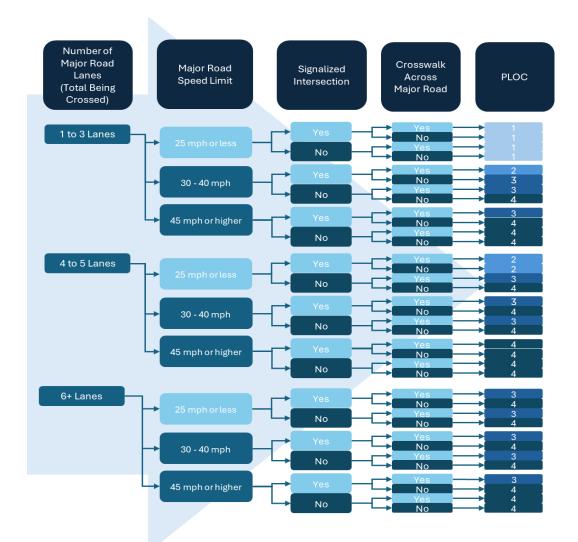
PLOC Intersection Analysis

At the intersection level, this analysis included inputs of posted speed limit, lane count, signalization, and crosswalk marking presence. Overall, lower speeds, lower lane count, signalized intersections, and crosswalks across the major road were favorable for creating more pedestrian comfort at intersections.

¹ Low-Stress Bicycling and Network Connectivity | Mineta Transportation Institute

² Swift, S., et al. *Pedestrian Level of Traffic Stress: A Report from the Center for Pedestrian and Bicyclist Safety*. University of Wisconsin-Madison: Madison, WI, 2024.

Table 7. PLOC Intersection Analysis



PLOC Corridor Analysis

Corridors refer to the roads in Fayetteville outside of the intersections. The analysis included posted speed limit, lane count, and sidewalk presence. Overall, lower posted speeds, lower lane count, and sidewalk presence were favorable for creating more pedestrian comfort along segments (Table 8). Analysis was performed for each direction of the roadway, so the lane counts below reflect a single direction of traffic.

Table 8. Scoring for PLOC Segments

Speed (mph)	1 Lane	2 Lanes	3 lanes	4+ lanes
<=25 mph	1	1	3	4
30 - 40 mph	3	3	4	4
>=45 mph	4	4	4	4

*Presence of a sidewalk or trail parallel to the segment reduced the PLOC by a score of 1.

PLOC Findings

Figure 38 displays the corridors and intersections that were identified as PLOC 3-4 (illustrated in red) throughout both the plan review and the gap analysis.

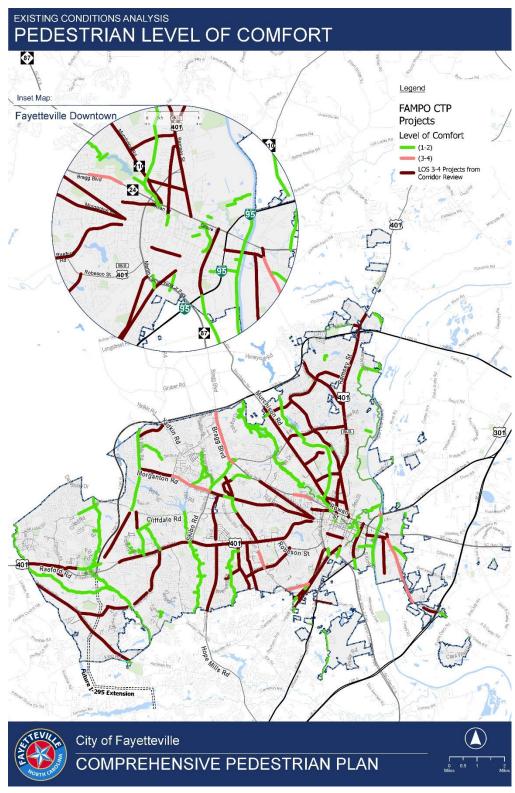


Figure 38. Pedestrian Level of Comfort

KEY FINDINGS

Crash history paired with PLOC 3-4 means these corridors may have high pedestrian exposure to risk and low comfort due to missing infrastructure, high vehicle speeds, or inadequate crossings. Key corridors were identified throughout the gap analysis that should be considered throughout the project identification in this plan. Key findings are summarized in Table 9.

Table 9. Key Gap Analysis Findings

Location	Findings
Deep Creek Road (Clinton Road to Cade	 Multiple projects addressing pedestrian, bike, and transit improvements.
Hill Avenue)	 Crosswalk additions and shared-use path installation suggest existing pedestrian challenges.
Hillsboro Street (Rowan Street to	 Repeated pedestrian-focused interventions (crosswalks, pedestrian connections).
Ramsey Street)	 Traffic calming devices are proposed, indicating potential speed or safety concerns.
McPherson Church Road (Raeford Road	 Crash history and need for pedestrian crossings suggest safety risks.
to Skibo Road)	 Median installation and access control improvements planned.
Rosehill Road (West of Ramsey Street	 Frequent pedestrian infrastructure gaps.
(N) to North of Country Club)	 Plans for sidewalk infill and crosswalk additions at schools and parks indicate current discomfort
Sycamore Dairy Road (Morganton Road to Bragg Blvd)	 Sidewalk gaps and a proposed road diet suggest pedestrian comfort concerns.
Village Drive (Ireland Drive to Robeson Street)	 Multiple pedestrian crossing projects at key locations (schools, libraries, medical centers).
lasper Street (Murchison Road to	 Crash history and planned crosswalk improvements suggest a need for better
Corrianna Street)	pedestrian safety.
Cumberland Street (Murchison Road to	Missing sidewalks and crosswalk improvements highlight pedestrian comfort issues.

Rosehill Road, Deep Creek Road, and Hillsboro Street have consistent pedestrian safety concerns across multiple sections. McPherson Church Road, Sycamore Dairy Road, and Village Drive have planned infrastructure changes that signal existing pedestrian discomfort.

PROJECT SCORING

Following the identification of projects both through the plan review and gap analysis, the project team assigned these projects a score based on the following five evaluation criteria:

- Safety
- Equity

Land Use

Comfort

Connectivity

Table 10 documents key evaluation criteria used to create a preliminary list of the recommended 144 projects. Table 10 displays results of the analysis. The process identified the top projects for the plan from the plan review and gap analysis. Detailed scoring results are provided in Appendix C and are also discussed in the following section. These projects were brought forward to the public during the second round of community engagement (Figure 39).

Table 10. Project Scoring

Emphasis		Evaluation Criteria		
Area	Corridor Measure	Intersection Measure	Measure	Score
			Range	
Safety	How many reported pedestrian-involved	How many reported pedestrian-involved crashes	< 1	0
	crashes per mile between 2013 and 2022 occur	within 250ft of the project between 2013 and 2022?	1 to 3	1
	Corridor Measure Intersection Measure Measure Range How many reported pedestrian-involved crashes per mile between 2013 and 2022 occur within the project's extents? How many reported pedestrian-involved crashes within 250ft of the project between 2013 and 2022? 1 to 3 Is the project road segment's Pedestrian Level of Comfort 3 or 4? Does the project cross a road segment with Pedestrian Level of Comfort 3 or 4? No What is the highest NCDOT Transportation Disadvantaged Index (TDI) Score, relative to state, among all census block groups that the project borders or crosses? What is the highest Zero-Car Households percentage among all census block groups that the project borders or crosses according to the NCDOT TDI? What is the highest Zero-Car Households percentage among all census block groups that the project borders or resides within according to the NCDOT TDI? 5% 5% 12% 5% 12%	2		
			5 to 10	3
			> 10	4
Comfort	Is the project road segment's Pedestrian Level of	Does the project cross a road segment with	Yes	4
	Comfort 3 or 4?	Pedestrian Level of Comfort 3 or 4?	No	0
quity	What is the highest NCDOT Transportation	What is the highest NCDOT Transportation	< 14	0
	Disadvantaged Index (TDI) Score, relative to	Disadvantaged Index (TDI) Score, relative to state,	14 to 15	1
	state, among all census block groups that the	among all census block groups that the project	15.5 to 16	2
	project borders or crosses?	borders or resides within?	16.5 to 17	3
			Ranged crashes< 1	4
	What is the highest Zero-Car Households	What is the highest Zero-Car Households percentage	< 5%	0
	percentage among all census block groups that	among all census block groups that the project	5% to 12%	1
	the project borders or crosses according to the	borders or resides within according to the NCDOT	12% to 17%	2
	NCDOT TDI?	TDI?	17% to 26%	3
			> 26%	
Connectivity	How many roads with existing sidewalks and		0	0
Connectivity How share	shared-use paths intersect with the project		1	1
	road?		2	2
			3 or 4	3
			5 or more	4
	Area Corridor Measure Intersection Measure MR iety How many reported pedestrian-involved crashes per mile between 2013 and 2022 occur within the project's extents? How many reported pedestrian-involved crashes per mile between 2013 and 2022 occur within 250ft of the project between 2013 and 2022? 11 mfort Is the project road segment's Pedestrian Level of Comfort 3 or 4? Does the project cross a road segment with Pedestrian Level of Comfort 3 or 4? Very What is the highest NCDOT Transportation Disadvantaged index (TDI) Score, relative to state, among all census block groups that the project borders or crosses? What is the highest Zero-Car Households percentage among all census block groups that the project borders or crosses according to the NCDOT TDI? What is the highest Zero-Car Households percentage among all census block groups that the project borders or crosses according to the NCDOT TDI? What is the highest Zero-Car Households percentage among all census block groups that the project borders or crosses according to the NCDOT TDI? What is the highest Zero-Car Households percentage among all census block groups that the project borders or resides within according to the NCDOT 122 30 O Is there a transit stop on the project roadway? Is the project within 250ft of a transit stop? No Is there a transit stop on the project roadway? Is the project? (Schools, Libraries, Grocery Stores, Parks or Community Centers, and Major Employment Centers) Is 3 Id Use How many roads with existing sidewalks and	No	0	
			Yes	4
	Does the project create a new connection betwee	n neighborhoods or include a shared-use	No	0
	trail/greenway?		Yes	4
and Use	How many key destinations are within a 1/4 mile of	of the project? (Schools, Libraries, Grocery Stores, Parks	0	0
	or Community Centers, and Major Employment Ce	enters)	1	1
			2	2
			3	3
			4	4
	Is the project compliant or is consistent with Cape	Fear River Plan (2016), Downtown Urban Design Plan	No	0
	(2019), or Center City Parks and Trails Master Plan	(2020)?	Yes	4

Recommended Areas for Pedestrian Improvements (Draft)

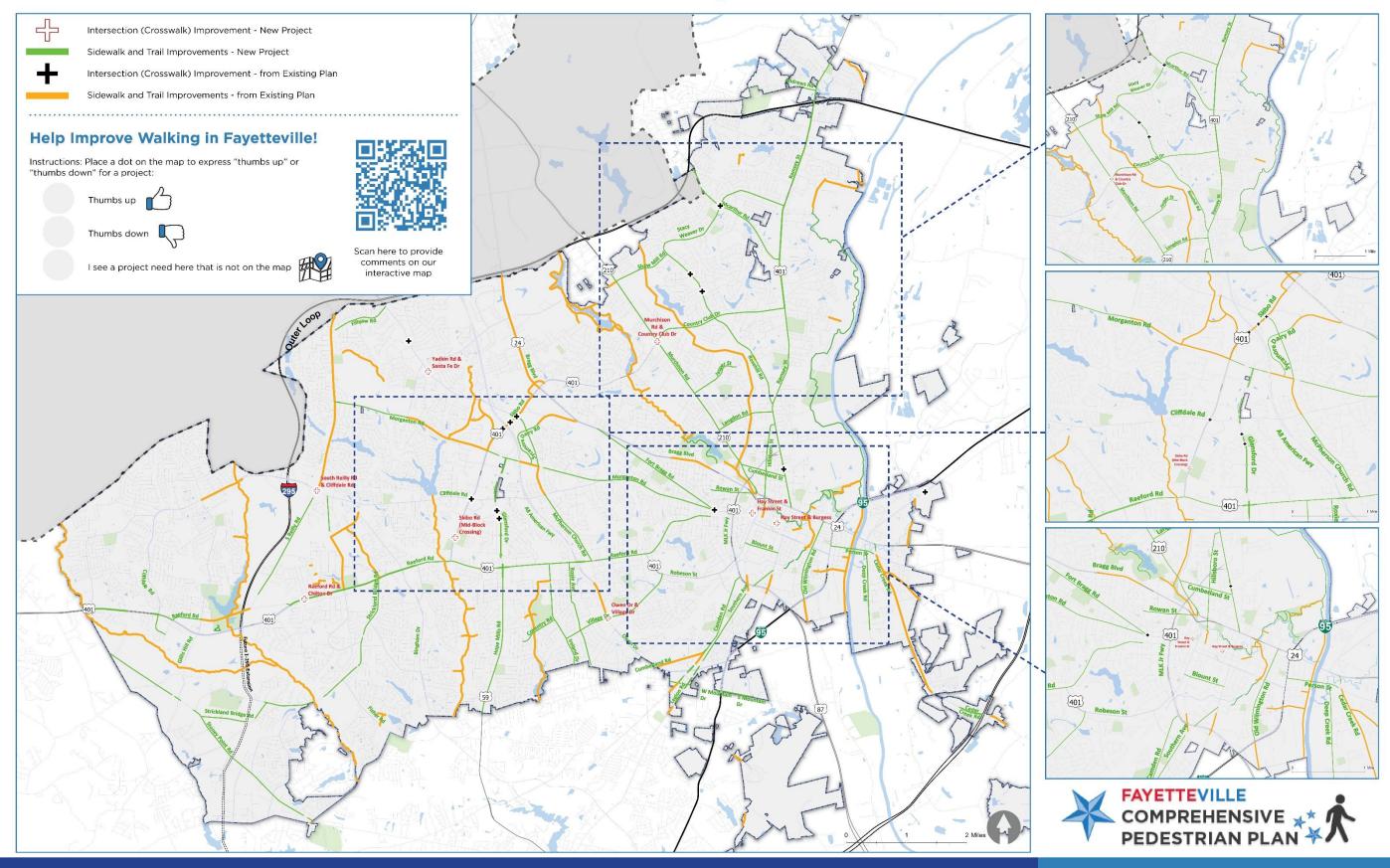


Figure 39. Draft Project Recommendations Map for Public Engagement

ROUND 2 ENGAGEMENT FEEDBACK

The second round of engagement focused on feedback on prioritization preferences, infrastructure treatments that will enhance pedestrian safety and comfort, and projects identified.

TOP PRIORITIZATION

Participants ranked what is most important to them for project prioritization (Figure 40). This feedback can help inform project importance and overall implementation of projects in Fayetteville.



Figure 40. Top Project Prioritization Goals

PROJECT TREATMENTS

Participants selected pedestrian infrastructure treatments that they would like to see implemented. Feedback was collected for both corridor improvements (Figure 41) as well as crossing improvements (Figure 42).



Figure 41. Top Corridor Treatments

Top Crossing Treatments







RECTANGULAR RAPID FLASHING BEACON

PEDESTRIAN REFUGE ISLAND

GRADE SEPARATED CROSSWALK



Figure 42. Top Crossing Treatments

Participants also provided open-ended feedback on treatments and what they would like to see on the ground as follows:



Figure 43. Crossing Treatments Used in Open Ended-Feedback

IDENTIFIED PROJECT FEEDBACK

Synthesized feedback at both the public workshop and online comment map helped identify public support for projects on key corridors as well as gaps (Figure 44). The draft projects on the following corridors experienced the highest

number of public comments expressing support for pedestrian improvements:

- Fort Bragg Road
- Morganton Road
- Raeford Road
- McPherson Church Road
- Owen Drive
- Ramsey Street
- Murchison Road
- Skibo Road
- Bragg Blvd
- Shaw Mill Road

KEY ENGAGEMENT THEMES

When asked for feedback on a range of potential linear and crosswalk treatments, the public supported the following:

- Enhance pedestrian safety and comfort
- Construct and Connect Sidewalks Improvements
- Enhance safety at crossings
- Invest in paths away from the road
- Slow Speeds

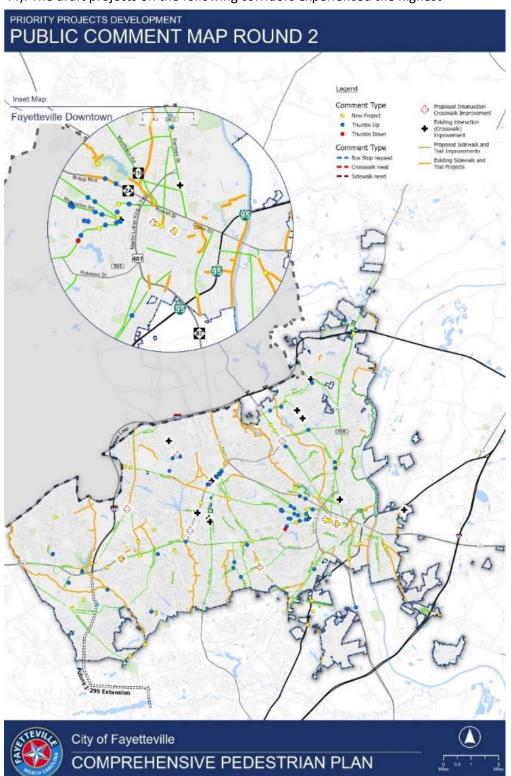


Figure 44. Round 2 Map Comments

SECTION 5: PROJECT RECOMMENDATIONS

PROJECT RECOMMENDATIONS

The proposed pedestrian and bicycle network aims to improve safety, connectivity, and accessibility across Fayetteville. The recommendations focus on filling critical gaps, enhancing multimodal transportation options, and prioritizing projects based on community needs, school access, and feasibility.

PROPOSED NETWORK/IDENTIFIED PROJECTS

The following table organizes the identified sidewalk and trail projects by corridor name, status, and priority level. Each project is mapped to its respective council district and maintenance responsibility. The network improvements will enhance pedestrian and cyclist safety, improve access to schools and key destinations, and support active transportation goals. The proposed network includes a variety of pedestrian infrastructure improvements tailored to specific corridor needs. Examples include the following:

Overall, a total of 144 projects are recommended as a part of this plan and are listed out in Figure 46 The projects cover a large geographic area of Fayetteville as well as meet several emphasis areas of the project (Figure 46). To enhance readability and support implementation efforts, we created four inset maps dividing the City into Northern, Northwestern, Western, and Downtown sections. These maps provided a clearer view of the area's layout and facilitated a more effective analysis.



Sidewalks & Trails Enhancing pedestrian mobility along major corridors such as Cliffdale Rd and Skibo Rd.



Greenways & Multi-Use Trails Expanding connectivity through natural corridors like the Cape Fear River Trail Extension.



Intersection & Corridor Enhancements Improving crossings and accessibility along high-traffic roads.



School & Neighborhood Connections Providing safe, walkable routes for students and residents.

Figure 45. Project Type Examples

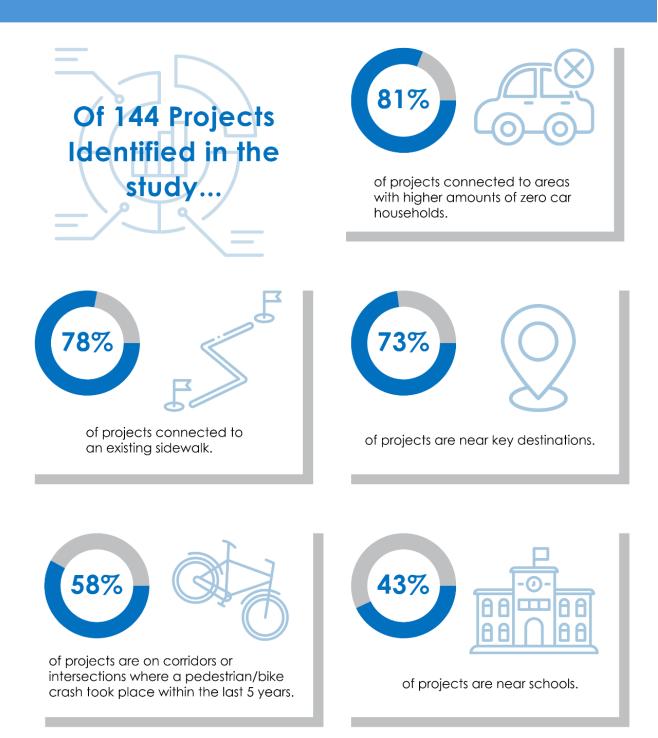
COST ESTIMATION

Planning-level cost estimates were then developed for each of the corridor improvements to assist with project prioritization and implementation. These accounted for the general value of construction and labor, with no adjustment for future inflation. The cost estimation assumed the following:

- \$60/linear foot for sidewalk,
- \$120/linear foot for shared-use path,
- \$20 per square foot average right of way cost,
- 50% design allowance for planning (10%), design and permitting (20%), and CEI (20%),
- 40% construction miscellaneous allowance for mobilization,
- 50% overall contingency due to planning-level stage.

More detailed cost estimates are provided in Appendix D.

144 IDENTIFIED PROJECTS



PROPOSED NETWORK/IDENTIFIED PROJECTS LIST

Project Types: Corridor / Crossing: 52

Intersection: 21

Mid-Block Crossing: 1 Sidewalk: 6

Sidewalk / Trail: 64

Table 11. Proposed Pedestrian Projects

Master ID	Corridor Name	Plan	Project Number	Туре	Details
1	SR 1400 (Cliffdale Road)	СТР	FAMPO001-M	Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive
2	SR 1404 (Morganton Road)	СТР	FAMPO002-M	Sidewalk / Trail	From McPherson Church Road to All American Freeway (SR 1007)
3	McPherson Church Road	CTP	FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road
4	SR 2260 (Airport Road)	СТР	FAMPO010-M	Sidewalk / Trail	From Bridgewood Drive to Doc Bennett Road
5	SR 2341 (Lee Road)	CTP	FAMPO011-M	Sidewalk / Trail	From Airport Road to I-95
6	SR 1141 (Cumberland Road)	СТР	FAMPO012-M	Sidewalk / Trail	From Owen Drive (SR 1007) to Camden Road
7	SR 1169 (Camden Road)	CTP	FAMPO013-M	Sidewalk / Trail	From Cumberland Road (SR 1141) to N of Bailey Street (SR 1200)
8	SR 1003 (Camden Road)	СТР	FAMPO014-M	Sidewalk / Trail	From Mountain Drive to NC 59 (Hope Mills Road)
9	US 401 (Skibo Road)	CTP	FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.
10	SR 1499 (Swain Street)	СТР	FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)
11	NC 24 (Bragg Blvd)	CTP	FAMPO017-M	Sidewalk / Trail	From NC Knox Street to US 401
12	Dobson Drive	СТР	FAMPO026-M	Sidewalk / Trail	Along Cape Fear River from Harnett County to Carvers Creek State Park Trail
13	SR 1132 (Legion Road)	CTP	FAMPO028-M	Sidewalk / Trail	From Raincloud Road to NC 162 (Elk Road)
14	Lamon Street Connector	СТР	FAMPO029-M	Sidewalk / Trail	From Lamon Street to Grove View Ter
15	Blount Creek Greenway	CTP	FAMPO030-M	Sidewalk / Trail	Along Blounts Creek from NC 210 (Grove Street) to E Russell Street.
16	Cross Street Trail	СТР	FAMPO031-M	Sidewalk / Trail	From Person Street to Adam Street
17	Cape Fear River Trail Extension	CTP	FAMPO033-M	Sidewalk / Trail	Along Cape Fear River from I-95 Bus to Bladen County
18	Old Wilmington Road	СТР	FAMPO034-M	Sidewalk / Trail	From Owen Drive (SR 1007) to I-95 Bus (Eastern Blvd)
19	NC 53 (Cedar Creek Road)	CTP	FAMPO036-M	Sidewalk / Trail	From NC 210 to I-95
20	Winslow Street	СТР	FAMPO050-M	Sidewalk / Trail	From Barrett Street to Southern Avenue
21	SR 1403 (Reilly Road)	CTP	FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295
22	SR 2311 (Gillespie Street)	СТР	FAMPO051-M	Sidewalk / Trail	From Old Elizabethtown Road to S of Sam-Cameron Avenue
23	Sycamore Dairy Road	CTP	FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court
24	NC 24 (Bragg Blvd)	СТР	FAMPO052-P	Sidewalk	From Glenville Avenue to Filter Plant Drive
25	NC 53 (Cedar Creek Road)	CTP	FAMPO054-P	Sidewalk	From Fields Road (SR 2215) to Clinton Road (SR 1006)
26	SR 1410 (Old Bunce Road)	СТР	FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road
27	SR 1409 (71st School Road)	CTP	FAMPO056-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401
28	Badin Lake Lane Trail	СТР	FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401
29	SR 1007 (Owen Drive)	CTP	FAMPO057-P	Sidewalk	Fill sidewalk gaps from Boone Trail (SR 1149) to US 401
30	Sentinel Drive Connection	СТР	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road
31	Burgenfield Drive Connection	CTP	FAMPO059-M	Sidewalk / Trail	Neighborhood Connection from Burgenfield Drive to Foxberry Road
32	SR 1839 (Plymouth Street)	СТР	FAMPO059-P	Sidewalk	From NC 24 to Dunn Road
33	School Connection	CTP	FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School
34	School Connection	CTP	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School
35	Waterbury Drive Trail	CTP	FAMPO063-M	Sidewalk / Trail	From Waterbury Drive to Little Bridge Road
36	SR 1404 (Morganton Road)	CTP	FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)
37	SR 3499 (Lake Valley Drive)	СТР	FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road

Priority	Score	Cost		
Medium	15	\$ 1,860,480		
Medium	17	\$ 91,200		
Medium	14	\$ 629,280		
Medium	7	\$ 661,200		
Medium	7	\$ 1,887,840		
Medium	13	\$ 3,347,040		
Near	13	\$ 273,600		
Long	12	\$ 1,969,920		
Medium	20	\$ 1,372,560		
Medium	18	\$ 1,491,120		
Medium	19	\$ 7,250,400		
Near	11	\$ 10,515,360		
Near	6	\$ 629,280		
Near	19	\$ 756,960		
Long	23	\$ 7,378,080		
Long	16	\$ 647,520		
Long	19	\$ 18,258,240		
Medium	14	\$ 3,620,640		
Near	15	\$ 483,360		
Long	8	\$ 729,600		
Long	22	\$ 1,212,960		
Long	12	\$ 1,368,000		
Medium	13	\$ 642,960		
Near	17	\$ 1,440,960		
Long	18	\$ 5,535,840		
Medium	14	\$ 2,808,960		
Medium	19	\$ 2,973,120		
Long	12	\$ 9,949,920		
Medium	16	\$ 237,120		
Near	4	\$ 328,320		
Near	4	\$ 319,200		
Long	12	\$ 4,788,000		
Long	6	\$ 2,316,480		
Long	8	\$ 1,513,920		
Long	4	\$ 2,270,880		
Medium	18	\$ 5,093,520		
Medium	11	\$ 1,345,200		

Master					
ID	Corridor Name	Plan	Project Number	Туре	Details
38	SR 2000 (Sapona Road)	СТР	FAMPO067-M	Sidewalk / Trail	From NC 210 to South of Hughes Road
39	SR 3147 (W Rowan Street)	CTP	FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210
40	Cross Creek / Little Cross Creek Trail	CTP	FAMPO070-M	Sidewalk / Trail	From Ames Street to NC 24 along Cross Creek/ Little Cross Creek
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295
42	SR 3569 (Raeford Road)	CTP	FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)
43	Russell Street Trail	CTP	FAMPO077-M	Sidewalk / Trail	from S Broad Street to Cape Fear River
44	Eastern Blvd Service Road	CTP	FAMPO079-M	Sidewalk / Trail	From Eastern Blvd Service Road to Cape Fear River
45	Campbell Terrace Road	CTP	FAMPO081-M	Sidewalk / Trail	From Campbell Terrace Road to Cape Fear River
46	Little Cross Creek Greenway	СТР	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park
47	SR 2734 (Hogan Street)	CTP	FAMPO085-M	Sidewalk / Trail	From NC 210 to West of Madonna Drive
48	Little Cross Creek Corridor	СТР	FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails
	Connection				
49	Little Cross Creek Trail Corridor	CTP	FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake
50	Little Cross Creek Greenway	СТР	FAMPO088-M	Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street
51	Little Cross Creek Trail Corridor	CTP	FAMPO089-M	Sidewalk / Trail	Around Bonnie Doone Lake
52	Hillsboro Street	СТР	FAMPO090-M	Sidewalk / Trail	From Hay Street to Walter Street
53	Dockside Drive Ext	CTP	FAMPO091-M	Sidewalk / Trail	From Dockside Drive Ext to Fisher Road
54	Tokay Drive Ext	СТР	FAMPO092-M	Sidewalk / Trail	From Tokay Drive to Cape Fear River Trail
55	Dockside Drive Ext	CTP	FAMPO093-M	Sidewalk / Trail	From Dockside Drive to Lakeway Drive
56	Beaver Creek Trail	СТР	FAMPO094-M	Sidewalk / Trail	From Beaver Creek Trail to Lake Valley Drive
57	Odom Drive Trail	CTP	FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street
58	Beaver Creek Greenway	СТР	FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road
59	Paxton Drive Trail	CTP	FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek
60	Beaver Creek Trail	СТР	FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek
61	Little Rockfish Creek Connector	CTP	FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive
62	Bones Creek Greenway	СТР	FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek
63	Little Rockfish Creek Greenway	CTP	FAMPO102-M	Sidewalk / Trail	Along Little Rockfish Creek from All American Trail to Lakeview Road
64	Little Rockfish Creek Trail	СТР	FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek
65	Carvers Creek State Park Trail	CTP	FAMPO110-M	Sidewalk / Trail	Along Carvers Creek State Park from Harnett County to Cape Fear River
66	Blount Creek Greenway	СТР	FAMPO112-M	Sidewalk / Trail	Along Blount Creek from Russell Street
67	SR 1108 (King Road)	CTP	FAMPO113-M	Sidewalk / Trail	From SR 1108 (King Road) to Stoney Point Road
68	Essex PI Greenway	СТР	FAMPO114-M	Sidewalk / Trail	Across Little Cross Creek from Thelbert Drive to Proposed Glenville Lake Trail
69	Regatta Street Greenway	CTP	FAMPO115-M	Sidewalk / Trail	From Regatta Street to Little Cross Creek
70	Cross Creek to Cape Fear Connector	СТР	FAMPO116-M	Sidewalk / Trail	From Proposed Cross Creek trail to Cape Fear River Trail
71	SR 1409 (71st School Road)	FPP		Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court
72	SR 1611 (Andrews Road)	FPP		Corridor / Crossing	From Ramsey Street South to City Limits
73	Blount Street	FPP		Corridor / Crossing	From Robenson Street to Gilespie Street
74	Camden Road	FPP		Corridor / Crossing	From W Mountain Drive to MLK Jr Fwy
75	Cedar Creek Road	FPP		Corridor / Crossing	Pedestrian Improvements along Cedar Creek Road from Grove Street to Clinton Road and Dec Judson Church Road
76	Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln
				3	

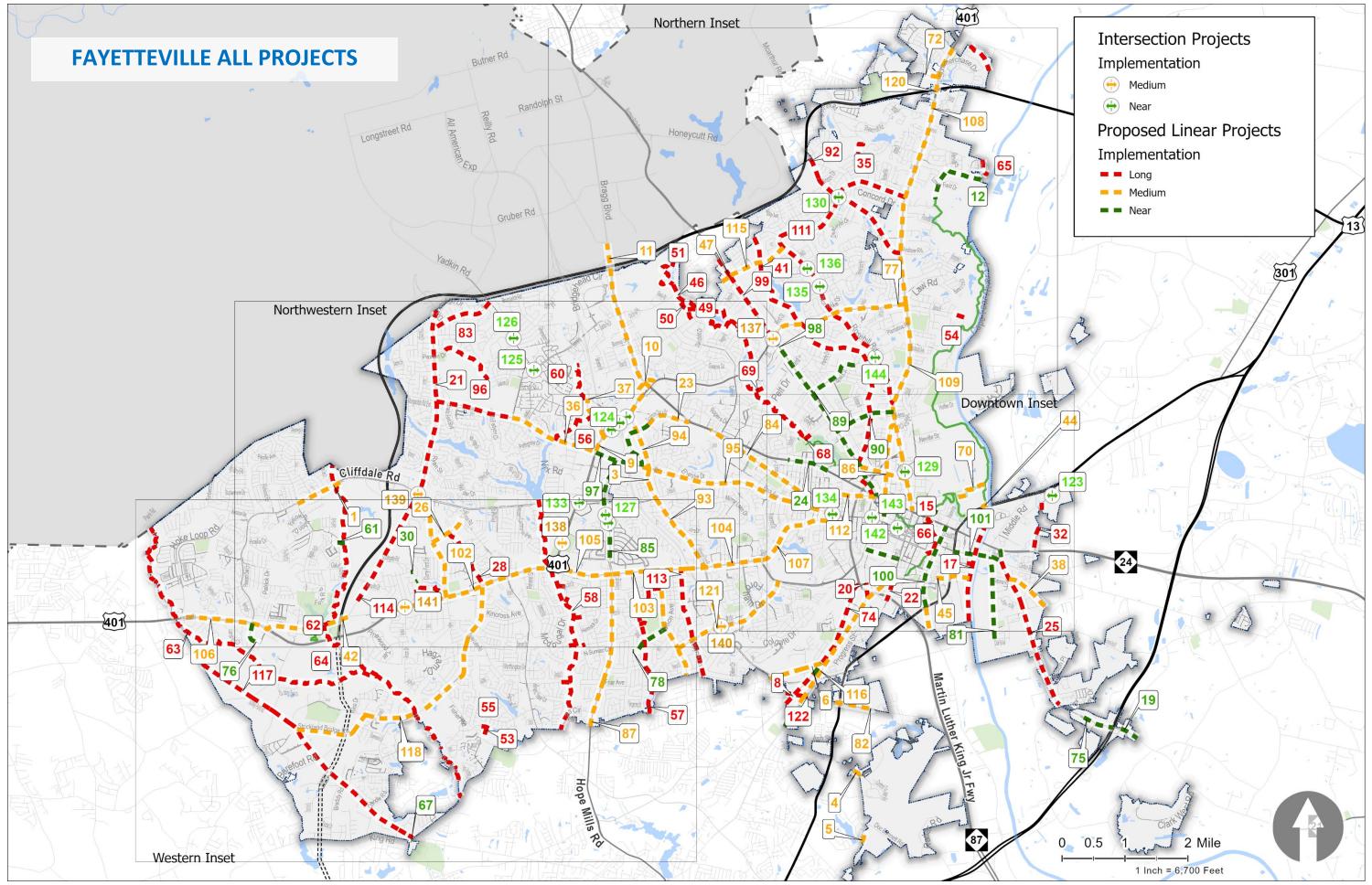
	Priority	Score		Cost
	Medium	17	\$	3,648,000
	Medium	20	\$	392,160
	Long	20	\$	3,301,440
	Long	22	\$	47,287,200
	Medium	12	\$	6,985,920
	Long	18	\$	921,120
	Medium	18	\$	702,240
	Medium	15	\$	5,198,400
	Long	21	\$	38,276,640
	Medium	17	\$	763,344
	Long	12	\$	1,103,520
	Long	10	\$	10,424,160
	Long	12	\$	3,985,440
	Long	16	\$	10,825,440
	Near	17	\$	419,520
	Long	5	\$	1,851,360
	Long	15	\$	1,933,440
	Long	5	\$	1,295,040
	Long	6	\$	2,808,960
	Long	12	\$	24,505,440
	Long	14	\$	46,457,280
	Long	8	\$	9,010,560
	Long	15	\$	14,610,240
	Near	7	\$	1,035,120
	Long	13	\$	28,873,920
	Long	5	\$	68,527,680
	Long	11	\$	13,151,040
	Long	8	\$	7,706,400
	Long	18	\$	91,200
	Near	6	\$	63,840
	Long	18	\$	1,769,280
	Long	13	\$	1,440,960
	Medium	17	\$	5,544,960
	Medium	11	\$	2,610,030
	Medium	10	\$	929,670
	Near	13	\$	2,001,270
	Long	19	\$	6,378,300
ecent Road to	Near	18	\$	1,417,020
	Near	7	\$	1,163,940
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17 US 401 (Country Road FPP Conder / Crassing From Nuchtison Road to Ensems Street 78 Consentry Road FPP Conder / Crassing From Country Enable 78 Consentry Road FPP Conder / Crassing From Country Enable 80 Cumberiand Street FPP Conder / Crassing From Country Enable 81 Bit Bit Bit Street FPP Conder / Crassing From Person Street 82 Street Street FPP Conder / Crassing From Road Street 84 It Roag Road FPP Conder / Crassing From Road Street 85 Genetron Road FPP Conder / Crassing From Road Street 86 Genetron Road FPP Conder / Crassing From Road Street 87 NC 59 (Hope Mills Road) FPP Conder / Crassing From City Limits north along Hope Mills Road Road 88 St 219 (reduin Drive) FPP Conder / Crassing From City Limits north along Hope Mills Road 89 Jasper Street FPP Conder / Crassing From City Limits north along Hope Mills Road Road 81 St 1129 (reduin Drive) FPP Conder / Crassing From City Limits north along Hope Mills Road 83 St 1129 (reduin Road) FPP	Master ID	Corridor Name	Plan	Project Number	Туре	Details
19 Cumberland Road FPP Corndor / Crossing From City Limits along Competition Road to Own Drive 10 Dee Creek Road FPP Cornidor / Crossing From Munchison Road to Runsey Street 12 Dee Creek Road FPP Corridor / Crossing From City Limits along Withoutain Drive to Own Drive 13 St 1406 (Filyaw Road) FPP Corridor / Crossing From Regulation Street to Cade Hill Avenue 14 St R2283 It Mountain Road) FPP Corridor / Crossing From Regulation Street From Regulation Street 15 Gerdöror Road FPP Corridor / Crossing From Rings Blot to Hay Street From Rings Blot to Hay Street 167 NC 59 (Hope Mills Road) FPP Corridor / Crossing From City Limits north along Head Difte Road 170 Langdron Road FPP Corridor / Crossing From Withouts Road to Rancet Street 191 Langdron Road FPP Corridor / Crossing From Withouts Road to Rancet Street 192 St 140 (Morgantin Road) FPP Corridor / Crossing From Xithouts Road to Rancet Street 193 McPherson Church Road <td></td> <td>US 401 (Country Club Road)</td> <td>FPP</td> <td></td> <td>Corridor / Crossing</td> <td>From Murchison Road to Ramsey Street</td>		US 401 (Country Club Road)	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street
00Cumberland StreetFPPCorridor / CrossinFrom Prison Street to Cach Hill Areaus81Deep Creek RoadFPPCorridor / CrossinFrom Prison Street to Cach Hill Areaus82SR 2283 (E Mountain Road)FPPCorridor / CrossinFrom Ruly Road to Nation Road83SR 1406 (Filyaw Road)FPPCorridor / CrossinFrom Ruly Road to Nation Road84FB RoadFPPCorridor / CrossinFrom Ruly Road to Nation Road85Gendord RoadFPPCorridor / CrossinFrom Ruly Road to Nation Road86Hilkoro StreetFPPCorridor / CrossinFrom Ruly Road to Nation Street87N S59 (Hope Mills Road)FPPCorridor / CrossinFrom City Limits north along Hope Mills Road to Raneroy Read88SR 129 (Ircland Drive)FPPCorridor / CrossinFrom City Limits north along Hope Mills Road to Raneroy Street90Langdon RoadFPPCorridor / CrossinFrom City Limits north along Hope Mills Road to Raneroy Street91SR 128 (Lagon Road)FPPCorridor / CrossinFrom City Limits north along Machine Road to Ranney Street92SR 130 (MAchtin Road)FPPCorridor / CrossinFrom City Limits north Road to Ranney Street93McPlerson Church RoadFPPCorridor / CrossinFrom City Limits north Road94McPlerson Church RoadFPPCorridor / CrossinFrom Skely Soad to Dia Facing Road95SR 1404 (Morganton Road)FPPCorridor / CrossinFrom Skely Soad to Dia Facing Road<	78	Coventry Road	FPP		Corridor / Crossing	From Coventry Road to Ireland Drive
Berg Creek Road FPP Conidor / Crossing From Revon Street Oca Hill Avenue 82 SR 2883 (E Mountain Road) FPP Conidor / Crossing From Rive Mark Road Wountain Road 83 SR Halds (Filyw Xountain Road) FPP Conidor / Crossing From Rive Road Mountain Road 84 R Bragg Road FPP Conidor / Crossing From Roag Road to Valder Road 85 Gleinter Road FPP Conidor / Crossing From City Limits north along Hope Mills Road to Raetord Road 86 SR 1219 (reland Drive) FPP Conidor / Crossing From City Limits north along Hope Mills Road 87 SR 100 (WA-Hhur Road) FPP Conidor / Crossing From Murchinon Road to Coninna Street 91 SR 1122 (Legion Road) FPP Conidor / Crossing From Murchinon Road to Rames/ Street 92 SR 1600 (WA-Hhur Road) FPP Conidor / Crossing From Murchinon Road To Rames/ Street 93 McPherson Church Road FPP Conidor / Crossing From Murchinon Road To Rame/ Road 94 McPherson Church Road FPP Conidor / Crossing Fr	79	Cumberland Road	FPP		Corridor / Crossing	From City Limits along Cumberland Road to Own Drive
12 SR 2281 (E. Muurtain Raad) FPP Conidor / Crossin From Raily Road Iong Wi Auranian Drive to Owen Drive 18 SR 1466 (Fillyaw Road) FPP Conidor / Crossin From Raily Road to Yakin Road Strett 18 Genstrad Road FPP Conidor / Crossin From Marganton Road to Beford Road 18 Genstrad Road FPP Conidor / Crossin From Marganton Road to Beford Road 18 Jappe Shret FPP Conidor / Crossin From City Limis north along Hope Mils Road to Radford Road 18 Jappe Shret FPP Conidor / Crossin From Muchicon Road to Carinas Strett 19 Langdon Road FPP Conidor / Crossin From Muchicon Road to Carinas Strett 19 Langdon Road FPP Conidor / Crossin From City Limis north along Indendu Road 19 Str 130 (leijon Road) FPP Conidor / Crossin From City Limis Southwest Jaong Muchine Road to Ramsey Street 19 Str 140 (Morganton Road) FPP Conidor / Crossin From City Limis Southwest Jaong Muchine Road 19 Str 140 (Morganton Road) FPP Conidor / Crossin From Sub Road to Marganton Road 19 N 210 Murchine Road FPP Conidor / Crossin From Sub Road to Marganton Road 19 Str 140 (Morgan	80	Cumberland Street	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street
63 SR 1406 (Fillyaw Road) FPP Corridor / Crossing From Raiy Road to Yackin Road 64 FI bragg Road FPP Corridor / Crossing From Bragg Bido taly Street 65 Genord Road FPP Corridor / Crossing From Rainy Road to Yackin Road 66 Hillsboro Street FPP Corridor / Crossing From Rainy Street 67 NC 59 (Hope Mills Road) FPP Corridor / Crossing From Rainy Street 68 SR 1219 (reland Drive) FPP Corridor / Crossing From Murchion Road to Carlina Street 69 Langdon Road FPP Corridor / Crossing From Murchion Road to Carlina Street 61 SR 1432 (legion Road) FPP Corridor / Crossing From Murchion Road to Raineoy Road 62 SR 1600 (MAchtur Road) FPP Corridor / Crossing From Stable Road to Marganton Road 63 SR 1404 (Morganton Road) FPP Corridor / Crossing From Stable Road to Marganton Road 64 McPherson Church Road FPP Corridor / Crossing From Stable Road to Carlina Street 65 SR 1404 (Morganton Road) FPP Corridor / Crossing From Stable Road to Carlina Street 66 SR 1404 (Morganton Road) FPP Corridor / Crossing From Stable Road to Carl	81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue
P4FL Baog RoadFPPCoridor / CrossingFrom Range Blvd to Hay Street.85Glensford RoadFPPCoridor / CrossingFrom Ransey Street to Water Street.87NC 59 (Hope Mills Road)FPPCoridor / CrossingFrom City Limits north along Hope Mills Road to Raeford Road88SR 1219 (Ireland Drive)FPPCoridor / CrossingFrom City Limits north along Hope Mills Road to Raeford Road90Langdon RoadFPPCoridor / CrossingFrom Murchison Road to Corinon Street91SR 132 Legion Road)FPPCoridor / CrossingFrom Wontain Drive to Raeford Road92SR 1600 (McArthur Road)FPPCoridor / CrossingFrom Wontain Drive to Raindoud Road93McPherson Church RoadFPPCoridor / CrossingFrom City Limits southwest along McAuther Road to Ramsey Street94McPherson Church RoadFPPCoridor / CrossingFrom Skito Road to Broadfoot Avenue95SR 1404 (Morganton Road)FPPCoridor / CrossingFrom Skito Road to Daforan Road96SR 1404 (Morganton Road)FPPCoridor / CrossingFrom Skito Road to Narden Street97SR 1404 (Morganton Road)FPPCoridor / CrossingFrom Skito Road to Daforan Road98NC 210 (Murchison Road)FPPCoridor / CrossingFrom Skito Road to Daforan Road99NC 210 (Murchison Road)FPPCoridor / CrossingFrom Skito Road to Daforan Road910Old Villinington RoadFPPCoridor / CrossingFrom Skito Road to Al American Exp Bridg	82	SR 2283 (E Mountain Road)	FPP		Corridor / Crossing	From City Limits along W Mountain Drive to Owen Drive
B5 Glansford Road FPP Corridor / Crossing From Marganton Road to Belford Road B6 Hilsboro Street FPP Corridor / Crossing From City Linkis north along Hope Milk Road to Raeford Road B7 NC 59 (Hope Milk Road) FPP Corridor / Crossing From City Linkis north along Hope Milk Road to Raeford Road B8 SR 129 (reland Drive) FPP Corridor / Crossing From Murchison Road to Ramey Street B9 Largdor Road FPP Corridor / Crossing From Murchison Road to Ramey Street B1 Sk 1132 (legion Road) FPP Corridor / Crossing From Murchison Road to Ramey Street B3 McPherson Church Road FPP Corridor / Crossing From Stop Caradot Road B4 McPherson Church Road FPP Corridor / Crossing From Stop Caradot Road B5 R 1404 (Morganton Road) FPP Corridor / Crossing From Stop Road to Morganton Road B5 Sk 1404 (Morganton Road) FPP Corridor / Crossing From Stop Road to Morganton Road B6 Sk 1404 (Morganton Road) FPP Corridor / Crossing From Stop Road to Morganton Road B7 Sk 1404 (Morganton Road) FPP Corridor / Crossing From Stop Road to Morganton Road B7 Sk 1404 (Morganton Road)	83	SR 1406 (Fillyaw Road)	FPP		Corridor / Crossing	From Raily Road to Yadkin Road
B6Hilkboro StreetFPPCaridor / CrossingFrom Ransey Street to Walter StreetB7NC 59 (Hope Mills Road to Raeford RoadFPPCaridor / CrossingFrom City Limits north along Holand Drive to Raeford RoadB7Japer StreetFPPCaridor / CrossingFrom City Limits north along Holand Drive to Raeford RoadB9Japer StreetFPPCaridor / CrossingFrom Murchison Road to Carinas StreetB9Lingdon RoadFPPCaridor / CrossingFrom Murchison Road to Ramsey StreetB9SR 1600 (Marthur Road)FPPCaridor / CrossingFrom City Holans Drive to Raincloud RoadB9McPherson Church RoadFPPCaridor / CrossingFrom Stabla Road to Marganton RoadB9SR 1404 (Morganton Road)FPPCaridor / CrossingFrom Skiba Road to Marganton RoadB9SR 1404 (Morganton Road)FPPCaridor / CrossingFrom Skiba Road to Marganton RoadB9NC 210 (Murchison Road)FPPCaridor / CrossingFrom Skiba Road to All American Exp BridgeB9NC 210 (Murchison Road)FPPCaridor / CrossingFrom Roams StreetB9NC 210 (Murchison Road)FPPCaridor / CrossingFrom Roam Street To Roam StreetB1SA 1044 (Morganton Road)FPPCaridor / CrossingFrom Roam Street To Roam StreetB1SA 1044 (Morganton Road)FPPCaridor / CrossingFrom Roama Street To Roam StreetB1SA 1044 (Morganton Road)FPPCaridor / CrossingFrom Roama Street To Skiba Road to Cantry Club Drive	84	Ft Bragg Road	FPP		Corridor / Crossing	From Bragg Blvd to Hay Street
87 NC 59 (Hope Mills Road) FPP Corridor / Crossing From City Limits north along Hope Mills Road to Raeford Road 88 SR 1219 (Ireland Drive) FPP Corridor / Crossing From Murchison Road to Corinns Street 90 Langdon Road FPP Corridor / Crossing From Murchison Road to Corinns Street 91 SR 1132 (Ireland Drive) FPP Corridor / Crossing From Murchison Road to Ramsey Street 91 SR 1132 (Ireland Brive) FPP Corridor / Crossing From City Murchison Road to Ramsey Street 93 McPherson Church Road FPP Corridor / Crossing From S Kind Morganton Road FPP 94 McHorson Road) FPP Corridor / Crossing From S Kind Kunganton Road FPP 95 SR 1404 (Morganton Road) FPP Corridor / Crossing From S Kind Road to All American Exp Bridge 96 NC 210 (Murchison Road) FPP Corridor / Crossing From S Kind Naganton Road FPP 97 SR 1404 (Morganton Road) FPP Corridor / Crossing From S Kind Naganton Road FPP 98 NC 210 (Murchison Road) FPP Corridor / Crossing From City Limits southwest along	85	Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road
88 SR 1219 (Ireland Drive) FPP Corridor / Crossing From City Limits north along Ireland Drive to Raeford Road 89 Jasper Street FPP Corridor / Crossing From Murchison Road to Carinas Street 91 SR 1132 (Legion Road) FPP Corridor / Crossing From W Mountain Drive to Raincloud Road 92 SR 1600 (McArthur Road) FPP Corridor / Crossing From City Limits southwest along McAuther Road to Ramsey Street 93 McPherson Church Road FPP Corridor / Crossing From City Limits southwest along McAuther Road to Ramsey Street 94 McPherson Church Road FPP Corridor / Crossing From Skibo Road to Morganton Road 95 SR 1404 (Morganton Road) FPP Corridor / Crossing From Skibo Road to Morganton Road 97 SR 1404 (Morganton Road) FPP Corridor / Crossing From Skibo Road to All American Exp Bridge 98 NC 210 (Murchison Road) FPP Corridor / Crossing From City Limits southwest along Murchison Road to Country Club Drive 100 Old Wilnington Road FPP Corridor / Crossing From State to Statem Bivd 101 Person Street FPP Corridor / Crossing From Raford Road all American Exp Bridge 102 US 401 (Raeford Road) FPP Corridor / Crossing <td< td=""><td>86</td><td>Hillsboro Street</td><td>FPP</td><td></td><td>Corridor / Crossing</td><td>From Ramsey Street to Walter Street</td></td<>	86	Hillsboro Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street
89Jasper StreetFPPCorridor / CrossingFrom Murchison Road to Corinna Street90Langdon RoadFPPCorridor / CrossingFrom W Murchison Road to Ramsey Street91SR 1132 (Legion Road)FPPCorridor / CrossingFrom City Linits southwest along McAuther Road to Ramsey Street92SR 1600 (McAthur Road)FPPCorridor / CrossingFrom City Linits southwest along McAuther Road to Ramsey Street93McPherson Church RoadFPPCorridor / CrossingFrom Skibo Road to Morganton Road94McPherson Church RoadFPPCorridor / CrossingFrom Skibo Road to Old Farm Road95SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Skibo Road to Old Farm Road96SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Skibo Road to Old Farm Road97SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Skibo Road to Old Farm Road98NC 210 (Murchison Road)FPPCorridor / CrossingFrom Shab Road to Old Farm Road99NC 210 (Murchison Road)FPPCorridor / CrossingFrom Rowan Street90Old Wilmington RoadFPPCorridor / CrossingFrom Rowan Street No Rowan Street101Person StreetFPPCorridor / CrossingFrom Hope Mills Road to All American Exp Bridge102US 401 (Raeford Road)FPPCorridor / CrossingFrom Hope Mills Road103US 401 (Raeford Road)FPPCorridor / CrossingFrom Hope Mills Road104US 401 (Raefo	87	NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road
90Langdon RoadFPPCorridor / CrossingFrom Murchison Road to Ramsey Street91SR 1132 (Legion Road)FPPCorridor / CrossingFrom W Mountain Drive to Raincloud Road92SR 1600 (McArthur Road)FPPCorridor / CrossingFrom Clift Limits southwest along McAuther Road to Ramsey Street93McPherson Church RoadFPPCorridor / CrossingFrom Skibo Road to Rorganton Road94McPherson Church RoadFPPCorridor / CrossingFrom Skibo Road to Broadfoot Avenue95SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Skibo Road to All American Exp Bridge96SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Skibo Road to All American Exp Bridge97SR 1404 (Morganton Road)FPPCorridor / CrossingFrom Rom Banale Drive to Rowan Street98NC 210 (Murchison Road)FPPCorridor / CrossingFrom Rowan Street to S Eastern Blvd99NC 210 (Murchison Road)FPPCorridor / CrossingFrom Rowan Street to S Eastern Blvd100Old Wilmington RoadFPPCorridor / CrossingFrom All American Exp Bridge101Person StreetFPPCorridor / CrossingFrom All American Exp Bridge102US 401 (Raeford Road)FPPCorridor / CrossingFrom All American Exp Bridge103US 401 (Raeford Road)FPPCorridor / CrossingFrom Hills Road an All American Exp Bridge104US 401 (Raeford Road)FPPCorridor / CrossingFrom Hills Road105 </td <td>88</td> <td>SR 1219 (Ireland Drive)</td> <td>FPP</td> <td></td> <td>Corridor / Crossing</td> <td>From City Limits north along Ireland Drive to Raeford Road</td>	88	SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road
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115SR 1614 (Shaw Mill Road)FPPCorridor / CrossingFrom Murchison Road to Rosehill Road116Southern AvenueFPPCorridor / CrossingFrom W Mountain Drive to Giliespie Street	113	Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits
116 Southern Avenue FPP Corridor / Crossing From W Mountain Drive to Giliespie Street	114	SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road
	115	SR 1614 (Shaw Mill Road)	FPP		Corridor / Crossing	From Murchison Road to Rosehill Road
117 SR 1112 (Stoney Point Road) FPP Corridor / Crossing From City Limits southwest along Stoney Point Road to City Limits at Lakewood Drive	116	Southern Avenue	FPP		Corridor / Crossing	From W Mountain Drive to Giliespie Street
	117	SR 1112 (Stoney Point Road)	FPP		Corridor / Crossing	From City Limits southwest along Stoney Point Road to City Limits at Lakewood Drive

Medium	19	\$ 6,417,060
Near	13	\$ 3,167,490
Medium	15	\$ 467,970
Medium	20	\$ 1,725,390
Near	18	\$ 5,395,620
Medium	13	\$ 3,388,650
Long	15	\$ 4,096,590
Medium	19	\$ 2,193,360
Near	15	\$ 1,488,270
Medium	26	\$ 2,484,060
Medium	19	\$ 3,488,400
Medium	16	\$ 4,630,110
Near	13	\$ 2,199,630
Near	23	\$ 1,248,870
Medium	12	\$ 2,229,840
Long	14	\$ 8,807,070
Medium	13	\$ 990,660
Medium	21	\$ 4,062,960
Medium	17	\$ 5,825,970
Long	19	\$ 3,699,300
Near	13	\$ 2,364,360
Near	24	\$ 8,201,160
Long	19	\$ 5,697,720
Near	28	\$ 1,919,190
Near	23	\$ 1,217,520
Medium	23	\$ 12,199,140
Medium	20	\$ 4,601,040
Medium	20	\$ 3,146,970
Medium	22	\$ 3,585,870
Medium	19	\$ 9,060,720
Medium	13	\$ 5,945,670
Medium	20	\$ 5,916,600
Medium	24	\$ 6,244,350
Medium	26	\$ 1,990,440
Long	21	\$ 16,527,720
Medium	16	\$ 2,382,600
Long	19	\$ 6,898,710
Long	11	\$ 8,853,240
Medium	12	\$ 5,106,630
Medium	19	\$ 5,758,710
Long	10	\$ 43,346,220

Master ID	Corridor Name	Plan	Project Number	Туре	Details	Priority	Score	Cost
118	SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	Medium	16	\$ 38,852,910
119	Sycamore Dairy Road	FPP		Corridor / Crossing	From Morganton Road to Thorngrove Court	Near	14	\$ 2,056,560
120	US 401 (Ramsey Street)	FPP		Corridor / Crossing	From I-295 N On Ramps to City Limits at McCloskey Road	Medium	10	\$ 2,606,040
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	Medium	20	\$ 2,746,830
122	SR 1154 (W Mountain Road)	FPP		Corridor / Crossing	From City Limits east along Village Drive to City Limits at Southern Avenue	Long	16	\$ 3,544,260
123	SR 1838 (Dunn Road)	STIP	HE-0012	Intersection	Construct new access road with improvements at intersection with SR 1838 (Dunn Road).	Near	5	\$ 42,750
124	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at US 401 (Skibo Road), add signalized pedestrian crossings.	Near	14	\$ 213,750
125	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at SR 1437 (Sante Fe Drive), add signalized pedestrian crossings.	Near	14	\$ 213,750
126	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at Southwick Drive, add signalized pedestrian crossings and upgrade signal.	Near	10	\$ 213,750
127	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Chambersurg Road, install rectangular rapid flashing beacons with refuge islands.	Near	9	\$ 213,750
128	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Berean Baptist Academy, install rectangular rapid flashing beacons with refuge islands.	Near	5	\$ 213,750
129	SR 3950 (Ramsey Street)	STIP	HS-2006P	Intersection	SR 3950 (Ramsey Street) at railroad bridge 250216, install guardrail.	Near	14	\$ 39,900
130	SR 1600 (McArthur Road)	STIP	HS-2006V	Intersection	SR 1600 (McArthur Road) at SR 1615 (Rosehill Road/Stacy Weaver Road), construct signalized pedestrian accommodations.	Near	12	\$ 213,750
131	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	At SR 1007 (All American Freeway) northbound and southbound ramps, install signalized pedestrian accommodations.	Near	7	\$ 213,750
132	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	At SR 1007 (All American Freeway) northbound and southbound ramps, install signalized pedestrian accommodations.	Near	9	\$ 213,750
133	US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (Cliffdale Road), improve intersection	Near	12	\$ 213,750
134	SR 1404 (Hay Street / Morganton Road)	STIP	W-5706U	Intersection	At SR 3578 (Fort Bragg Road), Oakridge Avenue, and Highland Avenue intersection, upgrade traffic signals and improve pedestrian crossings.	Near	14	\$ 213,750
135	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (Rosehill Road) at Landau Road, construct mini-roundabout.	Near	5	\$ 71,250
136	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (Rosehill Road) at Tamarack Drive, construct mini-roundabout.	Near	6	\$ 71,250
137	Murchison Road & Country Club Drive	FPP		Intersection	N/A	Medium	17	\$ 71,250
138	US 401 (Skibo Road)	FPP		Mid-Block Crossing	Between Louise Street and Richwood Court at Anne Chestnutt Middle School	Medium	15	\$ 171,000
139	South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	Medium	12	\$ 71,250
140	Owen Drive & Village Drive	FPP		Intersection	N/A	Medium	12	\$ 71,250
141	US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	Medium	12	\$ 213,750
142	Hay Street & Burgess	FPP		Intersection	N/A	Near	13	\$ 71,250
143	Hay Street & Frankin Street	FPP		Intersection	N/A	Near	14	\$ 71,250
144	Rosehill Road & Walstone Road	FPP		Intersection	N/A	Near	9	\$ 213,750

Total Estimated Cost = \$769.51 million



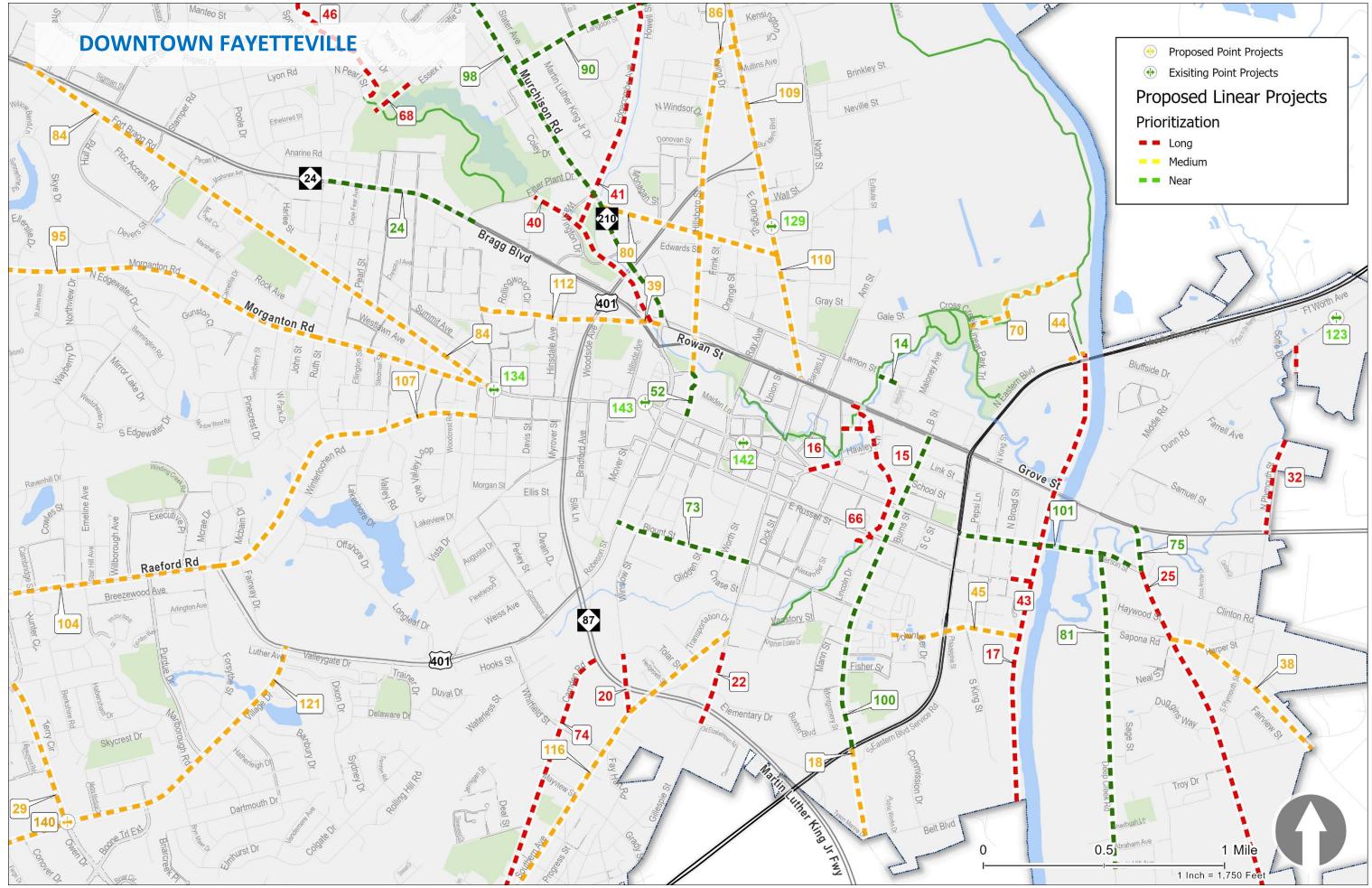


Figure 48. Proposed Projects Downtown Inset

Table 12 Downtown Projects

Master ID	Corridor Name	Plan	Project Number	Туре	Details	Council District	School	Length (Miles)	Priority	Score
104	US 401 (Raeford Road)	FPP		Corridor / Crossing	From All American Exp Bridge to Robeson Street	5	Max Abbott Middle		Medium	20
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2/5	Mary McArthur Elem / Ashley Elementary	2.00	Medium	20
95	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Mcpherson Church Road to Broadfoot Avenue	5/9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.88	Medium	17
24	NC 24 (Bragg Blvd)	CTP	FAMPO052-P	Sidewalk	From Glenville Avenue to Filter Plant Drive	2/5	Margaret Willis Elem	0.66	Near	17
68	Essex Pl Greenway	CTP	FAMPO114-M	Sidewalk / Trail	Across Little Cross Creek from Thelbert Drive to Proposed Glenville Lake Trail	2/4		0.18	Long	18
46	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2/3/4		3.97	Long	21
107	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Fairway Drive to Broadfoot Avenue	2/5		1.36	Medium	13
112	NC 24 (Rowan Street)	FPP		Corridor / Crossing	From Oakridge Avenue to Rowan Street	2		0.67	Medium	16
134	SR 1404 (Hay Street / Morganton Road)	STIP	W-5706U	Intersection	At SR 3578 (Fort Bragg Road), Oakridge Avenue, and Highland Avenue Intersection, Upgrade Traffic Signals and Improve Pedestrian Crossings.	5		N/A	Near	14
40	Cross Creek / Little Cross Creek Trail	CTP		Sidewalk / Trail	From Ames Street to NC 24 along Cross Creek/ Little Cross Creek	2		0.73	Long	20
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295	2/3	Westarea / Ramsey Street / Cross Creek Early College / Cumberland Int'l Early College	4.91	Long	22
80	Cumberland Street	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	2	Cumberland Int'l Early College	0.75	Medium	20
39	SR 3147 (W Rowan Street)	CTP	FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210	2		0.08	Medium	20
52	Hillsboro Street	CTP	FAMPO090-M	Sidewalk / Trail	From Hay Street to Walter Street	2		0.20	Near	17
143	Hay Street & Frankin Street	FPP		Intersection	N/A	2		N/A	Near	14
74	NS 98969 (Camden Road)	FPP		Corridor / Crossing	From W Mountain Drive to MLK Jr Fwy	2	Cumberland Road Elem / Massey Hill Classical / Howard Health & Life Science	1.85	Long	19
20	Winslow Street	CTP	FAMPO050-M	Sidewalk / Trail	From Barrett Street to Southern Avenue	2		0.24	Long	8
116	Southern Avenue	FPP		Corridor / Crossing	From W Mountain Drive to Giliespie Street	2	Howard Health & Life Science / Massey Hill Classical	2.39	Medium	19
22	SR 2311 (Gillespie Street)	CTP	FAMPO051-M	Sidewalk / Trail	From Old Elizabethtown Road to S of Sam-Cameron Avenue	2		0.31	Long	12
142	Hay Street & Burgess	FPP		Intersection	N/A	2		N/A	Near	13
98	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From Pamalee Drive to Rowan Street	2/4	Cumberland Int'l Early College/ Cross Creek Early College / Westarea	3.00	Near	24
129	SR 3950 (Ramsey Street)	STIP	HS-2006P	Intersection	SR 3950 (RAMSEY STREET) AT RAILROAD BRIDGE 250216, INSTALL GUARDRAIL.	2		N/A	Near	14
86	Hillsboro Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street	2	Ramsey Street	1.41	Medium	26
109	Ramsey Street	FPP		Corridor / Crossing	From Hilton Drive to MLK Jr Fwy and Builders Blvd	2/3	Ramsey Street / Luther N Jeralds Middle / Lucile Souders Elem / Reid Ross Classical	2.45	Medium	24
110	Ramsey Street	FPP		Corridor / Crossing	From MLK Jr Fwy and Builders Blvd to Grove Street	2		0.92	Medium	26
16	Cross Street Trail	CTP	FAMPO031-M	Sidewalk / Trail	From Person Street to Adam Street	2		0.13	Long	16
15	Blount Creek Greenway	CTP	FAMPO030-M	Sidewalk / Trail	Along Blounts Creek from NC 210 (Grove Street) to E Russell Street.	2		0.77	Long	23
66	Blount Creek Greenway	CTP	FAMPO112-M	Sidewalk / Trail	Along Blount Creek from Russell Street	2		0.08	Long	18
14	Lamon Street Connector	CTP	FAMPO029-M	Sidewalk / Trail	From Lamon Street to Grove View Ter	2		0.08	Near	19

Master ID	Corridor Name	Plan	Project Number	Туре	Details	Council District	School	Length (Miles)	Priority	Score
100	Old Wilmington Road	FPP	Number	Corridor / Crossing	From Rowan Street to S Eastern Blvd	2	Walker Spivey		Near	28
18	Old Wilmington Road	CTP	FAMPO034-M	Sidewalk / Trail	From Owen Drive (SR 1007) to I-95 Bus (Eastern Blvd)	2	Walker Spivey	0.38	Medium	14
45	Campbell Terrace Road	CTP	FAMPO081-M	Sidewalk / Trail	From Campbell Terrace Road to Cape Fear River	2	Walker Spivey	0.54	Medium	15
17	Cape Fear River Trail Extension	CTP	FAMPO033-M	Sidewalk / Trail	Along Cape Fear River from I-95 Bus to Bladen County	2		1.90	Long	19
81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue	2		1.30	Near	18
43	Russell Street Trail	CTP	FAMPO077-M	Sidewalk / Trail	from S Broad Street to Cape Fear River	2		0.10	Long	18
101	Person Street	FPP		Corridor / Crossing	From S Eastern Blvd to Lock Trail	2		0.72	Near	23
81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue	2		1.30	Near	18
75	Cedar Creek Road	FPP		Corridor / Crossing	Pedestrian Improvements along Cedar Creek Road from Grove Street to Clinton Road and Decent Road to Judson Church Road	2		0.69	Near	18
25	NC 53 (Cedar Creek Road)	CTP	FAMPO054-P	Sidewalk	From Fields Road (SR 2215) to Clinton Road (SR 1006)	2		2.46	Long	18
38	SR 2000 (Sapona Road)	CTP	FAMPO067-M	Sidewalk / Trail	From NC 210 to South of Hughes Road	2		0.76	Medium	17
70	Cross Creek to Cape Fear Connector	CTP	FAMPO116-M	Sidewalk / Trail	From Proposed Cross Creek trail to Cape Fear River Trail	2		0.58	Medium	17

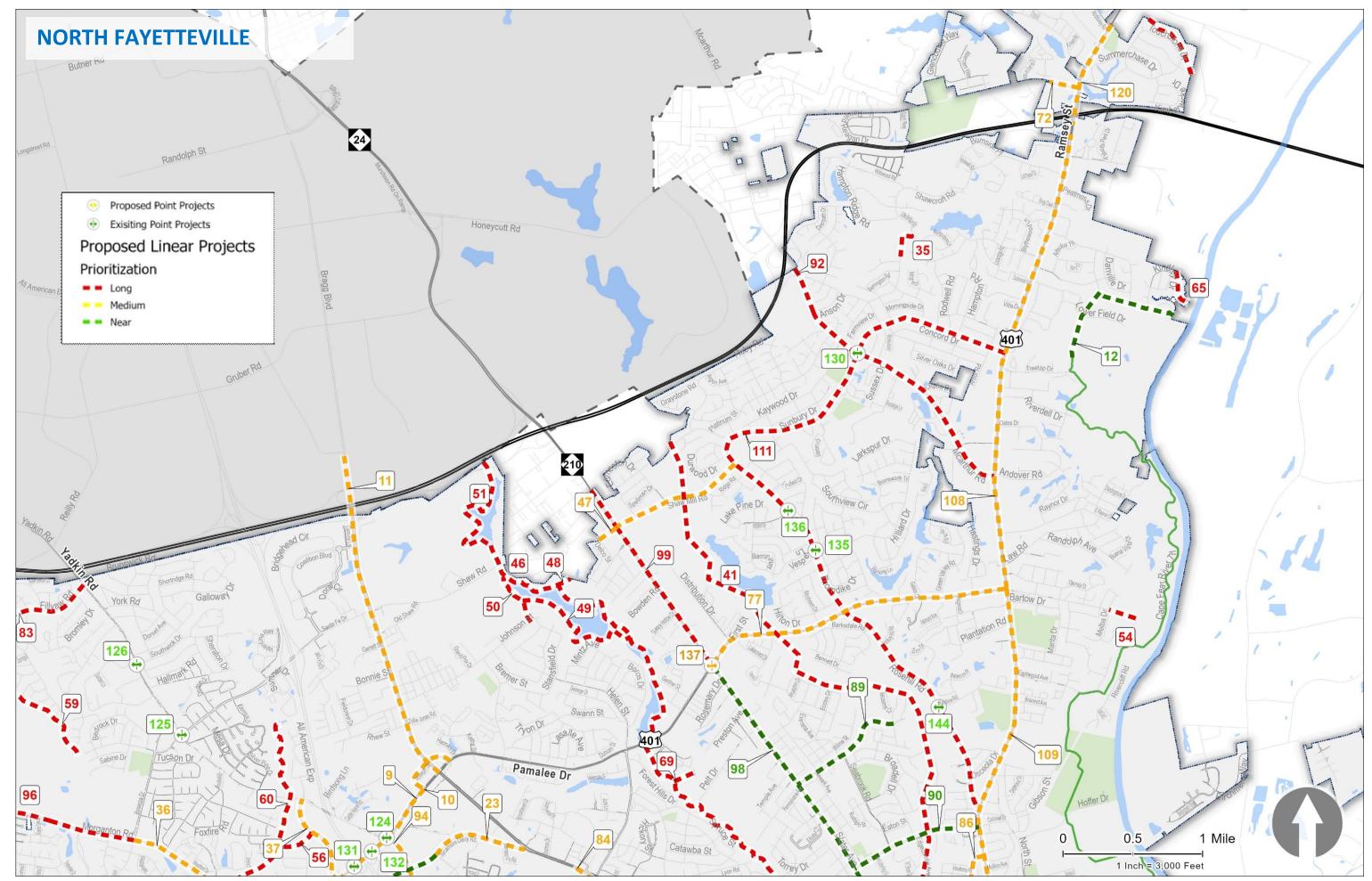


Figure 49. North Fayetteville Inset

Table 13 North Fayetteville Inset Projects

Maste r ID	Corridor Name	Plan	Project Number	Туре	Details	Council District	School	Length (Miles)	Priority	Score
	US 401 (Skibo Road)	СТР	FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.	9	Alger B Wilkins Elem	1.21	Medium	20
10	SR 1499 (Swain Street)	СТР	FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)	4/9	Alger B Wilkins Elem	0.45	Medium	18
12	Dobson Drive	CTP	FAMPO026-M	Sidewalk / Trail	Along Cape Fear River from Harnett County to Carvers Creek State Park Trail	1		1.09	Near	11
23	Sycamore Dairy Road	CTP	FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court	9		0.71	Medium	13
35	Waterbury Drive Trail	CTP	FAMPO063-M	Sidewalk / Trail	From Waterbury Drive to Little Bridge Road	1		0.24	Long	4
36	SR 1404 (Morganton Road)	CTP	FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)	4/9	Morganton Road Elem	1.44	Medium	18
37	SR 3499 (Lake Valley Drive)	CTP	FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road	9		0.71	Medium	11
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295	2/3	Westarea / Ramsey Street / Cross Creek Early College / Cumberland Int'l Erly Col	4.91	Long	22
	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2/3/4			Long	21
	SR 2734 (Hogan Street)	CTP	FAMPO085-M	Sidewalk / Trail	From NC 210 to West of Madonna Drive	3			Medium	
	Little Cross Creek Corridor Connection	CTP	FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails	3			Long	12
	Little Cross Creek Trail Corridor	CTP	FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake	3/4			Long	10
50	Little Cross Creek Greenway	CTP	FAMPO088-M	Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street	3/4		0.41	Long	12
51	Little Cross Creek Trail Corridor	CTP	FAMPO089-M	Sidewalk / Trail	Around Bonnie Doone Lake	3		1.12	Long	16
54	Tokay Drive Ext	CTP	FAMPO092-M	Sidewalk / Trail	From Tokay Drive to Cape Fear River Trail	2		0.20	Long	15
59	Paxton Drive Trail	CTP	FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek	4	Benjamin Martin Elem	0.94	Long	8
60	Beaver Creek Trail	CTP	FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek	4/9		1.52	Long	15
65	Carvers Creek State Park Trail	CTP	FAMPO110-M	Sidewalk / Trail	Along Carvers Creek State Park from Harnett County to Cape Fear River	1		0.80	Long	8
69	Regatta Street Greenway	СТР	FAMPO115-M	Sidewalk / Trail	From Regatta Street to Little Cross Creek	4		0.15	Long	13
72	SR 1611 (Andrews Road)	FPP		Corridor / Crossing	From Ramsey Street South to City Limits	1	Long Hill	0.22	Medium	10
77	US 401 (Country Club Road)	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	3	Westarea / Lucile Souders Elem / Reid Ross Classical	2.25	Medium	19
	SR 1406 (Fillyaw Road)	FPP		Corridor / Crossing	From Raily Road to Yadkin Road	4		0.96	Long	15
84	Ft Bragg Road	FPP		Corridor / Crossing	From Drover Dividite Line Otre et	5/9	Cumberland Polytechnic / Terry Sanford High / Alma	2.35	Medium	19
86	Hillsboro Street	FPP		Corridor / Crossing	From Bragg Blvd to Hay Street	2	Eason Elementary Ramsey Street	1 41	Medium	26
	Jasper Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street	3/4	Ferguson-Easley Elem		Near	13
	Langdon Road	FPP		Corridor / Crossing	From Murchison Road to Corinna Street From Murchison Road to Ramsey Street	2/3/4	Cumberland Int'l Early College/ Ramsey Street / Cross Creek Early College		Near	23
92	SR 1600 (McArthur Road)	FPP		Corridor / Crossing	From City Limits southwest along McAuther Road to Ramsey Street	1/3	College Lakes Elementary	2.15	Long	14
92	SR 1600 (McArthur Road)	FPP		Corridor / Crossing	From City Limits southwest along McAuther Road to Ramsey Street	1/3	College Lakes Elementary	2.15	Long	14
94	McPherson Church Road	FPP		Corridor / Crossing	From Skibo Road to Morganton Road	9	Alger B Wilkins Elem	0.93	Medium	21

Maste	Corridor Name	Plan	Project Number	Туре	Details	Council Distr
r ID	CD 1404 (Margantan			Corridor / Crossing		4/0
96	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Reily Road to Old Farm Road	4/9
98	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From Pamalee Drive to Rowan Street	2/4
99	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From City Limits southwest along Murchison Road to Country Club Drive	3/4
108	Ramsey Street	FPP		Corridor / Crossing		1/2/3
	-	FPP		•	From Country Club Drive to Farmers Road and I-295 N On Ramps	2/3
109	Ramsey Street	FFF		Corridor / Crossing	From Hilton Drive to MLK Jr Fwy and Builders Blvd	273
111	Rosehill Road	FPP		Corridor / Crossing	From Ramsey Road and College Centre Drive to Ramsey Road and Sunset Avenue	1/2/3
120	US 401 (Ramsey Street)	FPP		Corridor / Crossing	From I-295 N On Ramps to City Limits at McCloskey Road	1
124	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT US 401 (SKIBO ROAD), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	9
125	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SR 1437 (SANTE FE DRIVE), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	4
126	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SOUTHWICK DRIVE, ADD SIGNALIZED PEDESTRIAN CROSSINGS AND UPGRADE SIGNAL.	3
130	SR 1600 (McArthur Road)	STIP	HS-2006V	Intersection	SR 1600 (MCARTHUR ROAD) AT SR 1615 (ROSEHILL ROAD/STACY WEAVER ROAD), CONSTRUCT SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	3
132	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	AT SR 1007 (ALL AMERICAN FREEWAY) NORTHBOUND AND SOUTHBOUND RAMPS, INSTALL SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	9
135	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (ROSEHILL ROAD) AT LANDAU ROAD, CONSTRUCT MINI-ROUNDABOUT.	3
136	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (ROSEHILL ROAD) AT TAMARACK DRIVE, CONSTRUCT MINI-ROUNDABOUT.	3
137	,	FPP		Intersection	N/A	4
144	Rosehill Road & Walstone Road	FPP		Intersection	N/A	3

t	School	Length (Miles)	Priority	Score
	Morganton Road Elem	1.23	Long	19
	Cumberland Int'l Early College/ Cross Creek Early College / Westarea	3.00	Near	24
	Westarea	1.55	Long	19
	Reid Ross Classical	3.36	Medium	20
	Ramsey Street / Luther N Jeralds Middle / Lucile Souders Elem / Reid Ross Classical	2.45	Medium	24
	Ramsey Street / Warrenwood / College Lakes Elementary	5.78	Long	21
	Long Hill	0.79	Medium	10
	Alger B Wilkins Elem	N/A	Near	14
	Ponderosa	N/A	Near	14
		N/A	Near	10
	College Lakes Elementary	N/A	Near	12
		N/A	Near	9
		N/A	Near	5
		N/A	Near	6
	Westarea	N/A	Medium	17
		N/A	Near	9

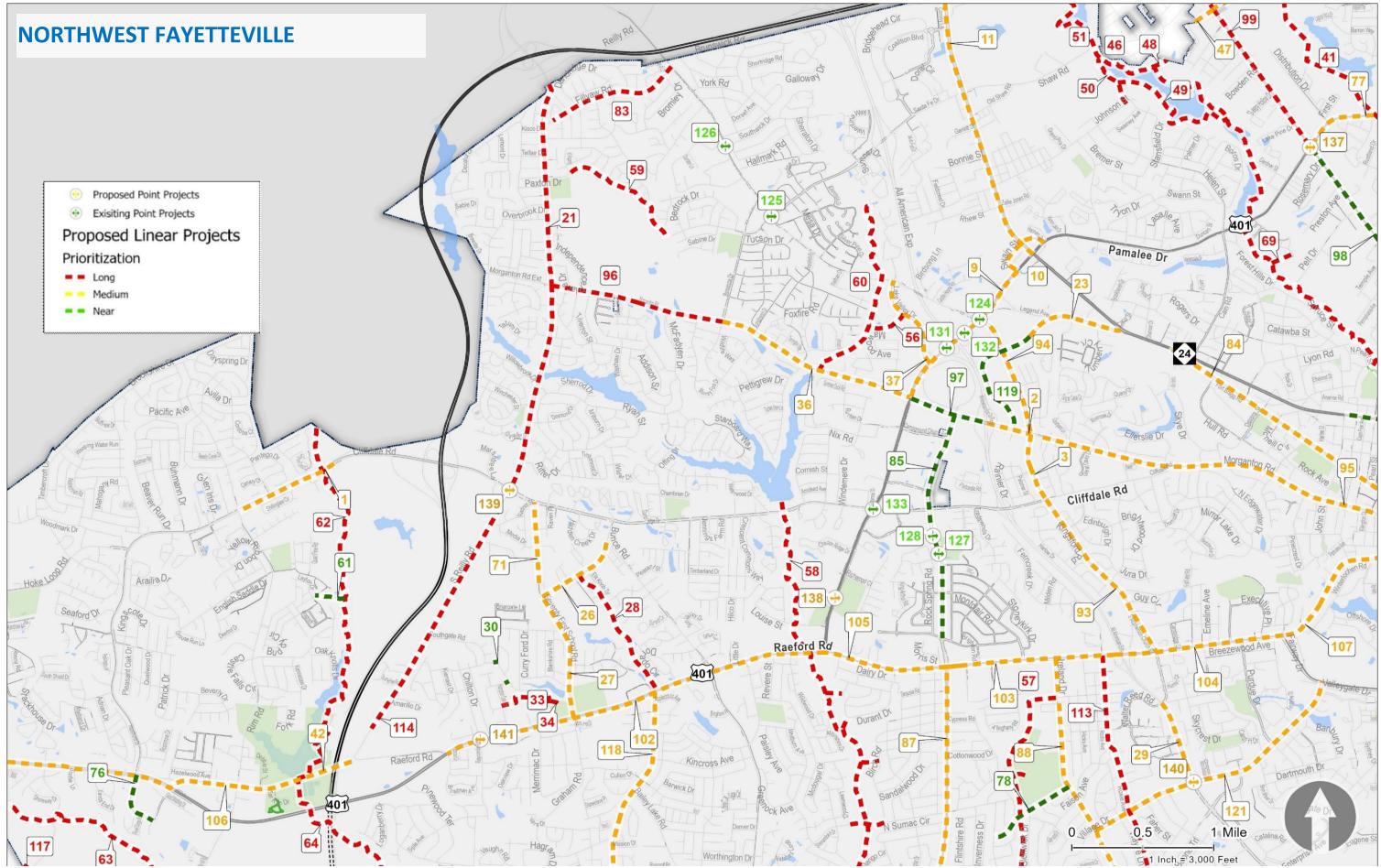


Figure 50. Northwest Fayetteville Inset

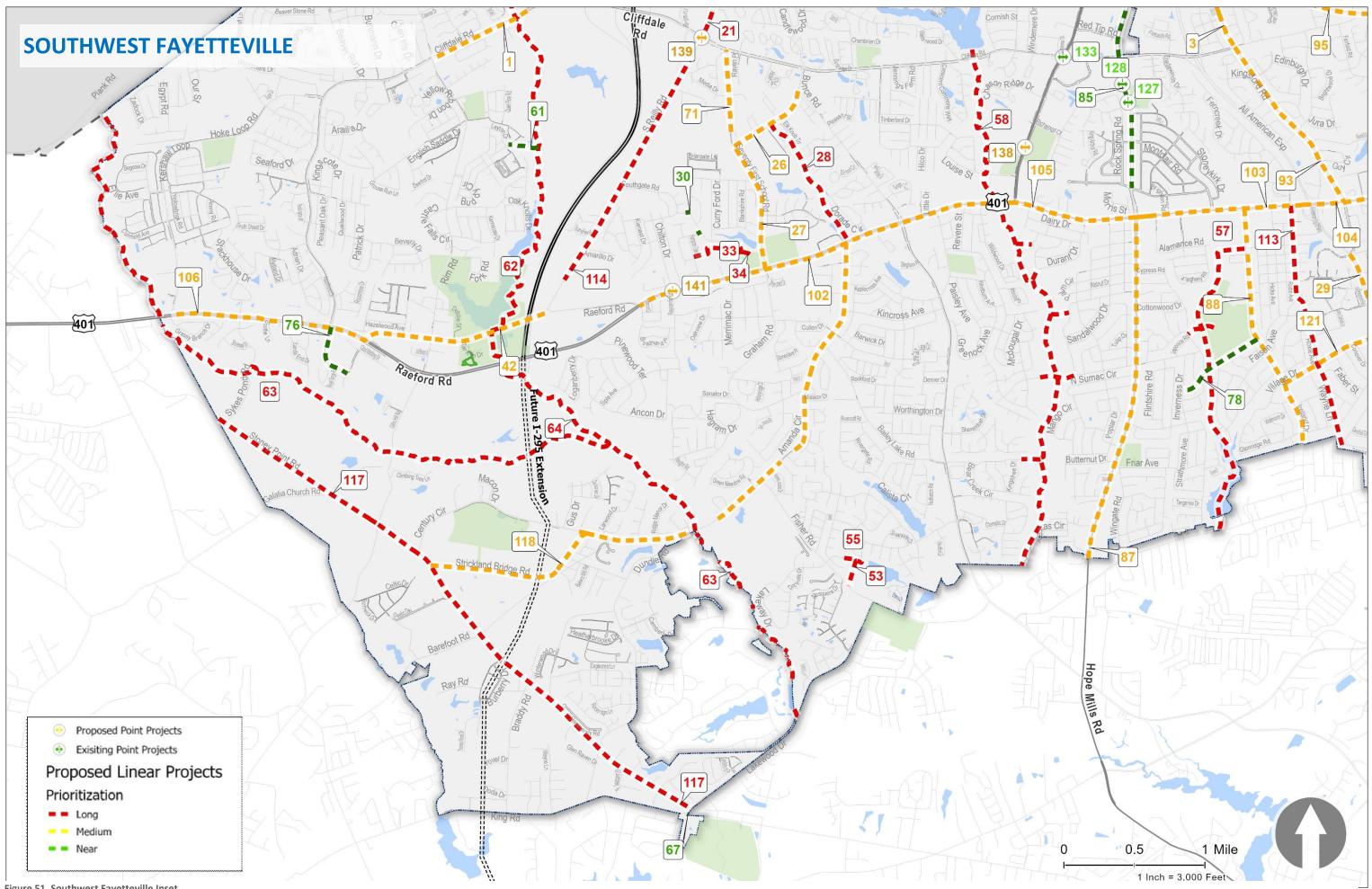
Table 14. Northwest Fayetteville Inset Projects

ter Corridor Name	e Pla	n Project Number	Туре	Details	Council District	School	Length (Miles) Priority	Score
1 SR 1400 (Cliffdale Ro	oad) CTF		Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive	7	E E Miller Elementary	0.76 Medium	1
2 SR 1404 (Morganton Road)	CTF	P FAMPO002-M	Sidewalk / Trail	From McPherson Church Road to All American Freeway (SR 1007)	9		0.32 Medium	1
3 McPherson Church R	Road CTF	P FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road	9		0.50 Medium	1
9 US 401 (Skibo Road)	CTF	P FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.	9	Alger B Wilkins Elem	1.21 Medium	2
10 SR 1499 (Swain Stree	et) CTF	P FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)	4/9	Alger B Wilkins Elem	0.45 Medium	
11 NC 24 (Bragg Blvd)	CTF	P FAMPO017-M	Sidewalk / Trail	From NC Knox Street to US 401	3/4/9	Alger B Wilkins Elem	2.43 Medium	
21 SR 1403 (Reilly Road) CTF	P FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295	4/9	Benjamin Martin Elem	2.98 Long	
23 Sycamore Dairy Road	d CTF	P FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court	9		0.71 Medium	
26 SR 1410 (Old Bunce	Road) CTF	P FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road	7		0.64 Medium	
28 Badin Lake Lane Trail	L CTF	P FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7		1.03 Long	:
30 Sentinel Drive Conne	ection CTF	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road	7		0.03 Near	
33 School Connection	CTF	P FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School	7	Seventy First Middle	0.24 Long	
34 School Connection	CTF	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School	7		0.16 Long	
36 SR 1404 (Morganton Road)	CTF	P FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)	4/9	Morganton Road Elem	1.44 Medium	:
37 SR 3499 (Lake Valley Drive)	CTF	P FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road	9		0.72 Medium	:
39 SR 3147 (W Rowan S	treet) CTF	P FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210	2		0.08 Medium	2
42 SR 3569 (Raeford Ro	ad) CTF	P FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)	7		0.84 Medium	
46 Little Cross Creek Greenway	CTF	P FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2/3/4		3.97 Long	2
48 Little Cross Creek Corridor Connection		P FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails	3		0.11 Long	
49 Little Cross Creek Tra Corridor	ail CTF	P FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake	3/4		1.08 Long	
50 Little Cross Creek Greenway			Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street	3/4		0.41 Long	
56 Beaver Creek Trail	CTF	P FAMPO094-M	Sidewalk / Trail	From Beaver Creek Trail to Lake Valley Drive	9		0.29 Long	
57 Odom Drive Trail	CTF	P FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street	5	Douglas Byrd Middle	2.54 Long	-
58 Beaver Creek Greenv	vay CTF	P FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road	5/6/7/9	Lewis Chapel Middle	4.82 Long	:
59 Paxton Drive Trail	CTF	P FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek	4	Benjamin Martin Elem	0.94 Long	
60 Beaver Creek Trail	CTF	P FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek	4/9		1.52 Long	
61 Little Rockfish Creek Connector	CTF	P FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive	7		0.21 Near	
62 Bones Creek Greenw	ay CTF	P FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek	7/8		3.00 Long	
64 Little Rockfish Creek	Trail CTF	P FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek	6/7		1.37 Long	
71 SR 1409 (71st Schoo Road)	l FPF)	Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court	7		0.58 Medium	:
76 Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln	7		0.42 Near	
78 Coventry Road	FPF)	Corridor / Crossing	From Coventry Road to Ireland Drive	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	0.65 Near	:
83 SR 1406 (Fillyaw Roa	d) FPP)	Corridor / Crossing	From Raily Road to Yadkin Road	4		0.96 Long	-
84 Ft Bragg Road	FPF)	Corridor / Crossing	From Bragg Blvd to Hay Street	5/9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.35 Medium	1

Master ID	Corridor Name	Plan	Project Number	Туре	Details	Council Dist
	5 Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road	9
8	7 NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road	5
8	8 SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road	5
9	3 McPherson Church Road	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	5
9	5 SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Mcpherson Church Road to Broadfoot Avenue	5/9
10	2 US 401 (Raeford Road)	FPP		Corridor / Crossing	From Raeford Road and Bentridge Ln to Skibo Road	6/7
10	3 US 401 (Raeford Road)	FPP		Corridor / Crossing	From Hope Mills Road to All American Exp Bridge	5/9
10	5 US 401 (Raeford Road)	FPP		Corridor / Crossing	From Skibo Road to Hope Mills Road	5/9
10	6 US 401 (Raeford Road)	FPP		Corridor / Crossing	From Grassy Branch Drive to Gilis Hill Road	7/8
11	3 Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits	5
11-	4 SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	7
11	8 SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	6/7
11		FPP		Corridor / Crossing	From Morganton Road to Thorngrove Court	9
12	1 Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2/5
12	4 SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT US 401 (SKIBO ROAD), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	9
12	5 SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SR 1437 (SANTE FE DRIVE), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	4
12	6 SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SOUTHWICK DRIVE, ADD SIGNALIZED PEDESTRIAN CROSSINGS AND UPGRADE SIGNAL.	3
12	7 SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (GLENSFORD DRIVE) AT CHAMBERSURG ROAD, INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH REFUGE ISLANDS.	9
12	8 SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (GLENSFORD DRIVE) AT BEREAN BAPTIST ACADEMY, INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH REFUGE ISLANDS.	9
13	1 US 401 (Skibo Road)	STIP	HS-2006X	Intersection	AT SR 1007 (ALL AMERICAN FREEWAY) NORTHBOUND AND SOUTHBOUND RAMPS, INSTALL SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	9
13	3 US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (CLIFFDALE ROAD), IMPROVE INTERSECTION	9
13	9 South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	7
14	0 Owen Drive & Village Drive	FPP		Intersection	N/A	2
14	1 US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	7

ct	School	Length (Miles)	Priority	Score
	Montclair Elementary	1.66	Near	15
	Sherwood Park / J W Coon Elementary	2.46	Medium	19
	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	1.70	Medium	16
		1.36	Medium	13
	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.88	Medium	17
	Loyd Auman Elementary / Seventy First Middle / Seventy First High / Brentwood Elem / Lewis Chapel Middle	2.78	Medium	23
	William H Owen Elem	1.34	Medium	20
	Lewis Chapel Middle	0.88	Medium	22
		1.89	Medium	19
	Mary McArthur Elem	1.76	Long	19
		1.84	Long	11
		4.23	Medium	16
		0.95	Near	14
	Mary McArthur Elem / Ashley Elementary	2.00	Medium	20
	Alger B Wilkins Elem	N/A	Near	14
	Ponderosa	N/A	Near	14
		N/A	Near	10
	Montclair Elementary	N/A	Near	9
	Montclair Elementary	N/A	Near	5
		N/A	Near	7
		N/A	Near	12
		N/A	Medium	12
		N/A	Medium	12
		N/A	Medium	12

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Table 15. Northwest Fayetteville Inset Projects

Master ID	Corridor Name	Plan	Project Number	Туре	Details	Council District	School	Priority	Score
	SR 3569 (Raeford Road)	CTP	FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)	7		Medium	12
29	SR 1007 (Owen Drive)	CTP	FAMPO057-P	Sidewalk	Fill sidewalk gaps from Boone Trail (SR 1149) to US 401	5	Glendale Acres Elem	Medium	16
27	SR 1409 (71st School Road)	CTP	FAMPO056-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7	Loyd Auman Elementary / Seventy First Middle / Seventy First High	Medium	19
67	SR 1108 (King Road)	CTP	FAMPO113-M	Sidewalk / Trail	From SR 1108 (King Road) to Stoney Point Road	6	Jack Britt High	Near	6
21	SR 1403 (Reilly Road)	CTP	FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295	4/9	Benjamin Martin Elem	Long	22
64	Little Rockfish Creek Trail	CTP	FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek	6/7		Long	11
61	Little Rockfish Creek Connector	CTP	FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive	7		Near	7
55	Dockside Drive Ext	CTP	FAMPO093-M	Sidewalk / Trail	From Dockside Drive to Lakeway Drive	6		Long	5
58	Beaver Creek Greenway	CTP	FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road	5/6/7/9	Lewis Chapel Middle	Long	14
28	Badin Lake Lane Trail	CTP	FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7		Long	12
26	SR 1410 (Old Bunce Road)	CTP	FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road	7		Medium	14
63	Little Rockfish Creek Greenway	CTP	FAMPO102-M	Sidewalk / Trail	Along Little Rockfish Creek from All American Trail to Lakeview Road	3/6/7		Long	5
57	Odom Drive Trail	CTP	FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street	5	Douglas Byrd Middle	Long	12
30	Sentinel Drive Connection	CTP	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road	7		Near	4
1	SR 1400 (Cliffdale Road)	CTP	FAMPO001-M	Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive	7	E E Miller Elementary	Medium	15
53	Dockside Drive Ext	CTP	FAMPO091-M	Sidewalk / Trail	From Dockside Drive Ext to Fisher Road	6	E Melvin Honeycutt Elem	Long	5
62	Bones Creek Greenway	CTP	FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek	7/8		Long	13
34	School Connection	CTP	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School	7		Long	8
3	McPherson Church Road	CTP	FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road	9		Medium	14
	Burgenfield Drive Connection	CTP	FAMPO059-M	Sidewalk / Trail	Neighborhood Connection from Burgenfield Drive to Foxberry Road	7		Near	4
	School Connection	CTP	FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School	7	Seventy First Middle	Long	6
78	Coventry Road	FPP		Corridor / Crossing	From Coventry Road to Ireland Drive	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	Near	13
		FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	5		Medium	13
	Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits	5	Mary McArthur Elem	Long	19
	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2/5	Mary McArthur Elem / Ashley Elementary	Medium	20
	Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln	7		Near	7
102	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Raeford Road and Bentridge Ln to Skibo Road	6/7	Loyd Auman Elementary / Seventy First Middle / Seventy First High / Brentwood Elem / Lewis Chapel Middle	Medium	23
87	NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road	5	Sherwood Park / J W Coon Elementary	Medium	19
85	Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road	9	Montclair Elementary	Near	15
88	SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	Medium	16
103	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Hope Mills Road to All American Exp Bridge	5/9	William H Owen Elem	Medium	20
104	US 401 (Raeford Road)	FPP		Corridor / Crossing	From All American Exp Bridge to Robeson Street	5	Max Abbott Middle	Medium	20
118	SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	6/7		Medium	16
117	SR 1112 (Stoney Point Road)	FPP		Corridor / Crossing	From City Limits southwest along Stoney Point Road to City Limits at Lakewood Drive	6/7	Jack Britt High	Long	10
105	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Skibo Road to Hope Mills Road	5/9	Lewis Chapel Middle	Medium	22
71	SR 1409 (71st School Road)	FPP		Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court	7		Medium	11
114	SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	7		Long	11
106	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Grassy Branch Drive to Gilis Hill Road	7/8		Medium	19

Master	Corridor Name	Plan	Project Number	Туре	Details	Council	School	Priority	Score
ID						District			
127	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Chambersurg Road, Install Rectangular Rapid Flashing Beacons with Refuge Islands.	9	Montclair Elementary	Near	9
128	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Berean Baptist Academy, Install Rectangular Rapid Flashing Beacons with Refuge Islands.	9	Montclair Elementary	Near	5
133	US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (Cliffdale Road), Improve Intersection	9		Near	12
138	Skibo Road	FPP		Mid-Block Crossing	Between Louise Street and Richwood Court at Anne Chestnutt Middle School	7	Lewis Chapel Middle	Medium	15
139	South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	7		Medium	12
141	US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	7		Medium	12

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SECTION 6: PROJECT PRIORITIZATION

PROJECT PRIORITIZATION

The prioritization of pedestrian infrastructure projects in Fayetteville was guided by a systematic approach that considered factors such as jurisdiction, project scale, right-of-way constraints, and feasibility. The following framework has been designed to ensure a consistent and repeatable approach for evaluating and prioritizing future pedestrian projects, ensuring a consistent and transparent approach to prioritization. By applying these criteria, future pedestrian projects can be assessed based on their scale, feasibility, and alignment with implementation timelines.

Key considerations for future project evaluation include the following:

- Maintaining Agency: Projects on city-maintained roadways generally advance more quickly than those requiring NCDOT approval, which may involve additional coordination and extended review periods.
- Project Scale: Shorter projects, whether sidewalk gaps, neighborhood connections, or corridor improvements, tend to have fewer logistical and financial barriers, allowing them to be prioritized in near- or medium-term timelines.
- Right-of-Way Availability: Projects that can be completed within existing right-of-way are more feasible in the near- or medium-term, while those requiring new right-of-way acquisition are classified as long-term due to the additional time needed for negotiations and approvals.
- **Funding and Programming:** Projects that are already programmed or have identified funding sources can be prioritized ahead of similar projects that still require funding commitments.

PRIORITIZATION METHODOLOGY

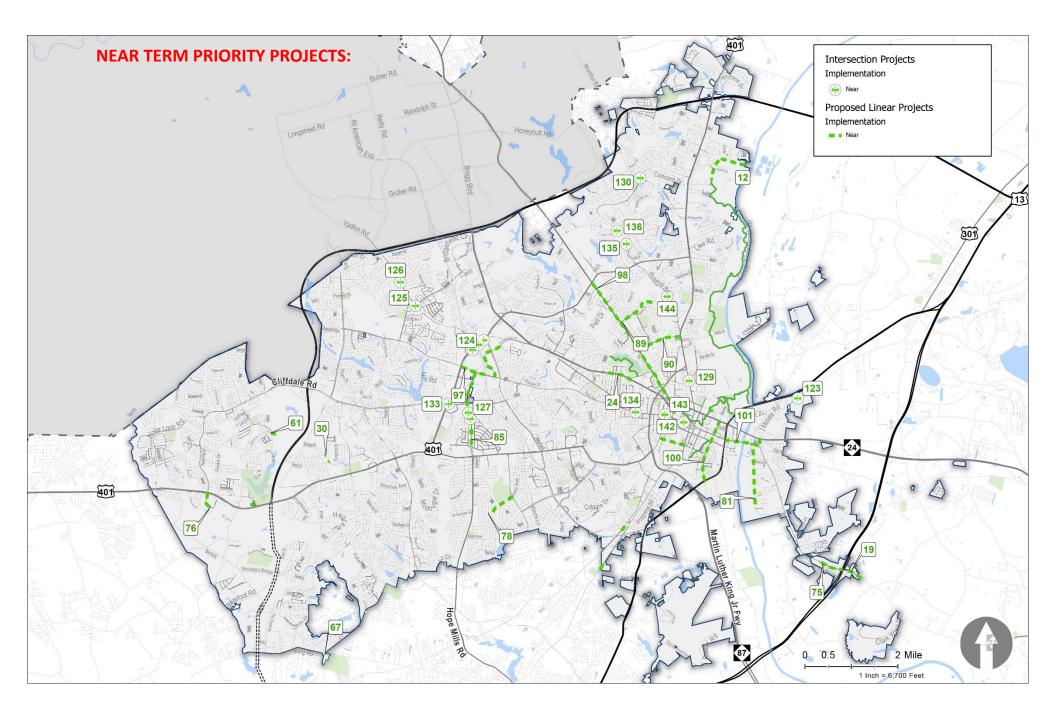
The following guidelines were followed to develop project prioritization (Table 16).

Table 16. Project Prioritization

Project Type	Considerations
Crosswalks and Intersection Improvements	The timeline for crosswalk and intersection enhancements was primarily determined by maintenance responsibility. Projects located on city-maintained roadways were designated as near-term priorities due to greater local control over implementation. Conversely, those on NCDOT-maintained roadways were classified as medium-term, as they require coordination with the state transportation agency, which may extend the timeline.
Neighborhood Connections	Smaller-scale neighborhood connections were generally classified as long-term priorities due to the complexity of securing necessary approvals and funding. However, shorter connections— defined as segments under 1,000 feet—were considered for near-term prioritization, given their lower cost and ease of implementation.
Corridor Projects	Corridor-wide pedestrian improvements were primarily assigned long-term status, reflecting the broader scope and potential challenges associated with funding, right-of-way acquisition, and coordination with ongoing roadway projects. However, shorter corridor projects—those less than $\frac{1}{2}$ mile in length—or those that are already programmed for construction were given a higher priority and classified as near- or medium-term.
Trail Projects	Trail projects were prioritized based on whether they followed existing roadways or required new right-of-way acquisition. Those utilizing existing roadway corridors were classified as medium-term, as they can often be integrated into ongoing roadway improvements. In contrast, trails requiring new right-of-way acquisition were designated as long-term projects due to the additional time needed for property negotiations and permitting.
Sidewalk Projects	Sidewalk projects were prioritized based on length and right-of-way availability. Shorter sidewalk gap projects were identified as near-term priorities, as they address critical connectivity issues with minimal barriers to implementation. Longer sidewalk projects exceeding 1,000 feet, but where right-of-way is readily available, were classified as medium-term. In cases where right-of-way constraints exist, requiring acquisition or complex design solutions, projects were categorized as long-term.

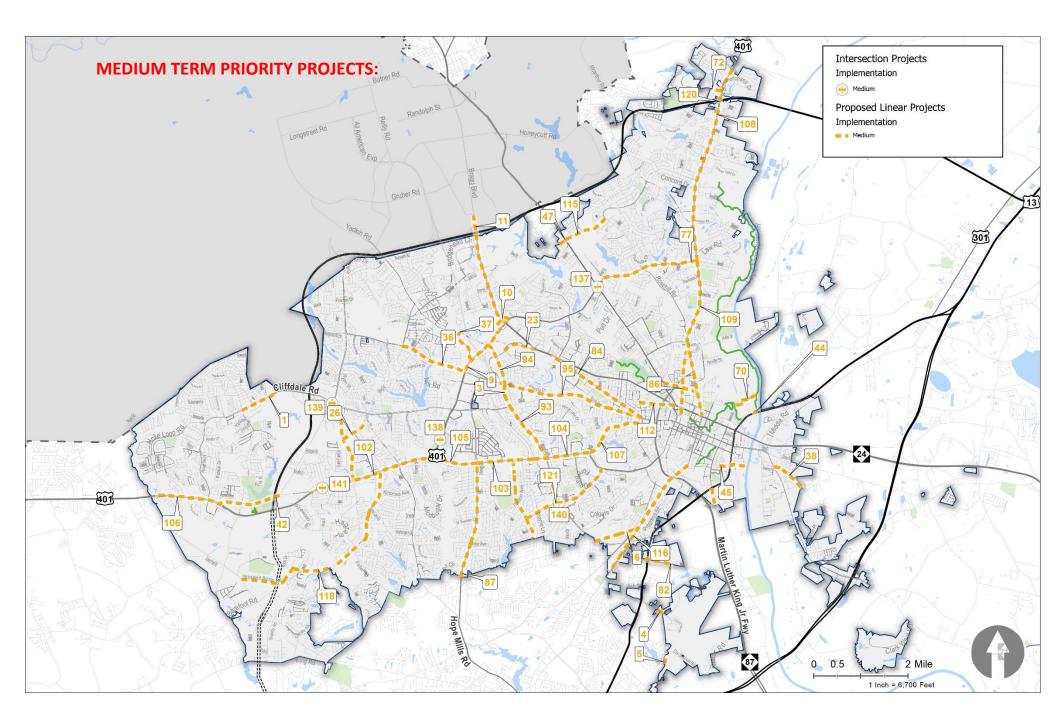
PRIORITIZATION RESULTS

The prioritization framework ensures that near-term projects focus on those that can be implemented quickly and efficiently while setting a structured path for medium- and long-term investments that require more extensive planning and coordination. The Priority number should be considered for planning purposes and subject to updates by the City staff as projects are completed and reevaluate.



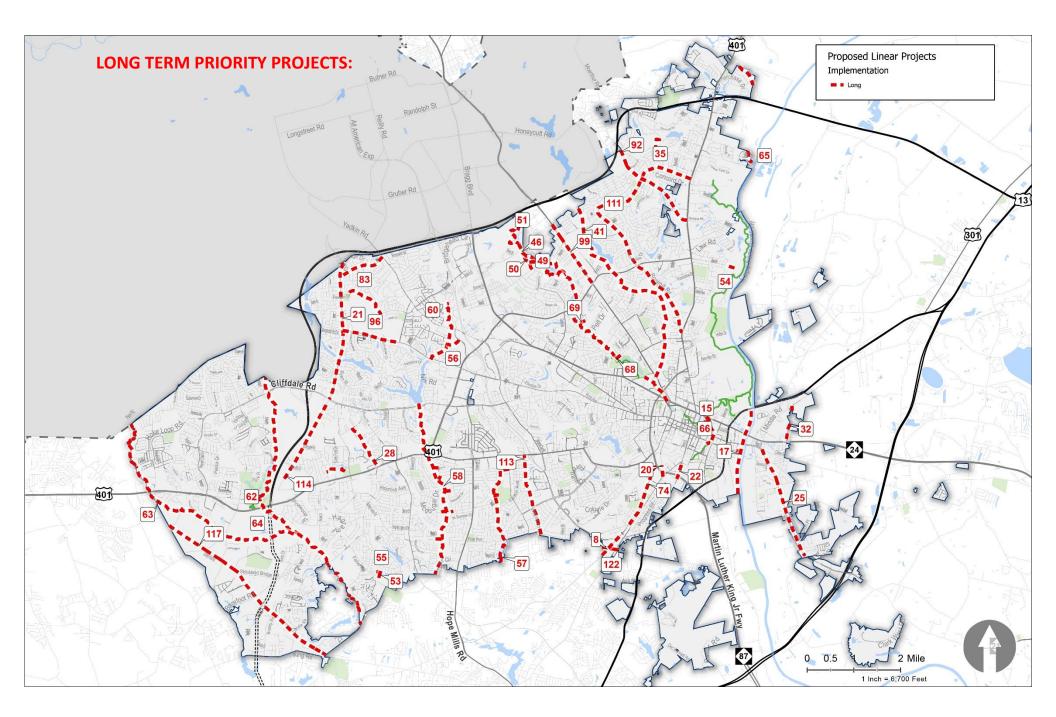
Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
100	Old Wilmington Road	FPP	Corridor / Crossing	2	NCDOT	Near	28
98	NC 210 (Murchison Road)	FPP	Corridor / Crossing	2 / 4	NCDOT	Near	24
90	Langdon Road	FPP	Corridor / Crossing	2/3/4	NCDOT	Near	23
101	Person Street	FPP	Corridor / Crossing	2	NCDOT	Near	23
14	Lamon Street Connector	СТР	Sidewalk / Trail	2	Fayetteville	Near	19
75	Cedar Creek Road	FPP	Corridor / Crossing	2	NCDOT	Near	18
81	Deep Creek Road	FPP	Corridor / Crossing	2	Fayetteville	Near	18
52	Hillsboro Street	СТР	Sidewalk / Trail	2	Fayetteville	Near	17
24	NC 24 (Bragg Blvd)	СТР	Sidewalk	2 / 5	NCDOT	Near	17
19	NC 53 (Cedar Creek Road)	СТР	Sidewalk / Trail	2	Fayetteville	Near	15
85	Glensford Road	FPP	Corridor / Crossing	9	NCDOT	Near	15
134	SR 1404 (Hay Street / Morganton Road)	STIP	Intersection	5	NCDOT	Near	14
129	SR 3950 (Ramsey street)	STIP	Intersection	2	NCDOT	Near	14
119	Sycamore Dairy Road	FPP	Corridor / Crossing	9	Fayetteville	Near	14
124	SR 1415 (Yadkin Road)	STIP	Intersection	9	NCDOT	Near	14
125	SR 1415 (Yadkin Road)	STIP	Intersection	4	NCDOT	Near	14
143	Hay Street & Frankin Street	FPP	Intersection	2	Fayetteville	Near	14
7	SR 1169 (Camden Road)	СТР	Sidewalk / Trail	2	NCDOT	Near	13
73	Blount Street	FPP	Corridor / Crossing	2	NCDOT	Near	13
78	Coventry Road	FPP	Corridor / Crossing	5	Fayetteville	Near	13
89	Jasper Street	FPP	Corridor / Crossing	3 / 4	NCDOT	Near	13
97	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	9	NCDOT	Near	13
142	Hay Street & Burgess	FPP	Intersection	2	Fayetteville	Near	13
130	SR 1600 (McArthur Road)	STIP	Intersection	3	NCDOT	Near	12
133	US 401 Business (Skibo Road)	STIP	Intersection	9	NCDOT	Near	12
12	Dobson Drive	СТР	Sidewalk / Trail	1	Fayetteville	Near	11
126	SR 1415 (Yadkin Road)	STIP	Intersection	3	NCDOT	Near	10
127	SR 1596 (Glensford Drive)	STIP	Intersection	9	NCDOT	Near	9
132	US 401 (Skibo Road)	STIP	Intersection	9	NCDOT	Near	9
144	Rosehill Road & Walstone Road	FPP	Intersection	3	Fayetteville	Near	9
131	US 401 (Skibo Road)	STIP	Intersection	9	NCDOT	Near	7

Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
61	Little Rockfish Creek Connector	СТР	Sidewalk / Trail	7	Fayetteville	Near	7
76	Cliffdale Road	FPP	Corridor / Crossing	7	NCDOT	Near	7
13	SR 1132 (Legion Road)	СТР	Sidewalk / Trail	2	Fayetteville	Near	6
67	SR 1108 (King Road)	СТР	Sidewalk / Trail	6	Fayetteville	Near	6
136	SR 1615 (Rosehill Road)	STIP	Intersection	3	NCDOT	Near	6
128	SR 1596 (Glensford Drive)	STIP	Intersection	9	NCDOT	Near	5
123	SR 1838 (Dunn Road)	STIP	Intersection	2	NCDOT	Near	5
135	SR 1615 (Rosehill Road)	STIP	Intersection	3	NCDOT	Near	5
31	Burgenfield Drive Connection	СТР	Sidewalk / Trail	7	Fayetteville	Near	4
30	Sentinel Drive Connection	СТР	Sidewalk / Trail	7	Fayetteville	Near	4



Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
86	Hillsboro Street	FPP	Corridor / Crossing	2	NCDOT	Medium	26
110	Ramsey Street	FPP	Corridor / Crossing	2	NCDOT	Medium	26
109	Ramsey Street	FPP	Corridor / Crossing	2/3	NCDOT	Medium	24
102	US 401 (Raeford Road)	FPP	Corridor / Crossing	6/7	NCDOT	Medium	23
105	US 401 (Raeford Road)	FPP	Corridor / Crossing	5/9	NCDOT	Medium	22
94	McPherson Church Road	FPP	Corridor / Crossing	9	NCDOT	Medium	21
9	US 401 (Skibo Road)	СТР	Sidewalk / Trail	9	NCDOT	Medium	20
39	SR 3147 (W Rowan Street)	СТР	Sidewalk / Trail	2	NCDOT	Medium	20
80	Cumberland Street	FPP	Corridor / Crossing	2	NCDOT	Medium	20
103	US 401 (Raeford Road)	FPP	Corridor / Crossing	5/9	NCDOT	Medium	20
104	US 401 (Raeford Road)	FPP	Corridor / Crossing	5	NCDOT	Medium	20
108	Ramsey Street	FPP	Corridor / Crossing	1/2/3	NCDOT	Medium	20
121	Village Drive	FPP	Corridor / Crossing	2/5	NCDOT	Medium	20
11	NC 24 (Bragg Blvd)	СТР	Sidewalk / Trail	3/4/9	NCDOT	Medium	19
27	SR 1409 (71st School Road)	СТР	Sidewalk / Trail	7	NCDOT	Medium	19
77	US 401 (Country Club Road)	FPP	Corridor / Crossing	3	NCDOT	Medium	19
84	Ft Bragg Road	FPP	Corridor / Crossing	5/9	NCDOT	Medium	19
87	NC 59 (Hope Mills Road)	FPP	Corridor / Crossing	5	NCDOT	Medium	19
106	US 401 (Raeford Road)	FPP	Corridor / Crossing	7/8	NCDOT	Medium	19
116	Southern Avenue	FPP	Corridor / Crossing	2	NCDOT	Medium	19
10	SR 1499 (Swain Street)	СТР	Sidewalk / Trail	4/9	NCDOT	Medium	18
36	SR 1404 (Morganton Road)	СТР	Sidewalk / Trail	4/9	NCDOT	Medium	18
44	Eastern Blvd Service Road	СТР	Sidewalk / Trail	2	NCDOT	Medium	18
2	SR 1404 (Morganton Road)	СТР	Sidewalk / Trail	9	NCDOT	Medium	17
38	SR 2000 (Sapona Road)	СТР	Sidewalk / Trail	2	NCDOT	Medium	17
47	SR 2734 (Hogan Street)	СТР	Sidewalk / Trail	3	NCDOT	Medium	17
70	Cross Creek to Cape Fear Connector	СТР	Sidewalk / Trail	2	NCDOT	Medium	17
95	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	5/9	NCDOT	Medium	17
137	NC 210 (Murchison Road) & Country Club Drive	FPP	Intersection	4	NCDOT	Medium	17
29	SR 1007 (Owen Drive)	СТР	Sidewalk	5	NCDOT	Medium	16
88	SR 1219 (Ireland Drive)	FPP	Corridor / Crossing	5	NCDOT	Medium	16

Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
112	NC 24 (Rowan Street)	FPP	Corridor / Crossing	2	NCDOT	Medium	16
118	SR 1104 (Strickland Bridge Road)	FPP	Corridor / Crossing	6/7	NCDOT	Medium	16
1	SR 1400 (Cliffdale Road)	СТР	Sidewalk / Trail	7	NCDOT	Medium	15
45	Campbell Terrace Road	СТР	Sidewalk / Trail	2	NCDOT	Medium	15
79	Cumberland Road	FPP	Corridor / Crossing	2	NCDOT	Medium	15
138	Skibo Road	FPP	Mid-Block Crossing	7	NCDOT	Medium	15
3	McPherson Church Road	СТР	Sidewalk / Trail	9	NCDOT	Medium	14
18	Old Wilmington Road	СТР	Sidewalk / Trail	2	NCDOT	Medium	14
26	SR 1410 (Old Bunce Road)	СТР	Sidewalk / Trail	7	NCDOT	Medium	14
6	SR 1141 (Cumberland Road)	СТР	Sidewalk / Trail	2	NCDOT	Medium	13
23	Sycamore Dairy Road	СТР	Sidewalk	9	NCDOT	Medium	13
82	SR 2283 (E Mountain Road)	FPP	Corridor / Crossing	2	NCDOT	Medium	13
93	McPherson Church Road	FPP	Corridor / Crossing	5	NCDOT	Medium	13
107	US 401 (Raeford Road)	FPP	Corridor / Crossing	2/5	NCDOT	Medium	13
42	SR 3569 (Raeford Road)	СТР	Sidewalk / Trail	7	NCDOT	Medium	12
91	SR 1132 (Legion Road)	FPP	Corridor / Crossing	2	NCDOT	Medium	12
115	SR 1614 (Shaw Mill Road)	FPP	Corridor / Crossing	3	NCDOT	Medium	12
139	South Reilly Road & Cliffdale Road	FPP	Intersection	7	NCDOT	Medium	12
140	Owen Drive & Village Drive	FPP	Intersection	2	NCDOT	Medium	12
141	US 401 (Raeford Road) & Chilton Drive	FPP	Intersection	7	NCDOT	Medium	12
37	SR 3499 (Lake Valley Drive)	СТР	Sidewalk / Trail	9	NCDOT	Medium	11
71	SR 1409 (71st School Road)	FPP	Corridor / Crossing	7	NCDOT	Medium	11
72	SR 1611 (Andrews Road)	FPP	Corridor / Crossing	1	NCDOT	Medium	10
120	US 401 (Ramsey Street)	FPP	Corridor / Crossing	1	NCDOT	Medium	10
4	SR 2260 (Airport Road)	СТР	Sidewalk / Trail	2	NCDOT	Medium	7
5	SR 2341 (Lee Road)	СТР	Sidewalk / Trail	2	NCDOT	Medium	7



Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
15	Blount Creek Greenway	СТР	Sidewalk / Trail	2	Trail	Long	23
21	SR 1403 (Reilly Road)	СТР	Sidewalk	4/9	NCDOT	Long	22
41	Cross Creek Trail	СТР	Sidewalk / Trail	2/3	Trail	Long	22
46	Little Cross Creek Greenway	СТР	Sidewalk / Trail	2/3/4	Trail	Long	21
111	NS 920 (Rosehill Road)	FPP	Corridor / Crossing	1/2/3	NCDOT	Long	21
40	Cross Creek / Little Cross Creek Trail	СТР	Sidewalk / Trail	2	Trail	Long	20
17	Cape Fear River Trail Extension	СТР	Sidewalk / Trail	2	Trail	Long	19
74	Camden Road	FPP	Corridor / Crossing	2	NCDOT	Long	19
96	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	4/9	NCDOT	Long	19
99	NC 210 (Murchison Road)	FPP	Corridor / Crossing	3 / 4	NCDOT	Long	19
113	Roxie Avenue	FPP	Corridor / Crossing	5	NCDOT	Long	19
25	NC 53 (Cedar Creek Road)	СТР	Sidewalk	2	NCDOT	Long	18
43	Russell Street Trail	СТР	Sidewalk / Trail	2	Trail	Long	18
66	Blount Creek Greenway	СТР	Sidewalk / Trail	2	Trail	Long	18
68	Essex PI Greenway	СТР	Sidewalk / Trail	2/4	Trail	Long	18
16	Cross Street Trail	СТР	Sidewalk / Trail	2	Trail	Long	16
51	Little Cross Creek Trail Corridor	СТР	Sidewalk / Trail	3	Trail	Long	16
122	SR 1154 (W Mountain Road)	FPP	Corridor / Crossing	2	NCDOT	Long	16
54	Tokay Drive Ext	СТР	Sidewalk / Trail	2	Fayetteville	Long	15
60	Beaver Creek Trail	СТР	Sidewalk / Trail	4/9	Trail	Long	15
83	SR 1406 (Fillyaw Road)	FPP	Corridor / Crossing	4	NCDOT	Long	15
58	Beaver Creek Greenway	СТР	Sidewalk / Trail	5/6/7/9	Trail	Long	14
92	SR 1600 (McArthur Road)	FPP	Corridor / Crossing	1/3	NCDOT	Long	14
62	Bones Creek Greenway	СТР	Sidewalk / Trail	7/8	Trail	Long	13
69	Regatta Street Greenway	СТР	Sidewalk / Trail	4	Trail	Long	13
8	SR 1003 (Camden Road)	СТР	Sidewalk / Trail	2	NCDOT	Long	12
22	SR 2311 (Gillespie Street)	СТР	Sidewalk / Trail	2	NCDOT	Long	12
28	Badin Lake Lane Trail	СТР	Sidewalk / Trail	7	Trail	Long	12
32	SR 1839 (Plymouth Street)	СТР	Sidewalk	2	NCDOT	Long	12
48	Little Cross Creek Corridor Connection	СТР	Sidewalk / Trail	3	Fayetteville	Long	12

Master ID	Corridor Name	Plan	Туре	Council District	Maintenance	Priority	Score
50	Little Cross Creek Greenway	СТР	Sidewalk / Trail	3/4	Trail	Long	12
57	Odom Drive Trail	СТР	Sidewalk / Trail	5	Trail	Long	12
64	Little Rockfish Creek Trail	СТР	Sidewalk / Trail	6/7	Trail	Long	11
114	SR 1403 (S Reilly Road)	FPP	Corridor / Crossing	7	NCDOT	Long	11
49	Little Cross Creek Trail Corridor	СТР	Sidewalk / Trail	3/4	Trail	Long	10
117	SR 1112 (Stoney Point Road)	FPP	Corridor / Crossing	6/7	NCDOT	Long	10
20	Winslow Street	СТР	Sidewalk / Trail	2	NCDOT	Long	8
34	School Connection	СТР	Sidewalk / Trail	7	Fayetteville	Long	8
59	Paxton Drive Trail	СТР	Sidewalk / Trail	4	Trail	Long	8
65	Carvers Creek State Park Trail	СТР	Sidewalk / Trail	1	Trail	Long	8
33	School Connection	СТР	Sidewalk / Trail	7	Fayetteville	Long	6
56	Beaver Creek Trail	СТР	Sidewalk / Trail	9	Trail	Long	6
53	Dockside Drive Ext	СТР	Sidewalk / Trail	6	Trail	Long	5
55	Dockside Drive Ext	СТР	Sidewalk / Trail	6	Trail	Long	5
63	Little Rockfish Creek Greenway	СТР	Sidewalk / Trail	3/6/7	Trail	Long	5
35	Waterbury Drive Trail	СТР	Sidewalk / Trail	1	Trail	Long	4

SECTION 7: IMPLEMENTATION AND FUNDING STRATEGIES

IMPLEMENTATION AND FUNDING STRATEGIES

This section provides information on how the plan can be implemented over time, including measuring success with performance measures, project phasing, potential partners and funding sources, and design guidelines and resources that can be used to design projects.

PROJECT PHASING

Due to the large number of projects in the recommended pedestrian network and the many steps required to move a project from planning through construction, implementation of this plan will likely take place over the next 15-20 years. Projects have been divided into the following phasing categories: Each project was categorized as near-term (0-5 years), medium-term (5-10 years), or long-term (10+ years) based on these criteria (Table 17).

Table 17. Project Phasing

NEAR TERM PROJECTS:

Master ID	Corridor Name	Туре
100	Old Wilmington Road	Corridor / Crossing
98	NC 210 (Murchison Road)	Corridor / Crossing
90	Langdon Road	Corridor / Crossing
101	Person Street	Corridor / Crossing
14	Lamon Street Connector	Sidewalk / Trail
75	Cedar Creek Road	Corridor / Crossing
81	Deep Creek Road	Corridor / Crossing
52	Hillsboro Street	Sidewalk / Trail
24	NC 24 (Bragg Blvd)	Sidewalk
19	NC 53 (Cedar Creek Road)	Sidewalk / Trail
85	Glensford Road	Corridor / Crossing
134	SR 1404 (Hay Street / Morganton Road)	Intersection
129	SR 3950 (Ramsey Street)	Intersection
119	Sycamore Dairy Road	Corridor / Crossing
124	SR 1415 (Yadkin Road)	Intersection
125	SR 1415 (Yadkin Road)	Intersection
143	Hay Street & Frankin Street	Intersection
7	SR 1169 (Camden Road)	Sidewalk / Trail
73	Blount Street	Corridor / Crossing
78	Coventry Road	Corridor / Crossing
89	Jasper Street	Corridor / Crossing
97	SR 1404 (Morganton Road)	Corridor / Crossing
142	Hay Street & Burgess	Intersection
130	SR 1600 (McArthur Road)	Intersection
133	US 401 Business (Skibo Road)	Intersection
12	Dobson Drive	Sidewalk / Trail
126	SR 1415 (Yadkin Road)	Intersection

Master ID	Corridor Name	Туре
127	SR 1596 (Glensford Drive)	Intersection
132	US 401 (Skibo Road)	Intersection
144	Rosehill Road & Walstone Road	Intersection
131	US 401 (Skibo Road)	Intersection
61	Little Rockfish Creek Connector	Sidewalk / Trail
76	Cliffdale Road	Corridor / Crossing
13	SR 1132 (Legion Road)	Sidewalk / Trail
67	SR 1108 (King Road)	Sidewalk / Trail
136	SR 1615 (Rosehill Road)	Intersection
128	SR 1596 (Glensford Drive)	Intersection
123	SR 1838 (Dunn Road)	Intersection
135	SR 1615 (Rosehill Road)	Intersection
31	Burgenfield Drive Connection	Sidewalk / Trail
30	Sentinel Drive Connection	Sidewalk / Trail

MEDIUM TERM PROJECTS

Master ID	Corridor Name	Туре
86	Hillsboro Street	Corridor / Crossing
110	Ramsey Street	Corridor / Crossing
109	Ramsey Street	Corridor / Crossing
102	US 401 (Raeford Road)	Corridor / Crossing
105	US 401 (Raeford Road)	Corridor / Crossing
94	McPherson Church Road	Corridor / Crossing
9	US 401 (Skibo Road)	Sidewalk / Trail
39	SR 3147 (W Rowan Street)	Sidewalk / Trail
80	Cumberland Street	Corridor / Crossing
103	US 401 (Raeford Road)	Corridor / Crossing
104	US 401 (Raeford Road)	Corridor / Crossing
108	Ramsey Street	Corridor / Crossing
121	Village Drive	Corridor / Crossing
11	NC 24 (Bragg Blvd)	Sidewalk / Trail
27	SR 1409 (71st School Road)	Sidewalk / Trail
77	US 401 (Country Club Road)	Corridor / Crossing
84	Ft Bragg Road	Corridor / Crossing
87	NC 59 (Hope Mills Road)	Corridor / Crossing
106	US 401 (Raeford Road)	Corridor / Crossing
116	Southern Avenue	Corridor / Crossing
10	SR 1499 (Swain Street)	Sidewalk / Trail
36	SR 1404 (Morganton Road)	Sidewalk / Trail
44	Eastern Blvd Service Road	Sidewalk / Trail
2	SR 1404 (Morganton Road)	Sidewalk / Trail
38	SR 2000 (Sapona Road)	Sidewalk / Trail

Master ID	Corridor Name	Туре
47	SR 2734 (Hogan Street)	Sidewalk / Trail
70	Cross Creek to Cape Fear Connector	Sidewalk / Trail
95	SR 1404 (Morganton Road)	Corridor / Crossing
137	NC 210 (Murchison Road) & Country Club Drive	Intersection
29	SR 1007 (Owen Drive)	Sidewalk
88	SR 1219 (Ireland Drive)	Corridor / Crossing
112	NC 24 (Rowan Street)	Corridor / Crossing
118	SR 1104 (Strickland Bridge Road)	Corridor / Crossing
1	SR 1400 (Cliffdale Road)	Sidewalk / Trail
45	Campbell Terrace Road	Sidewalk / Trail
79	Cumberland Road	Corridor / Crossing
138	US 401 Skibo Road	Mid-Block Crossing
3	McPherson Church Road	Sidewalk / Trail
18	Old Wilmington Road	Sidewalk / Trail
26	SR 1410 (Old Bunce Road)	Sidewalk / Trail
6	SR 1141 (Cumberland Road)	Sidewalk / Trail
23	Sycamore Dairy Road	Sidewalk
82	SR 2283 (E Mountain Road)	Corridor / Crossing
93	McPherson Church Road	Corridor / Crossing
107	US 401 (Raeford Road)	Corridor / Crossing
42	SR 3569 (Raeford Road)	Sidewalk / Trail
91	SR 1132 (Legion Road)	Corridor / Crossing
115	SR 1614 (Shaw Mill Road)	Corridor / Crossing
139	South Reilly Road & Cliffdale Road	Intersection
140	Owen Drive & Village Drive	Intersection
141	US 401 (Raeford Road) & Chilton Drive	Intersection
37	SR 3499 (Lake Valley Drive)	Sidewalk / Trail
71	SR 1409 (71st School Road)	Corridor / Crossing
72	SR 1611 (Andrews Road)	Corridor / Crossing
120	US 401 (Ramsey Street)	Corridor / Crossing
4	SR 2260 (Airport Road)	Sidewalk / Trail
5	SR 2341 (Lee Road)	Sidewalk / Trail

LONG TERM PROJECTS

Long Term Project List

Master ID	Corridor Name	Туре
15	Blount Creek Greenway	Sidewalk / Trail
21	SR 1403 (Reilly Road)	Sidewalk
41	Cross Creek Trail	Sidewalk / Trail
46	Little Cross Creek Greenway	Sidewalk / Trail
111	NS 920 (Rosehill Road)	Corridor / Crossing
40	Cross Creek / Little Cross Creek Trail	Sidewalk / Trail
17	Cape Fear River Trail Extension	Sidewalk / Trail
74	Camden Road	Corridor / Crossing
96	SR 1404 (Morganton Road)	Corridor / Crossing
99	NC 210 (Murchison Road)	Corridor / Crossing
113	Roxie Avenue	Corridor / Crossing
25	NC 53 (Cedar Creek Road)	Sidewalk
43	Russell Street Trail	Sidewalk / Trail
66	Blount Creek Greenway	Sidewalk / Trail
68	Essex Pl Greenway	Sidewalk / Trail
16	Cross Street Trail	Sidewalk / Trail
51	Little Cross Creek Trail Corridor	Sidewalk / Trail
122	SR 1154 (W Mountain Road)	Corridor / Crossing
54	Tokay Drive Ext	Sidewalk / Trail
60	Beaver Creek Trail	Sidewalk / Trail
83	SR 1406 (Fillyaw Road)	Corridor / Crossing
58	Beaver Creek Greenway	Sidewalk / Trail
92	SR 1600 (McArthur Road)	Corridor / Crossing
62	Bones Creek Greenway	Sidewalk / Trail
69	Regatta Street Greenway	Sidewalk / Trail
8	SR 1003 (Camden Road)	Sidewalk / Trail
22	SR 2311 (Gillespie Street)	Sidewalk / Trail
28	Badin Lake Lane Trail	Sidewalk / Trail
32	SR 1839 (Plymouth Street)	Sidewalk
48	Little Cross Creek Corridor Connection	Sidewalk / Trail
50	Little Cross Creek Greenway	Sidewalk / Trail
57	Odom Drive Trail	Sidewalk / Trail
64	Little Rockfish Creek Trail	Sidewalk / Trail
114	SR 1403 (S Reilly Road)	Corridor / Crossing
49	Little Cross Creek Trail Corridor	Sidewalk / Trail
117	SR 1112 (Stoney Point Road)	Corridor / Crossing
20	Winslow Street	Sidewalk / Trail
34	School Connection	Sidewalk / Trail
59	Paxton Drive Trail	Sidewalk / Trail

Master ID	Corridor Name	Туре
65	Carvers Creek State Park Trail	Sidewalk / Trail
33	School Connection	Sidewalk / Trail
56	Beaver Creek Trail	Sidewalk / Trail
53	Dockside Drive Ext	Sidewalk / Trail
55	Dockside Drive Ext	Sidewalk / Trail
63	Little Rockfish Creek Greenway	Sidewalk / Trail
35	Waterbury Drive Trail	Sidewalk / Trail

PROGRAM & POLICY RECOMMENDATIONS

While this plan's recommended pedestrian network provides the foundation for increasing walking and creating safer, more accessible streets, the City must implement effective programs to maximize the benefits of pedestrian infrastructure. Pedestrian-related programs can educate residents about walking opportunities in their community and encourage them to embrace walking as a mode of transportation. It is equally important to adopt supportive policies that prioritize pedestrian safety and accessibility and conduct ongoing evaluations to assess the effectiveness of existing infrastructure and identify the need for new or updated projects. Policies and programs can complement engineering improvements—such as sidewalks, crosswalks, and pedestrian pathways—by equipping residents with the tools and confidence they need to get around safely and comfortably.

COMPLETE STREETS POLICY AND GUIDELINES

The N.C. Department of Transportation's "Complete Streets" policy emphasizes the importance of designing and constructing transportation projects that accommodate all modes of travel, including walking, biking, driving, and public transit. This approach ensures that new projects and improvements to existing infrastructure are inclusive, safe, and accessible for everyone. Key benefits of the Complete Streets policy include:

- Enhanced Mobility: Making it easier for people to reach their destinations, regardless of their chosen mode of transportation.
- Promoting Alternatives: Encouraging the use of sustainable transportation options, such as walking, biking, and public transit.
- **Sustainable Communities:** Supporting the development of environmentally friendly and livable neighborhoods.
- Improved Connectivity: Strengthening links between neighborhoods, streets, and transit systems to create a more integrated transportation network.
- Increased Safety: Enhancing safety for all road users, including pedestrians, cyclists, and motorists.

As of 2025, the City of Fayetteville has not adopted a formal Complete Streets policy or design standards. The North Carolina Department of Transportation (NCDOT) first introduced a Complete Streets policy in 2009, later revising it in 2019 and updating implementation guidance in 2022. Under the 2019 policy and subsequent guidance, NCDOT requires multimodal accommodations in all state-led transportation projects, with limited exceptions.³

The City of Fayetteville should adopt a local Complete Streets Policy. A Complete Streets Policy should include the following elements as recommended from Smart Growth America and the National Complete Streets Coalition (Table 18).⁴

³ CS Policy Update Memo Secretary 8.28.19.pdf

⁴ 9 Smart Growth America, "The Elements of a Complete Streets Policy," 2018, https://smartgrowthamerica.org/resources/elements-completestreets-policy

Table 18. Elements of a Complete Streets Policy

#	Recommendation	Description	
1	Vision and intent	Includes an equitable vision for how and why the community wants to complete its streets.	
		Specifies need to create a complete, connected network and specifies at least four modes, two of	
		which must be biking or walking.	
2	Diverse users	Benefits all users equitably, particularly vulnerable users and the most underinvested and	
		underserved communities.	
3	Commitment in all projects and	Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.	
	phases		
4	Clear, accountable exceptions	Makes any exceptions specific and sets a clear procedure that requires high-level approval and	
		public notice prior to exceptions being granted.	
5	Jurisdiction	Requires interagency coordination between government departments and partner agencies on	
		Complete Streets.	
6	Design	Directs the use of the latest and best design criteria and guidelines and sets a time frame for th	
		implementation.	
7	Land use and context sensitivity	Considers the surrounding community's current and expected land use and transportation needs.	
8	Performance measures	Establishes performance standards that are specific, equitable, and available to the public.	
9	Project selection criteria	Provides specific criteria to encourage funding prioritization for Complete Streets implementation.	
10	Implementation steps	Includes specific next steps for implementation of the policy.	

OTHER POLICY AND PROGRAM AREAS

Other ideas could be moved forward by the city to enhance pedestrian safety and comfort:

- Developing and adopting a City Complete Streets Policy to guide street design whenever new roadways are created or existing streets are reconstructed or upgraded, making the best use of City and NCDOT rights-of-way.
- Continue to update and refine the Residential Traffic Management Program (RTMP) and evaluate feasibility for a City-wide Traffic Calming Policy.
- Continuing to highlight the success of pedestrian infrastructure and traffic calming projects in Fayetteville.
- Piloting temporary retrofits can test pedestrian facility design ideas and enlist volunteers.
- Implementing creative safety awareness campaigns and programming.
- Establishing a transportation-focused City commission to liaise with agencies and provide resident-supported ideas to elected leaders.

Successful implementation of recommended policies and programs will require interdepartmental, interagency, and stakeholder coordination. Working together with NCDOT, FAMPO, and Cumberland County, among other partners, will be an effective way to leverage adequate funding and support for program efforts.

KEY PARTNERS AND POTENTIAL FUNDING SOURCES

Following the completion of this study, project partners should establish public, private, and non-profit agency partnerships to assist with the implementation of the Fayetteville Pedestrian Plan. A good starting point for identifying potential partners is the Steering Committee, which includes over 40 members representing a diverse range of agencies across Fayetteville. These include NCDOT, the Fayetteville Area Metropolitan Planning Organization (FAMPO), the

Fayetteville Chamber of Commerce, the FAST Transit Center, Cool Spring Downtown, Cumberland County (including the Health Department), Sustainable Sandhills, all educational institutions, local business owners, business districts, and emergency services.

Additional partnerships can also be leveraged to secure project funding through grants, sponsorships, fundraising, and public-private partnerships.

GRANTS AND FUNDING PROGRAMS

There are a variety of local, state, and federal grant programs that specifically fund pedestrian projects. Some programs fund small sidewalk/crosswalk/greenway projects. Others fund large scale projects such as multi-million dollar roadway projects that include pedestrian facilities. Preliminary research for grant funding opportunities starts on the next page. Additional grant opportunities may be available through foundations and nonprofit organizations.

GOVERNMENT AGENCIES

Local, regional, state, and federal government agencies play a significant role in funding and supporting pedestrian projects. This may include departments of transportation, parks and recreation departments, environmental agencies, and economic development agencies. Continued involvement of agency leadership particularly from the City of Fayetteville, FAMPO, and NCDOT will be crucial as all three agencies have programmed funding for pedestrian projects (the City's Capital Improvement Plan, FAMPO's Metropolitan Transportation Improvement Plan (MTIP) and NCDOT's State Transportation Improvement Program (STIP).

NONPROFIT ORGANIZATIONS

Nonprofits and community organizations dedicated recreation, economic development, health, and/or sustainability may provide funding or technical assistance for pedestrian projects. These organizations often have a vested interest in supporting walking (and bicycling) projects that align with their missions. In addition to the organizations on the Steering Committee, additional partnerships include the Great Trails State Coalition, and BikeWalk NC.

PUBLIC-PRIVATE PARTNERSHIPS (PPP)

Collaborating with private sector entities through PPPs can provide additional funding and project support. These partnerships can reflect a variety of involvement, ranging from trail sponsorships, partnering with land developers, joint financing, resource sharing, and donations. Local businesses, such as print companies, can sponsor the printing of walkability maps. Local breweries can brand a brew that will raise money and awareness of the local parks and greenways. Agreements with land developers can result in the construction of pedestrian facilities with the benefit of marketing the development as a livable, walkable area.

PRIVATE FOUNDATIONS

Private foundations that focus on areas such as health and wellness, active communities, parks and recreation, environmental conservation, or community development may offer grants or funding opportunities for pedestrian facilities and amenities such as walking trail branding and design components; kiosks and information panels about where and how to walk around the City of Fayetteville; or outdoor exercise equipment along the trail.

CORPORATE SPONSORSHIP

Businesses and corporations with a presence in the community or with interests in livable communities may be interested in sponsoring pedestrian projects. Many businesses strategically try to attract new and good talent and retain their existing employees by boasting Fayetteville as a livable community offering a high quality of life. Sponsorship can take the form of financial support, in-kind contributions, or volunteer engagement. Interest could come from both large, major employers in Fayetteville and small, local businesses.

COMMUNITY FUNDRAISING

Engaging the local community through fundraising campaigns, events, and crowdfunding platforms can help raise funds for components such as branding and design studies, educational materials, signage, and other trail amenities. Community members, businesses, and organizations may be eager to contribute to a project that enhances quality of life, promotes health and wellness, and improves recreation opportunities in their area.

Another strategy is to consider the benefits of walking and identify agencies that align with or support those benefits, such as:

- Transportation: Consider connections to transit services, the opportunity to mitigate traffic congestion, business
 and services located in walkable portions of Fayetteville, schools located in potentially walkable areas, and
 populations that rely more heavily on walking as a mode of transportation.
- Recreation: Consider connections to existing parks and recreational groups such as running clubs, Girls on the Run, and cross-country running teams.
- Economic Development: Consider land use planning and zoning, local businesses, developers, business districts, major employers, and business groups.
- Health: Consider increased physical activity for both children and adults, the need for improved air quality, and health-based organizations and clubs such as the Department of Health, adult running clubs, Girls on the Run, etc.
- Sustainability: Consider a reduced reliance on motor vehicles, lower greenhouse gas emissions, and less air pollution.

POTENTIAL FUNDING SOURCES

During the publication of this study in spring 2025, details regarding federal funding opportunities for transportation projects remain under development. However, several priorities for the allocation of federal transportation funds have emerged. Key focus areas include the following:

- Projects located within designated Opportunity Zones⁵
- Projects demonstrating a stronger financial commitment or local match
- Projects incorporating or implementing user-pay revenue models (e.g., gas taxes, tolls, vehicle-related fees, etc.)
- Projects expected to generate significant economic development benefits

⁵ US IRS (2022). "Opportunity Zones". Retrieved from: https://www.irs.gov/newsroom/opportunity-zones

At the state level, other priorities can help guide efforts:

State Trail Designations

OPPORTUNITY ZONES

Federal funding will be prioritized in Opportunity Zones. There are 8,764 Opportunity Zones in the United States, with 252 in North Carolina. This incentive's purpose is to spur economic development and job creation in distressed communities by providing tax benefits to investors. Figure 52 displays maps of the Opportunity Zones for both the region and Fayetteville.

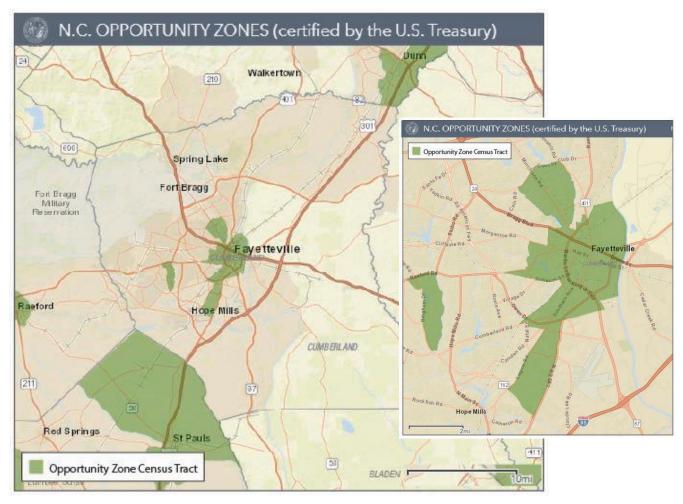


Figure 52. Opportunity Zones within Fayetteville (Source: NC Department of Commerce)

STATE TRAIL DESIGNATIONS

In NC, there are several trail designations. The NC State Parks program (under NC DNCR) designates state trails once a segment of a trail is constructed. There are currently 14 designated state trails; the Cape Fear River Trail is constructed and connects to Fayetteville on the north side offering stunning views of the Cape Fear River. The Cape Fear River Trail is also the East Coast Greenway. The proposed shared use path alignment extends from the existing Cape Fear River Trail

south to Bladen County. Additional funding opportunities may be available to extend the East Coast Greenway and the Cape Fear River Trail.

Funding applications should include the Great Trails State Network, and funding applications for pedestrian infrastructure that connects to the Network should include the state-and-nation wide significance of these trails.

The Great Trails State Coalition is a broad group of organizations, including local governments, that support increased investment in all types of trails state-wide. They hosted the Year of the Trail and support National Trail Day events. Their previous legislative achievements include tens of millions of dollars allocated to trails in NC. It is recommended that the City of Fayetteville participate in Great Trails State activities and continue to market its trail network accordingly.

The NC Great Trails Plan specifically recommends extending the Cape Fear River Trail and the East Coast Greenway through Fayetteville. This recommendation should also be leveraged and utilized in grant applications.

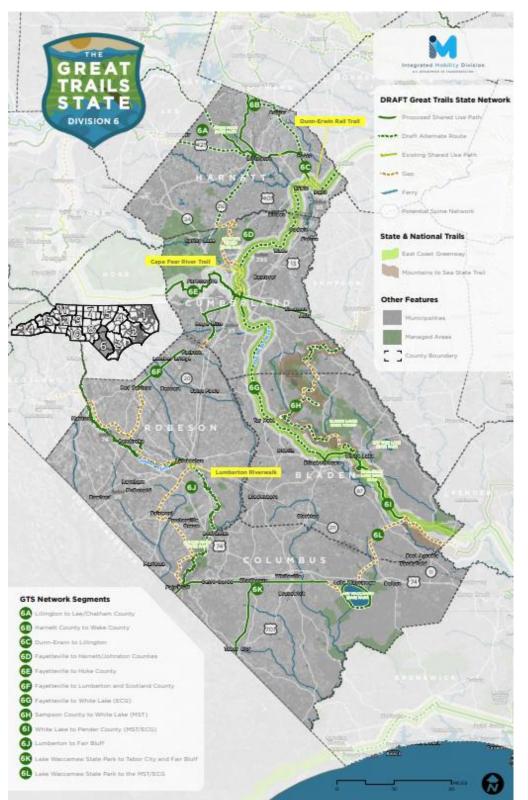


Figure 53. Great Trails State Map (Source: NCDOT IMD)

POTENTIAL FUNDING SOURCES

FEDERAL FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award Amount	Eligible Applicants
Surface Transportation Program's Direct Attributable (DA), Transportation Alternatives (TA), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Efforts (CR) funding sources	Funding under the current transportation reauthorization bill (IIJA) allows FAMPO, as a direct recipient, to allocate DA, TA, and CR funds. DA funds support Federal-aid highway, bridge, tunnel, pedestrian, bicycle, and transit projects. TA funds cover pedestrian/bicycle facilities, community improvements, environmental mitigation, and safety projects. CR funds focus on reducing transportation emissions through state strategies and emission-reduction projects. Applications are consistent across programs, and local governments manage projects, including design, right-of-way, and construction phases.	20% local match	None specified	FAMPO local government, transit agencies, and NCDOT
Active Transportation Infrastructure Investment Program (ATTIP)	The ATIIP, established by the Bipartisan Infrastructure Law, is a competitive grant program funding the planning, design, and construction of connected active transportation networks like sidewalks, bikeways, and trails. These networks link key destinations such as schools, workplaces, and recreational areas. In FY24, \$44.55 million was available nationwide, with applications due in June 2024. The program operates annually.	20% match unless poverty rate is over 40%	Awards between \$100,000 - \$2 million for planning; \$7.5 million- \$15 million for construction	State DOTs, local government, MPOs
BUILD Discretionary Grant Program	Eligible projects include highway/bridge, public transit, rail, ports, airports, bike/pedestrian, and stormwater initiatives. Funding supports projects connecting communities to jobs, services, and education, as well as those driving economic revitalization and job growth. Formerly known as RAISE and TIGER grants, FY25 and FY26 applications are due each January. Capital and planning projects have separate applications, with capital projects requiring a USDOT Cost-Benefit Analysis, typically completed by an engineer.	20% local match if NOT a disadvantag ed or rural community	Max. \$25 million.	State DOTs, MPOs, local government, transit agencies
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA)	RTCA supports local conservation and outdoor recreation projects nationwide. NPS-RTCA helps communities and public land managers develop or restore parks, conservation areas, rivers, wildlife habitats, and outdoor recreation programs. While they don't offer financial grants, they provide professional services to help achieve project goals.	N/A	N/A	Local government, State DOTs, community groups, non- profits

STATE FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award	Eligible
			Amount	Applicant
NCDOT's Safe Routes to	This is a non-infrastructure, reimbursable grant. Non-infrastructure projects consist of programs and	NCDOT will fund	Awards range	Local
School (SRTS) Program	activities that, when implemented, aim to build a culture for active travel through education,	as many projects	from \$50,000 -	government,
	encouragement and evaluation that increase the safety and convenience of children to walking and/or	as possible at	\$500,000	MPOs, school
	bicycling to and from school. Communities should also consider the role of law enforcement officers	100% (no match)		districts, non-
	within their plans. Projects must address all three categories (education, encouragement, and			profit
	evaluation).			organizations
NCDOT/ State	Passed in 2013, the Strategic Transportation Investments (STI) law equips the N.C. Department of	Varies	N/A	Local
Transportation	Transportation to use funding efficiently and effectively to enhance infrastructure while supporting			governments i
mprovement Program	economic growth, job creation and a higher quality of life. The STI law establishes the Strategic Mobility			partnership
(STIP)	Formula, which allocates available revenues based on data-driven scoring and local input. It is used to			with FAMPO
	develop the State Transportation Improvement Program (STIP), which identifies the projects that will			and NCDOT
	receive funding during a 10-year period. FAMPO and NCDOT facilitate the STIP process. The City of			
	Fayetteville should work with FAMPO to ensure the priority pedestrian projects are incorporated in the			
	STIP (and the long-range transportation plan).			
NCDOT High Impact/Low	High Impact / Low-Cost funds are for statewide rural or small urban highway improvements and related	N/A	Max.	Local
Cost Funds	transportation enhancements to public roads/public facilities, industrial access roads, and spot safety		\$1,500,000	governments
	projects. Funds are used to complete low-cost projects with high impacts to the transportation system			
	including intersection improvement projects, minor widening projects, and operational improvement			
	projects. Applications are submitted to NCDOT Division Engineers for a field inspection, review, and			
	recommendation to be approved by the NCDOT Board.			
NC Department of Natural	The Recreational Trails Program provides funding for construction of new trails, maintenance and repair	25% local match	Min. award is	State, federal,
and Cultural Resources	of existing trails, land acquisition, purchase of trail tools and planning, legal, environmental and		\$10,000; Max.	or local
DNCR) Division of Parks	permitting costs. It is a federal grant reviewed by the NC Trails Committee and recommendations are		award is	government
ind Recreation's	made to the Secretary of the NC Department of Natural and Cultural Resources who makes the final		\$100,000	agency or
Recreational Trails Program	determination. In 2024, applications were due early September.			qualified
RTP)				nonprofit
				organization
ONCR Division of Parks and	The North Carolina Darks and Respection Trust Fund (DARTE) associates matching grants to local	50% local match	Max. award is	NC counties
Recreation's Parks and	he North Carolina Parks and Recreation Trust Fund (PARTF) provides matching grants to local		\$500,000	and
Recreation Trust Fund Grant (PARTF)	governments to assist with public park and recreation projects, including greenways. In 2024, applications were due in early May. The project must be on a single site.			municipalities

STATE FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award Amount	Eligible Applicants
Land and Water Conservation fund (LWCF)	The Land and Water Conservation Fund is split into the 'federal side' with money allocated to the National Parks Service and the 'state side' which allocates 40% of the funds as matching grants to states and local governments. In NC, LWCF can fund riparian greenway projects. These projects can include land and easements along streams, and often feature paved or natural surface trails for recreational, educational, and environmental uses. Greenway corridors funded by the NCLWF can connect schools, neighborhoods, and community parks in urban areas. The project must be on a single site.	50% local match	Max. award is \$500,000	NC counties and municipalities
Powell Bill Funds	The Powell Bill program, also known as the State Street Aid program, is administered by the North Carolina Department of Transportation (NCDOT) to provide state funding to eligible municipalities for street maintenance and improvements. The funds are derived from a percentage of the state's gasoline tax revenue. Municipalities can use the funds to maintain, repair, reconstruct, or improve streets, sidewalks, bikeways, greenways, and public thoroughfares; build or widen streets, bridges, and drainage areas; and plan, build, and maintain bicycle paths. Each municipality manages Powell Bill funds differently as they own/maintain different roads.	N/A	N/A	Local governments decide how to allocate Powell Bill funds
NCDOT's Complete Streets Policy	This policy requires incorporating multimodal facilities in NCDOT roadway projects. If the bicycle/pedestrian project is included in the adopted Metropolitan Transportation Plan (MTP) or Comprehensive Transportation Plan (CPT), it will be no cost to the jurisdiction.	N/A	N/A	N/A
NCDOT Small Construction Funds	Established 1985 to fund small projects in and around cities and towns which could not be funded in the Statewide Transportation Improvement Program (STIP). Budget Bill provisions currently allow for use on variety of transportation projects for municipalities, counties, businesses, schools and industries throughout the State. An equal amount of funds are allocated to each NCDOT Division. Division engineer performs field inspection, forwards information to Chief Engineer, who sends along to the Project Review Committee that will approve or deny.	Unknown	Max. \$250,000 per project per year.	Municipalities, counties, businesses, schools and industrial entities, and NCDOT staff
NCDOT Statewide Contingency Funds	These funds were created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. Same review/approval process as above.	Unknown	Unknown; \$12 million made available for NC annually.	Municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff

LOCAL FUNDING

Source	Details/Opportunities
Fayetteville's Capital	The CIP is a document that outlines the city's capital improvement projects and funding sources for the City of Fayetteville. The CIP identifies projects that need
Improvement Plan (CIP)	capital improvements, estimates the costs of those projects, prioritizes the projects, schedules the projects, and identifies funding sources and financing options.
Tax Incremental	TIF leverages future tax gains to finance current improvements that will create those gains. It dedicates increased tax revenues to finance the debt created by the
Financing (TIF)	project. TIFs are authorized by state law in nearly all 50 states and begin with the designation of a geographic area as a TIF district. Plans for specific
	improvements within the TIF district are developed. The TIF creates funding for public or private projects by borrowing against the future increase in these
	property-tax revenues. The intent is for the improvement to enhance the value of existing properties and encourage new development in the district.
Partnerships	Local communities in the region may be able to partner with the private sector to fund or sponsor some aspects of a project. For example, Blue Cross Blue Shield
	has funded trail projects in other cities (Wilmington). The Greenville Health System sponsors a portion of the Swamp Rabbit Trail in Greenville. Banks, local
	businesses, law firms, healthcare companies, and breweries are all potential sponsorship opportunities.
Developer	Bicycle and pedestrian facilities can be funded through developer contributions when the local ordinance language requires developers to construct bicycle or
Contributions	pedestrian facilities that are included in locally adopted plans, such as this feasibility study.
Municipal Service	Designates a district with a property tax in addition to the town-wide property tax. Within the MSD, revitalization projects are one of the eligible uses and can
District (MSD)	include street, sidewalk, or bikeway improvements within the downtown taxing district.

PRIVATE/NON-PROFIT FUNDING

Source	Eligibility/Requirements/Purpose
Robert Wood Johnson	Larges U.S. foundation devoted to improving the health and healthcare of all Americans. Grant making is concentrated in four areas: (1) To ensure that all
Foundation	Americans have access to basic health care at a reasonable cost, (2) To improve care and support for people with chronic health conditions, (3) To promote healthy communities and lifestyles, and (4) To reduce the personal, social, and economic harm caused by abuse of tobacco, alcohol, and illicit drugs.
Rite Aid Foundation Grants	Supports projects that promote health and wellness in the communities Rite Aid serves.
Blue Cross Blue Shield Of	Program focuses on outcome approach to improve the health and well-being of residents. Eligible projects for grants concentrate on increased physical
North Carolina Foundation (BCBS)—Healthy Place Grant	activity and active play through support of built environment improvements like sidewalks and safe places to bicycle.

Note: USDOT's MEGA Program funds large, complex projects with national economic, mobility, or safety benefits, while the INFRA program supports multimodal freight and highway projects of national or regional significance, focusing on safety, efficiency, and supply chain improvements. Although these programs are unlikely to fund the pedestrian projects in this plan, including such projects in future applications could enhance their competitiveness under USDOT's scoring criteria.

DESIGN GUIDELINES AND RESOURCES

Creating a physical network of safe and comfortable facilities for people walking and biking is a critical step towards improving and encouraging use of these modes. The following sections provide best practices for walking and biking facility design.

For walking to be a key form of transportation, facilities must be comfortable, safe, convenient, and designed to be attractive to a wide range of potential users. To plan for pedestrian facilities for all users, the City of Fayetteville and its partner agencies should consider the following best practices for walking and biking facility design for the regional network:

BEST PRACTICES IN PEDESTRIAN FACILITY DESIGN

There are several best practices to consider for pedestrian facilities and enhancing the safety and comfort of all users (Table 19).

Table 19. Best Practice Examples

Emphasis Area	Best Practices
Pedestrian Safety and	Traffic Calming Measures: Implement speed bumps, raised crosswalks, and narrowed lanes to reduce vehicle
Comfort	speeds in pedestrian-heavy areas.
	Visibility: Ensure pedestrians are visible to drivers through adequate lighting, reflective materials, and clear
	sightlines at crossings.
	Protected Crossings: Use marked crosswalks, pedestrian islands, and signalized crossings to separate
	pedestrians from vehicle traffic.
	Separation from Vehicles: Provide physical barriers (e.g., bollards, planters, or curbs) between sidewalks and
	roadways, especially in high-traffic areas.
Connectivity and	Seamless Networks: Ensure sidewalks and pathways connect seamlessly across neighborhoods, jurisdictions,
Continuity	and transit hubs.
-	Fill Gaps: Identify and address missing links in the pedestrian network to create continuous routes.
	Intersection Design: Minimize crossing distances and provide curb extensions (bulb-outs) to shorten pedestrian
	exposure to traffic.
Accessibility	Universal Design: Ensure facilities are usable by people of all ages, abilities, and mobility levels, including those
	using wheelchairs, strollers, or walkers.
	ADA Compliance: Follow ADA standards for sidewalk width, curb ramps, crosswalk slopes, and tactile paving for
	visually impaired individuals.
	Clear Pathways: Maintain unobstructed sidewalks free of poles, signage, or other obstacles.
Users	Safe Routes to School: Design routes near schools with enhanced safety features, such as slower speed limits,
	crossing guards, and high-visibility crosswalks.
	Senior-Friendly Design: In areas with senior centers or retirement communities, prioritize wider sidewalks,
	benches, and slower walking speeds.
Environmental	Green Infrastructure: Incorporate trees, plants, and green spaces to improve air quality, provide shade, and
Considerations	enhance the pedestrian experience.
	Sustainable Materials: Use durable, low-maintenance, and environmentally friendly materials for sidewalks and
	pathways.

PEDESTRIAN DESIGN GUIDANCE

The project team identified key sources for detailed design guidance for multimodal facility selection and design:

- NCDOT Complete Street Guidelines
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Several other national resources are available for implementation and design guidance (Table 20).

Table 20. Pedestrian and Bicycle Facility Planning and Design Guidance

Report Title	Type of Guidance Provided
NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings	Crossing Selection
NCHRP Report 834: Crossings Solutions at Roundabouts and Channelized Turn Lanes for	Crossing Design at Roundabouts and
Pedestrians With Vision Disabilities: A Guidebook	Channelized Turn Lanes
Americans with Disabilities Act Accessibility Guidelines (ADAAG)	ADA Design Requirements
Proposed Guidelines for Pedestrian Facilities in the	ADA Design Guidelines
Public Right-of-Way (PROWAG)	
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities	Pedestrian Planning and Design
USDOT and FHWA Small Town and Rural Multimodal Design Guide	Pedestrian and Bikeway Design
AASHTO Guide for Achieving Flexibility in Highway Design	Multimodal Roadway Design
AASHTO A Policy on Geometric Design of Highways and Streets (Green Book)	Multimodal Roadway Design
AASHTO Guidelines for Geometric Design of Low-Volume Roadways	Multimodal Roadway Design for Low
	Traffic Roadways
NACTO Urban Street Design Guide, Global Street Design Guide, and Bike Share Station Siting	Multimodal Design
Guide	
ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	Pedestrian Design
FAST Planning Complete Streets Policy	Planning and Design Policy
Highway Capacity Manual	Multimodal Level of Service and Crossing
	Delay Guidance
NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections	Intersection Design and Crash Mitigation

Citations

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- 2. Swift, S., et al. (2024). *Pedestrian Level of Traffic Stress: A Report from the Center for Pedestrian and Bicyclist Safety*. University of Wisconsin-Madison: Madison, WI.
- 3. [Organization or Author]. (2019). *CS Policy Update Memo Secretary 8.28.19*. [Insert source or retrieval info if available].
- 4. Smart Growth America. (2018). *The Elements of a Complete Streets Policy*. Retrieved from: <u>https://smartgrowthamerica.org/resources/elements-completestreets-policy</u>
- 5. US IRS. (2022). Opportunity Zones. Retrieved from: https://www.irs.gov/newsroom/opportunity-zones

Funding Source References:

- 1. Surface Transportation Block Grant Program's Direct Attributable (DA) Funding: https://www.fhwa.dot.gov/specialfunding/stp/
- 2. Transportation Alternatives (TA) Program: https://www.fhwa.dot.gov/environment/transportation_alternatives/
- 3. Congestion Mitigation and Air Quality Improvement Program (CMAQ): https://www.fhwa.dot.gov/environment/air_quality/cmaq/
- 4. Carbon Reduction Program (CR): <u>https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.cfm</u>
- 5. Active Transportation Infrastructure Investment Program (ATIIP): <u>https://www.transportation.gov/grants/ATIIP</u>
- 6. NCDOT's Safe Routes to School (SRTS) Program: <u>https://www.ncdot.gov/initiatives-policies/safety/lets-go-nc/Pages/default.aspx</u>
- 7. NCDOT/State Transportation Improvement Program (STIP): <u>https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx</u>
- 8. NCDOT High Impact/Low Cost Funds: <u>https://www.ncdot.gov/initiatives-policies/Transportation/high-impact-low-cost/Pages/default.aspx</u>
- 9. NC DNCR Division of Parks and Recreation's Recreational Trails Program (RTP): <u>https://trails.nc.gov/trail-grants/recreational-trails-program</u>
- 10. NC DNCR Division of Parks and Recreation's Parks and Recreation Trust Fund Grant (PARTF): https://www.ncparks.gov/partf
- 11. Land and Water Conservation Fund (LWCF): https://www.nps.gov/subjects/lwcf/index.htm
- 12. Powell Bill Funds: https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx
- 13. NCDOT's Complete Streets Policy: https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx
- 14. NCDOT Small Construction Funds: <u>https://connect.ncdot.gov/resources/State-Maintenance/Pages/Small-Construction-Program.aspx</u>

- 15. NCDOT Statewide Contingency Funds: <u>https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx</u>
- 16. BUILD Discretionary Grant Program: https://www.transportation.gov/BUILDgrants
- 17. National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA): https://www.nps.gov/orgs/rtca/index.htm
- 18. Robert Wood Johnson Foundation: <u>https://www.rwjf.org/</u>
- 19. Rite Aid Foundation Grants: https://www.riteaid.com/about-us/rite-aid-foundation
- 20. Blue Cross Blue Shield of North Carolina Foundation (BCBS)—Healthy Place Grant: https://www.bcbsncfoundation.org/





Fayetteville Pedestrian Plan – Public Engagement Plan

Overview

The City of Fayetteville was awarded a NCDOT Multimodal Planning Grant to update their Pedestrian Plan. The previous plan, the Fayetteville Comprehensive Pedestrian Plan, was completed in May 2018. The City of Fayetteville is dedicated to creating a walkable city and therefore wants to update the plan to provide clear guidance on pedestrian project priorities. The new Pedestrian Plan will identify 50 short-term, 50 medium-term, and 10 long-term projects that will significantly enhance walkability in the City of Fayetteville.

The purpose of this document is to establish the strategy for public engagement for the Plan. The Project Development Team consists of consultants, NCDOT, and the core City staff that are responsible for the development of the Plan. The Steering Committee is a larger group that represents other agencies, community members, and business owners that understand the importance of the Pedestrian Plan and can help guide the development of the Plan. The Project Support Group is the on-line and word-of-mouth champions that will help share the public engagement opportunities with a goal to have as many community members provide input as possible.

A virtual kickoff meeting for the Fayetteville Pedestrian Plan took place on Thursday March 28, 2024, with the Project Development Team. At this meeting, we discussed potential Steering Committee members and discussed the mission statement and goals of the Plan.

Mission statement

The mission statement for the Pedestrian Plan is to make the City of Fayetteville a safe and accessible place for pedestrians of all ages, abilities, and backgrounds, with convenient access and improved quality of life through increased transportation options and healthy commuting choices.

Goals

The goals of the Pedestrian Plan will be finalized at the first Steering Committee meeting. Currently, the goals are to:

- Continue progress towards increased/improved pedestrian facilities,
- Leverage funding sources,
- Educate the community on pedestrian needs,
- Increase pedestrian safety,
- Increase safety and accessibility near K-12 schools,
- Have collaborative citizen and business engagement,
- Make the City of Fayetteville a highly desirable place to live, work, and recreate with thriving neighborhoods and a high quality of life for residents,
- Enhance opportunities to walk as means of recreation and leisure, and enable residents to practice sustainable transportation methods,
- Connect community and cultural points of interest, and
- Improve mobility and connectivity by investing in sidewalks and trails.



Project Development Team

The Project Development Team consists of consultants, NCDOT, and the key City staff that are responsible for the development of the Plan. This group will join virtual bi-weekly meetings to ensure the project stays on track.

City of Fayetteville's Pedestrian Plan – Project Development Team			
Name	Agency	Email	
Virginia Small	City of Fayetteville	VirginiaSmall@FayettevilleNC.gov	
Brian McGill	City of Fayetteville	BrianMcGill@FayettevilleNC.gov	
John McNeill	City of Fayetteville	JohnMcNeill@FayettevilleNC.gov	
Phil Hart	City of Fayetteville	PhilipHart@FayettevilleNC.gov	
Sheila Thomas-Ambat	City of Fayetteville	SheilaThomaAmbat@FayettevilleNC.gov	
Kim Nguyen	NCDOT	KPNguyen1@NCDOT.gov	
Nick Cannon	Kittleson & Associates	NCannon@Kittleson.com	
Zachary Bugg	Kittleson & Associates	ZBugg@Kittleson.com	
Adrienne Harrington	Smart Moves Consulting	Adrienne@SmartMovesConsulting.net	
Charles Taylor	City of Fayetteville	CharlesTaylor@FayettevilleNC.gov	
Michele Smith Riordan	City of Fayetteville	MicheleSmithRiordan@FayettevilleNC.gov	
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Charles Hunt	City of Fayetteville	CharlesHunt@FayettevilleNC.gov	
Yamile Nazar	City of Fayetteville	YamileNazar@FayettevilleNC.gov	
Demetrios Moutos	City of Fayetteville	DemetriosMoutos@FayettevilleNC.gov	

Note: Names highlighted in bold represent the core Project Development Team members. Other City staff will attend the bi-weekly meetings.

Steering Committee Members

The Steering Committee will guide the development of the Pedestrian Plan, including guidelines for project prioritization. The responsibilities of the Steering Committee are to:

- Attend four Steering Committee meetings in person (with a virtual option),
- Help identify public engagement strategies,
- Develop the Project Support Group list of contacts,
- Promote online survey, input map, and community workshops, and
- Attend one of the community workshops.

There will be four Steering Committee meetings, all held in person with a virtual option:



- Meeting #1: Visioning and goal setting in April/May 2024.
- Meeting #2: Review preliminary pedestrian network in July 2024.
- Meeting #3: Finalize pedestrian network and project prioritization in November 2024.
- Meeting #4: Review draft pedestrian plan in March 2025.

The Project Development Team has identified a long list of potential Steering Committee members. There is strong support across the Fayetteville community for the development of the Pedestrian Plan, and many people that can provide great input on the development of the Plan. In addition to the Project Development Team, the list of potential Steering Committee members include:

- Additional City staff,
- Additional NCDOT staff,
- Business owners,
- Cumberland County Schools and other education institutions,
- Cumberland County Health Department,
- Fayetteville Area Metropolitan Planning Organization,
- Fayetteville Chamber of Commerce,
- Fayetteville State University,
- Fayetteville Police Department,
- Cumberland County Parks & Recreation,
- Business and downtown districts,
- Sustainability organizations, and
- Public works.

A list of the Steering Committee members, their department/business, and contact information can be found here:

https://docs.google.com/spreadsheets/d/18uNImpnRhGOadlaMt0BMwWSSEVrEBICdIIcXtuPkvg0/edit?usp=sharing

Project Support Group

The Project Development Team and Steering Committee will work together to establish the Project Support Group. The purpose of the Project Support Group is to help promote the public workshops and survey through social media, emails, listservs, newsletters, and word-of-mouth. A list of potential Project Support Group members/agencies is in the same Google Sheet as the Steering Committee members (above). Examples of Project Support Group members are media outlets, neighborhood homeowners' associations, civic clubs, running/walking clubs, and other local businesses.

The Project Support Group will share opportunities for the public to participate in the public engagement opportunities. The Project Development Team will provide email and social media templates for the Steering Committee and Project Support Group to share with their constituents, colleagues, neighbors, and friends. They will be asked to share information on social media, email blasts, newsletters, etc. The goal is to get as much public input as possible through the public survey and workshops.



Public Engagement Strategy

Public participation, involvement, and input is crucial to achieving the goals of the Pedestrian Plan. The following tasks and public engagement activities will take place, and are described further in this Public Engagement Plan (PEP):

- Establish a Steering Committee to guide the development of the Plan.
- Set up a project website.
- Design and draft content for social media outreach, email blasts, newsletters, and listservs.
- Design printed and digital materials such as handouts and flyers.
- Create an online interactive map.
- Release a public input survey and analyze its results.
- Host two community workshops.

Project Website

The City of Fayetteville has an existing webpage dedicated to pedestrian safety, pedestrian planning, and upcoming pedestrian projects. The Project Development Team will work together to update that webpage to serve as the project website. The consultant team will provide the City with content for the page, and the City will update it accordingly.

First, the City will update the webpage to serve as a 'coming soon' announcement for the upcoming Pedestrian Plan. It will include a Survey Monkey link that will allow community members to sign up for Plan updates by entering their name and email address. This will allow the Project Development Team to contact them when the public survey and community workshops are scheduled.

As the Pedestrian Plan is being developed, the webpage will be updated regularly to provide information about the status of the Plan, a link to the public survey and input maps, information about the community workshops, and draft recommendations. Once the plan is completed and adopted, the webpage will include a link to the final Plan.

Content for Social Media and Digital Outreach

The consultant team will develop content for the following Social Media platforms: Facebook, Instagram, X, and LinkedIn. This will happen at two points throughout the development of the plan:

- Pre-Marketing: These efforts will drive residents to the webpage to gain an understanding of the purpose of the Plan, and to collect contact information to stay engaged/re-engage in future stages.
- Active Input: Will take place when the public survey is open to the public and the community workshops have been scheduled.

Social media and digital content will be sent to the Steering Committee and Project Support Group for them to share among their colleagues, friends, and neighbors.

Content for Printed Materials that Promote Public Engagement

The consultant team will create printed materials to make the public aware of the upcoming engagement opportunities. This includes:

- Fliers and sign-up sheets for festivals and community events: This will allow people to write down their contact information and/or drive people to the webpage where they can sign up to receive notifications



about the development of the plan by entering their contact information. This material will be sent to Project Support Group members who may be participating/tabling at community events (such as the Dogwood Festival) prior to the public engagement period.

- Quarter page and one-page fliers for community workshops: This will include details about the public survey and the community workshops. Fliers can be hung in storefronts, displayed in lobbies, and added to communication boards. This information will be released on the first day of the public engagement period.

Public Survey and Online Interactive Map

The consultant team will develop the public survey and online interactive map. The public survey will utilize Survey Monkey. Questions will be developed by the consultant team and approved by the Project Development Team. Survey questions will gauge the public's need and purpose for pedestrian facilities. Hard copy surveys will be available. The online interactive map will allow the public to indicate places that need pedestrian improvements, gather feedback about difficult intersection crossings, locate desired neighborhood connections, and identify potential walking destinations. Both the survey and the map will be available on the City's webpage.

Community Workshops

Two community workshops will be held to provide the public with an opportunity to provide in-person pedestrian improvement suggestions, input on priority pedestrian facility needs, and ideas for creating a more walkable Fayetteville. The workshops will be drop-in/open house style and held between August and December 2024. Each meeting will allow the public to provide suggestions for pedestrian projects and review the proposed project list.

Each community workshop will be designed for the public to provide input in a way that will be documented and incorporated into the development of the Pedestrian Plan. Each workshop will be approximately three hours.

The Project Development Team will be responsible for reserving the meeting space, purchasing supplies and materials, and setting up the meeting layout. The layout for the public meetings can include:

- 1. Welcome Table sign in sheet and project information handouts.
- 2. Project Information approximately four boards will be displayed that include the existing pedestrian network and concentrations of potential walking destinations.
- Public Input the public will be asked to provide information about strengths/weaknesses/opportunities/threats of the existing pedestrian facilities in Fayetteville.
- 4. Mapping Activity maps with the existing pedestrian network will be displayed; the public will be invited to draw or leave sticky notes and add information in a geographical sense to describe where they want to see more pedestrian facilities and connections to destinations.
- 5. Project and Program Feedback attendees can provide direct feedback on the recommended programs and projects.
- 6. Thank You Table people will be thanked for dropping into the meeting; paper and digital surveys will be distributed; additional project information will be provided including a timeline of the next steps.

Potential Workshop Locations:

Community recreation centers are an ideal location for the community workshops. Ample space needs to be provided with tables and chairs. Workshops should be located in an area that is accessible for people of all abilities, and preferably transit accessible. The Project Development Team will finalize the workshop locations and will ensure that they are evenly distributed across all demographic and income populations in Fayetteville.



Responsibilities and Next Steps

To implement the public engagement strategy, the following tasks need to be completed. The responsible party is identified for each task.

Task	Responsible Party
Finalize list of Steering Committee members	Project Development Team
Coordinate schedules and send template email to City staff with meeting invite for 1 st Steering Committee meeting.	Smart Moves
Send an official invite email to potential Steering Committee members inviting them to join with a link for Committee members to indicate when they are available for Steering Committee meeting #1.	City staff
Reserve meeting space for Steering Committee meeting #1.	City staff
Set up webpage with 'coming soon' information about the Pedestrian Plan and a Survey Monkey link for people to submit their contact information.	City staff, Smart Moves, and Kittleson
Include fliers and sign-up information at festivals and other community events in which the Project Development Team is attending (ex: tabling at the Dogwood Festival)	Smart Moves, City Staff
Create agenda and presentation for the 1 st Steering Committee meeting and lead the meeting	Smart Moves, Kittleson
Finalize inventory of outreach opportunities from Steering Committee, including Project Support Group contacts.	Steering Committee, Project Support Group
Reserve meeting location for community workshops	City staff
Finalize questions for public survey	Project Development Team
Create online and hard copy surveys	Smart Moves, Kittleson
Update project webpage	Project Development Team
Develop social media content/images to share with Steering Committee and Project Support Group about upcoming community workshops and public survey	Smart Moves
Draft template emails for email blasts, newsletters, etc.; share with Steering Committee and Project Support Groups for them to share	Smart Moves
Design ¼ page handouts, one-page fliers, and printed handouts for workshops	Smart Moves
Design boards and maps for community workshops	Kittleson
Staff the community workshops	Project Development Team
Draft press release for events	Smart Moves



Fayetteville Pedestrian Plan Public Input Survey Responses – Round 1

The City of Fayetteville, NC is updating their Pedestrian Plan to identify and prioritize pedestrian projects (sidewalks, crosswalks, and paved trails) in the City of Fayetteville. A public survey and public input map were available to the public during the month of August 2024. This document analyzes the results of the public survey.

Overview

Among the 400 survey respondents, there are several key takeaways:

- Most survey respondents walk most often for exercise/personal health and leisure/recreation.
- Fewer survey respondents walk to run errands/go shopping and/or commute to school/work.
- Fayetteville residents will walk more often if the pedestrian infrastructure is improved and connections to key destinations are important to Fayetteville residents.
- Most Fayetteville residents do not feel that the pedestrian infrastructure is safe.
- Survey respondents often encounter vehicles blocking crosswalks and/or not yielding to pedestrians.
- The biggest challenge for pedestrians is a lack of pedestrian infrastructure (sidewalks and crosswalks). Vehicle speed/volume and driver behavior is also a challenge. Maintenance and quality of the existing infrastructure is not as much of a challenge.
- The top pedestrian priorities for survey respondents are pedestrian safety, connections to destinations, and creating a more desirable place to live.

Survey Questions

There were 400 survey responses. Not all questions were mandatory, therefore some questions do not total 400 responses.

Question 1

Please indicate the frequency in which you walk for the following purposes:

- A. Exercise/personal health
- B. Commuting to work/school
- C. Running errands/shopping
- D. Leisure/recreation
- E. Other (please specify)

Question 1 Responses

When asked the frequency in which people walked for exercise and personal health, survey respondents indicated walking more often for exercise/personal health and less often for commuting to work/school and running errands/shopping. Detailed responses are below. Higher percentages are in grey boxes.



Activity	Daily	Several Times/ Week	Once/ Week	Occasionally	Never
Exercise/Personal Health	35.9%	40.2%	5.5%	15.1%	3.3%
Commuting to Work/School	12.6%	8.0%	1.9%	13.6%	63.9%
Running Errands/Shopping	11.7%	18.2%	7.0%	30.7%	32.3%
Leisure/Recreation	24.4%	32.6%	9.4%	29.3%	4.4%

Survey respondents were given the opportunity to choose 'other' and asked to specify the activity. The activities described are: bicycling, biking with kids, walking children to school and stores, church, cleaning up litter in the neighborhood, to Woodpeckers games, walking the dog, enjoying outdoors, to catch the bus, to explore, while gaming/coaching, enjoying the outdoors, going to restaurants with friends, the gym, to lunch while at work, to go running, while working on the farm, to the hair salon, just to get out of the house, from parking decks to destinations, to play with kids, to visit neighbors and friends, and to the convenient store while exercising.

Question 2

If pedestrian infrastructure was improved (e.g. more sidewalks, more crosswalks, and more connectivity) would you walk more often?

- A. Yes
- B. It is likely
- C. Likely not
- D. No

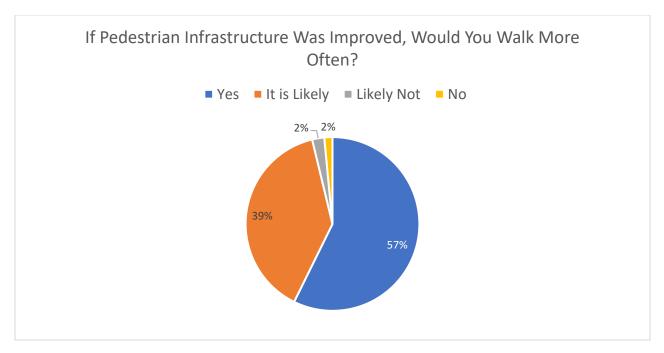
If you selected 'yes' or 'it is likely' to this question, which of the following purposes do you envision yourself walking MORE than you do now? Respondents could select all that apply.

- A. Exercise/Personal Health
- B. Commuting to Work/School
- C. Running Errands/Shopping
- D. Leisure/Recreation

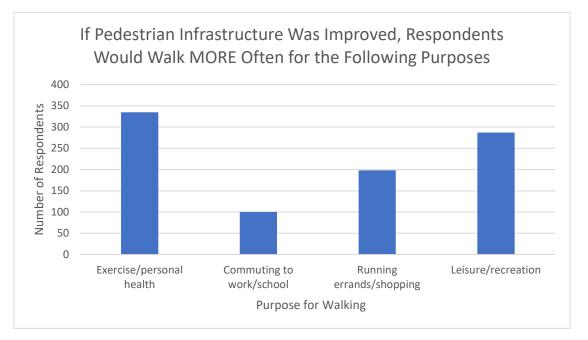
Question 2 Responses

There were 398 responses to this question; 228 respondents (or 57.3%) said yes; 155 respondents (or 38.9%) said it is likely; 9 respondents (or 2.3%) said likely not; and 6 respondents (or 1.5%) said no.





96.2% of the respondents answered 'yes' or 'it is likely'. Each respondent was allowed to select multiple walking purposes that would increase if pedestrian infrastructure improved. 335 people indicated exercise/personal health purposes; 287 people indicated leisure/recreation purposes; 198 people indicated running errands/shopping purposes; and 100 people indicated commuting to work/school purposes.





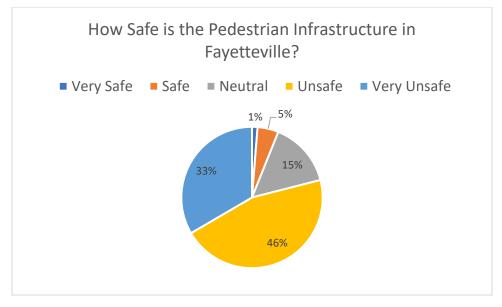
Question 3

How would you rate the overall safety of pedestrian infrastructure in Fayetteville?

- A. Very Safe
- B. Safe
- C. Neutral
- D. Unsafe
- E. Very Unsafe

Question 3 Responses

395 people responded to this question; 180 (or 45.6%) people rate it as unsafe; 132 (or 33.4%) rate the pedestrian infrastructure as very unsafe; 59 (or 14.9%) rate it as neutral; 19 (or 4.8%) rate it as safe; and 5 (or 1.3%) rate it as very safe.



Question 4

What are the biggest challenges you face as a pedestrian in Fayetteville? Respondents are allowed to select one or more.

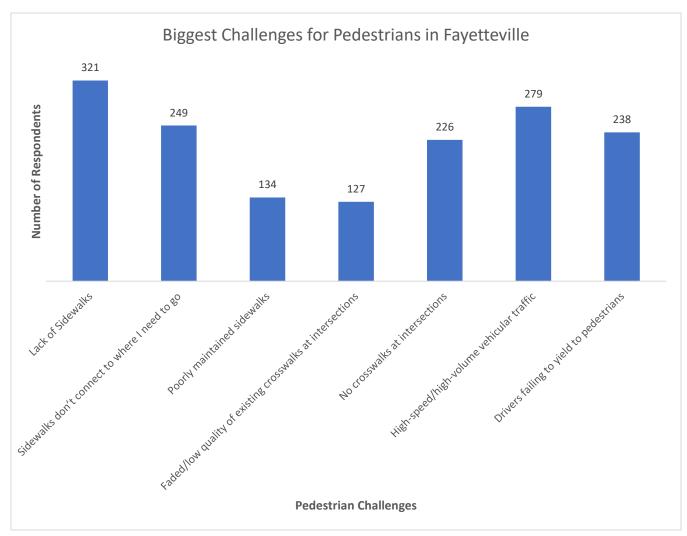
- A. Lack of Sidewalks
- B. Sidewalks don't connect to where I need to go
- C. Poorly maintained sidewalks
- D. Faded/low quality of existing crosswalks at intersections
- E. No crosswalks at intersections
- F. High-speed/high-volume vehicular traffic
- G. Drivers failing to yield to pedestrians

Question 4 Responses

379 people responded to this question. Respondents were allowed to select all responses that apply. The responses in order of number of respondents that selected each one are: lack of sidewalks (321



respondents); high-speed/high-volume vehicular traffic (279 respondents); sidewalks that don't connect to where people need to go (249 respondents); drivers failing to yield to pedestrians (238 respondents); no crosswalks at intersections (226 respondents); poorly maintained sidewalks (134 respondents); and faded/low quality of existing crosswalks at intersections (127 respondents).



Question 5

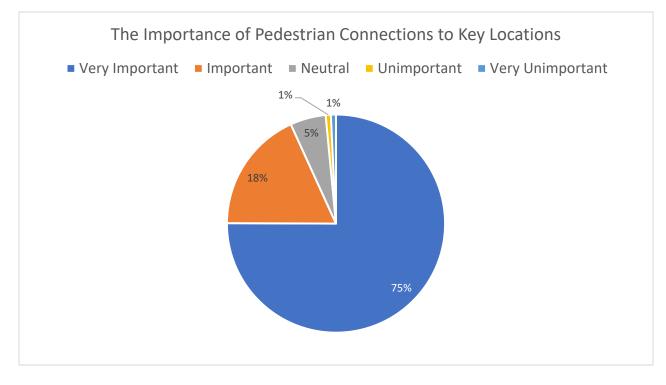
How important is it to you to have pedestrian-friendly connections to key locations such as schools, parks, shopping centers, grocery stores, and health care services?

- A. Very important
- B. Important
- C. Neutral
- D. Unimportant
- E. Very Unimportant



Question 5 Responses

397 respondents answered this question; 298 (or 75% of) respondents said pedestrian friendly connections are very important; 72 (or 18.1% of) respondents said connections are important; 21 (or 5.2% of) respondents said they are neutral regarding pedestrian connections; 3 (or 0.8% of) respondents said pedestrian connections are both unimportant and very unimportant (for a total of 6 respondents).



Question 6

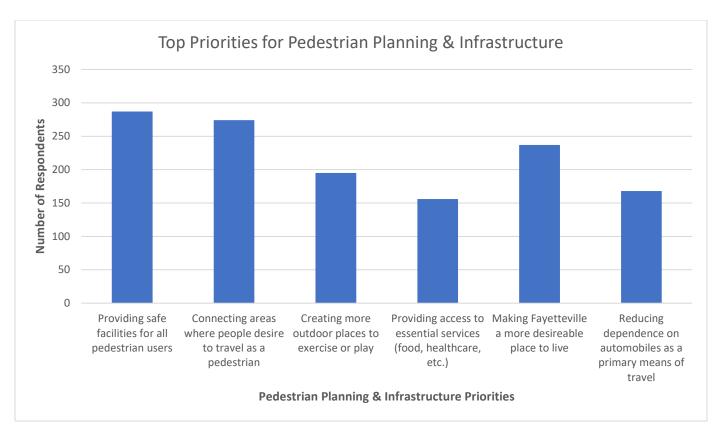
What are your top priorities for pedestrian planning and infrastructure in Fayetteville? Select up to three from the list below.

- A. Providing safe facilities for all pedestrian users
- B. Connecting areas where people desire to travel as a pedestrian
- C. Creating more outdoor places to exercise or play
- D. Providing access to essential services (food, healthcare, etc.)
- E. Making Fayetteville a more desirable place to live
- F. Reducing dependence on automobiles as a primary means of travel

Question 6 Responses

398 respondents answered this question; 287 prioritize providing safe facilities for all pedestrian users; 274 respondents prioritize connecting areas where people desire to travel as a pedestrian; 237 respondents prioritize making Fayetteville a more desirable place to live; 195 prioritize creating more outdoor places to exercise or play; 168 prioritize reducing dependence on automobiles as a primary means of travel; and 156 prioritize providing access to essential services.





Question 7

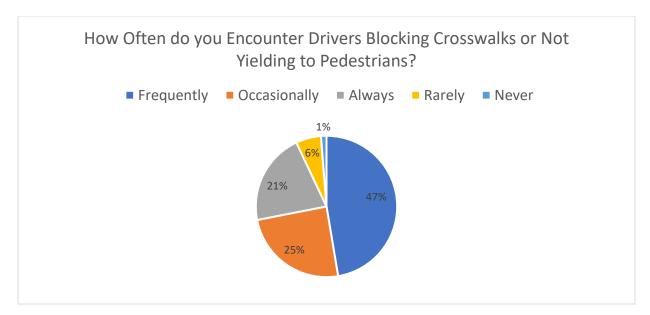
How often do you encounter vehicle drivers blocking crosswalks or not yielding to pedestrians?

- A. Always
- B. Frequently
- C. Occasionally
- D. Rarely
- E. Never

Question 7 Responses

399 people responded to this question; 189 (or 47.4% of) respondents said they frequently encounter vehicle drivers blocking crosswalks or not yielding to pedestrians; 98 (or 24.6% of) respondents occasionally encounter this driver behavior; 84 (or 21.1% of) respondents always encounter this behavior; 23 (or 5.8% of) respondents encounter this behavior; and 5 (or 1.3% of) respondents encounter this behavior.





Question 8

What specific locations would you like to see improved to make Fayetteville more pedestrian-friendly?

Question 8 Responses

This is an open-ended question. 331 people responded. Their responses are listed in Appendix A.

Question 9

Please share any additional comments or suggestions regarding pedestrian safety and connectivity in Fayetteville.

Question 9 Responses

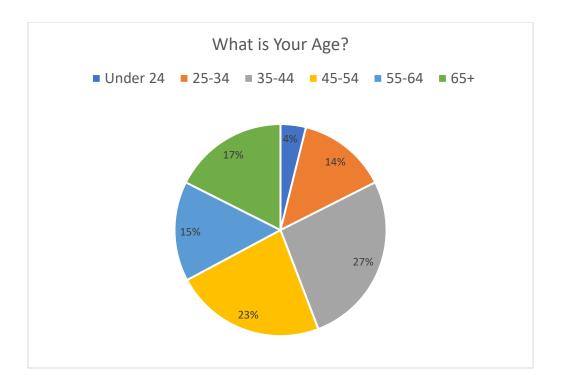
This is an open-ended question. 184 people responded. Their responses are listed in Appendix B.

Demographic Questions

- 1. What is your age?
 - a. Under 24
 - b. 25-34
 - c. 35-44
 - d. 45-54
 - e. 55-64
 - f. 65 or older

There were 387 responses to this question; 27% are 35-44; 23% are 45-54; 17% are 65+; 15% are 55-64; 14% are 25-34; and 4% are under 24.

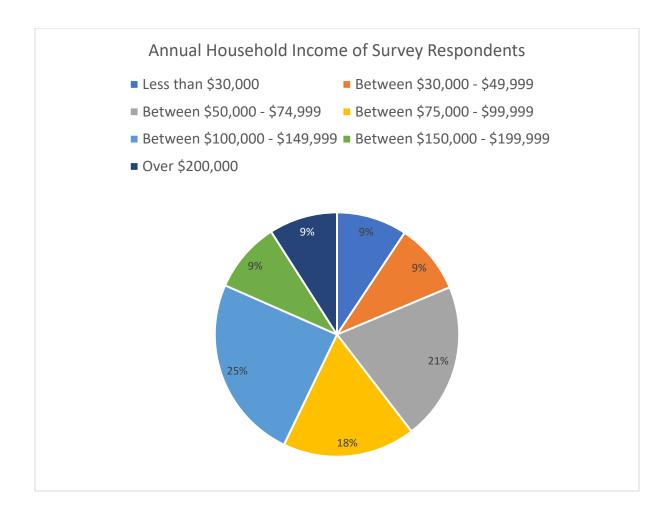




- 2. What is your household annual income (before taxes)?
 - a. Less than \$30,000
 - b. Between \$30,000 \$49,999
 - c. Between \$50,000 \$74,999
 - d. Between \$75,000 \$99,999
 - e. Between \$100,000 \$149,999
 - f. Between \$150,000 \$199,999
 - g. More than \$200,000

There were 370 responses to this question; 25% have an annual household income of \$100,000 - \$149,999; 21% have an income of \$50,000 - \$74,999; 18% have an income between \$75,000 - \$99,999; and the other three income categories have 9% each (less than \$30,000, between \$30,000 - \$49,999, and between \$150,000 - \$199,000).





3. What is your work zip code?

There were 321 responses to this question reflecting 30 different zip codes plus retired, remote, and not applicable responses.

Zip Code	# of Responses
28301	45
28314	38
28304	36
28311	35
28303	32
28310	29
N/A	24
28306	20
28305	19
28307	9

Zip Code	# of Responses
28358	5
28302	4
28376	3
28374	3
28312	3
28390	2
30354	1
29303	1
28601	1
28372	1

Zip Code	# of Responses
28345	1
28334	1
28328	1
28315	1
28308	1
27710	1
27708	1
27706	1
27332	1
20301	1



4. What is your home zip code?

of Responses
88
52
50
48
36
35
20
12

There were 366 responses to this question reflecting 23 different zip codes.

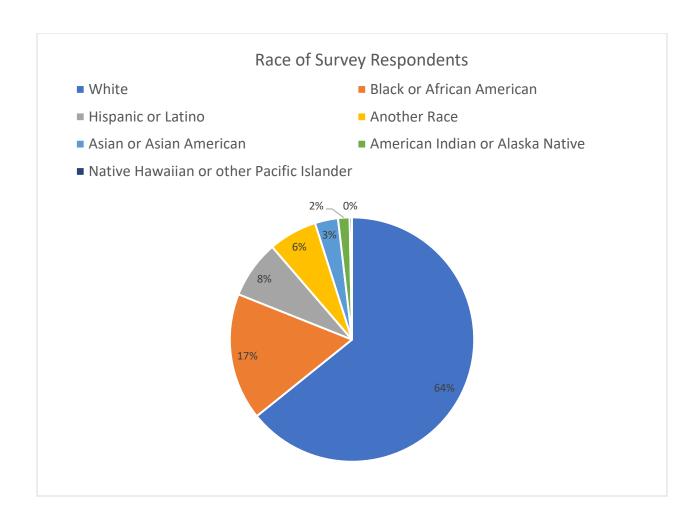
Zip Code	# of Responses
28312	8
28376	4
28309	1
28320	1
28382	1
28384	1
28390	1
28391	1

Zip Code	# of Responses
28395	1
28411	1
28414	1
28604	1
29348	1
30214	1
238314	1

- 5. What is your race?
 - a. American Indian or Alaksa Native
 - b. Another race
 - c. Asian or Asian American
 - d. Black or African American
 - e. Hispanic or Latino
 - f. Native Hawaiian or other Pacific Islander
 - g. White

There were 327 responses to this question; 64.2% identify as White; 16.8% identify as Black or African American; 7.6% identify as Hispanic or Latino; 6.4% identify as another race; 3.1% identify as Asian or Asian American; 1.5% identify as American Indian or Alaska Native; and 0.3% identify as Native Hawaiian or other Pacific Islander.





Appendix B.1

Question #8 asks for specific locations in which pedestrian improvements should be made. Below is a list of those responses (331 total). Please note that the responses have not been edited or modified.

*Sycamore Dairy Road near McPherson Church Road *many sections of Raeford Road

"Raeford Racetrack" is an absolute nightmare. There's no reason Raeford rd needs to have 3 lanes for vehicle traffic. 2 is fine. Then they should have focused on building better public transportation (safe bus stops) and safe walkable sidewalks clearly separated from traffic. Maybe even a bike lane, but that seems like a stretch since this city seems to be the least bike friendly city l've ever lived. It would probably take decades to make bikers feel safe enough to bike around here.

1. Near all schools. Major road in fayetteville: Skibo, Reaford, Bragg Blvd, Sycamore Dairy, Murchinson...just to name a few.

71st School Road, Bunce and Old Bunce Road, Skibo, Riley Rd

Across avenue and inside communities

All along Rim Road, Crosswalks at intersections for Raeford and Rim.

All locations should have a delay for a light turning green - the walk light should change first before the green, not simultaneously. A walk light should have 10 seconds before any traffic can move to cross a pedestrian walkway.



All main roads!

All major intersection, shopping centers, parks, and neighborhood

All major road intersections like Cliffdale, Skibo, McPherson, Sycamore Dairy Rd, and Morganton Rd.

All major roads. Cliffdale, Skibo, Raeford road. All neighborhoods should have sidewalks.

All multi lane major thoroughfares. We moved here in January of this year and I have never seen such a dangerous city for pedestrians.

All of Fayetteville

All of Fayetteville!!

All of Fayetteville. I live on the west side of Fayetteville, but our sidewalks don't fully connect.

All of Murchison road

All of them, it's like the civil engineers who planned the layouts just leave them out along with other things.

Along Cliffdale, Rim, Raeford Rd, Rockfish, Linsey

Along Skibo Road, Yadkin Road, McPherson Church Road, Cliffdale Road and Raeford Road

Andrews Rd

Andrews rd. So many kids walk home from the high school. They are either walking on the road or overgrown areas on the side of the rd. There is a blind curve with a driveway and pedestrians.

Andrews Rd. There are so many students walking to and from school along this extremely dangerous road. I am shocked there hasn't been a fatality yet. We could also easily walk to the grocery store and other needed places if a sidewalk was installed along Andrews Rd. Please, please, please put a sidewalk here before someone gets killed or seriously injured.

Andrews Road Ramsey Street

Andrews road between Ramsey and McArther

Andrews Road, especially between the Food Lion and Pine Forest High School. All high school and elementary school age kids who live in a neighborhood on Andrews road have to walk to school, no bus is provided as we "live to close" but hardly no sidewalks or crosswalks are provided. It's soooooo unsafe, kids have died in years past trying to get to school. Soooo many kids including track will walk/run to the Food Lion and walk on the shoulder where grass is knee high and cars are flying around the corner... it's completely unsafe. My daughter's best friend was hit in front of Food Lion two years ago by a speeding car.

Andrews Road, Northside

Any where along Skibo; near schools - Terry Sanford HS. That strange triangle intersection in front of Cape Fear Regional Theater

Areas around shopping centers, especially the corner of Morganton and McPherson Church Road.

Areas between neighborhoods and various eateries would be nice to have available for walking to and from meals without the need for driving and to provide some additional exercise pre and post meal.

Better sidewalks connecting all of Ramsey Street, specifically the north end

Bingham drive from Raeford Rd to the intersection at Marykirk. Ramsey Street in the 295 area. The sidewalk ends. Is it because the area wasn't annexed??

Bingham Drive, Raeford Road to Bunce Road. Southern Avenue (eastside), Branson Street

Blanton Road and Johnson Street

Bonanza Drive near the Ponderosa Shopping Center. Morganton Rd and Glensford Drive Drive. Yadkin Road and Brookfield Rd. Morganton Rd and Skibo Intersection near BP,Burger King,McDonalds,Arby's. Yadkin Road and Bonanza Drive Intersection.



Bragg Blvd and Hay Street

Bragg Blvd Cumberland heights ftcc area

Bragg Blvd, Ramsey Street, Skibo, Morganton Road, McPherson Church Road

Bragg Blvd, Skibo Road, Cliffdale Road

Bragg Blvd, Stamper Rd and others need sidewalks to reach Kiwanis Rec center, Honeycutt park, FTCC and Eutaw shopping center. Watching pedestrians to include mothers with strollers, students and senior citizens walking up Stamper and along the Blvd is scary

Brave run dr neighborhood

Bunce road and road in front of and to Lake Rim Park and Lake Rim in western Fayetteville

Bunce road. It has no side walks and as lot of people walk up to Raeford. We have had pedestrian deaths due to no sidewalks. Raeford. From Walmart Strickland bridge all the way to skibo. No sidewalks. Dangerous to walk. Not many crosswalks. All over high traffic areas. Cliffdale Rd, Raeford, skibo

By the mall. That whole area should let pedestrians walk especially those with disabilities.

Camden Rd from the new I-295 East to the movie theaters. Waldos Beach Rd from Preserve at lake upchurch neighborhood north to rockfish rd. And Lakewood Dr from Rockfish Rd to Fisher Rd. Cedar creek road

Cliff dale road from McPherson church road to Morganton Road. Haymount has so much potential for improvement. Small park/fountain additions would be great

Cliff dale Road. Rim Road. North side of Raeford Rd. Gillis Hill is not walkable. I could give an entire list. If you'd like. The ability to walk from residential areas to local parks. Like Rim park. Rim road is atrocious. We walk daily and make posts specific to this because it's horrible. We can't go anywhere as we feel trapped or not secure enough to walk around. That's the opposite of what we should be doing. I know the struggle is real to be fast paced and be on the hamster wheel. But we as a society HAVE to slow down. Even if that means less vehicles and more safe and sustainable walking paths that have NATIVE flora that blesses the community with food. Our city could be smart about this. Google map all of your apartment locations. Start there. No one wants to be trapped inside all of the time. And not everyone has a vehicle. Look into your MAPA areas.

Cliffdale and hoke loop

Cliffdale and Raeford Rd

Cliffdale and Rim Rd. area. Would like to enforcement of pedestrian right-of-way at Cliffdale/S. Reilly intersection as cars do not yield to pedestrians, especially right turn lane coming off of Cliffdale turning right on S. Reilly. Bunce Rd. needs sidewalks and I heard of at least one fatality in the last year.

Cliffdale and Skibo

Cliffdale and Skibo- see people cross all the time.

Cliffdale neighborhood

Cliffdale Rd

Cliffdale rd, cliffdale west neighborhood, Raeford rd

Cliffdale Rd, Skibo, Raeford Rd, Morganton Rd

Cliffdale Rd.. Only one side has sidewalks..

Cliffdale Road

Cliffdale Road near Fayetteville Academy.

Cliffdale Road, Reilly Rd, Raeford Rd, Morganton Rd, Hopemills Rd, Hokeloop Rd, and all around Fayetteville.



Cliffsdale west

College Lakes neighborhood especially Stacy Weaver Dr.

Complete sidewalks from Ramsey St. to Raeford Rd. (Specifically from Country Club to Murchison Rd.) on both side of the road. Including improving the bike path on the South side.

Completed or created Sidewalks on Skibo Road as well as Raeford Road.

Connect the sidewalks - Focus on connecting sidewalks to schools and neighborhoods.

Controlled crosswalks at all major intersections along Morganton from Skibo to McPherson Church Rd.

Country club Rosehill road All roads that have heavy traffic

Country Club Dr. - Pamalee Drive

Coventry Road, Cross Creek Mall Area and Market-House Roundabout

crossing Mcpherson Ch rd from neighborhood exits. crossing Raeford Road by Highland Center crossing Morganton Road from Vanstory Hills

Crossing Raeford Road; Near Cape Fear Regional Theatre; Morganton Rd

crosswalks on Raeford Road in Haymount . New crosswalks on Morganton Road in Haymount near CFRT and Truck stop are good! It has helped slow down the thru traffic.

Crosswalks on Skibo and Morganton Rd near Skibo to McPherson

Cumberland county

Cumberland Rd. Owen dr Murchison rd needs improvements, including moving power poles that block the sidewalk. Raeford rd near Gillis hill Walmart area

Cumberland Rd. Highly walked- no sidewalks at all or a single crosswalk. Really bothers me because this area is lower income already and absolutely deserves safe walking areas. Skibo Rd- not enough sidewalks - No safe way to shop around without driving. Raeford Rd- no easy way to walk to work with not enough safe crosswalks.

Deep Creek Road speed bump, if not allowed easement for side walk #leasy to one side of street

Don't forget about skibo. Everyday I see someone running for their life to cross this street. It's one of the main arteries of this city and has the worst pedestrian infrastructure.

Down town and Haymount need to be built up so that all kinds of services are accessible within walking distance. Road downtown offer smaller volume and lower speeds. Areas around Cape Fear Hospital and along Raeford Road need to be made safe and accessible as well. Large intersections and high speed make crossing very scary.

Downtown

Downtown

Downtown

Downtown area, specifically 722 North street area. We need sidewalks, crosswalks and speed bumps.

Downtown on Hay St.

Downtown. Major roads.

Downtown/owen dr

Downtown...shopping centers...neighborhoods...

Eastern Cumberland county (Hoke Loop road)

Entirety of Skibo Road, entirety of Cumberland Road, near schools and hospitals.

Especially near schools

everywhere



Everywhere

Everywhere

Everywhere besides Downtown. That is not the only part of Fayetteville so please quit pretending like it is.

Fill in gaps along S McPherson Church Rd. Intersection and crosswalk improvements along Morganton Rd. Fill in gaps along Murchison Rd (south side).

Fisher road, Radford road, Strickland Bridge road, George Owen road, Cumberland road, Graham road,

Graham Rd for kids going to school

Graham Road Bunce Road

Graham Road needs sidewalks ASAP. Students who must walk to 71st High School are endangered EVERY SCHOOL DAY by the high volume of hurried drivers on Graham and Raeford Roads. This location should be a priority for any new sidewalk project.

Grays Creek

Hay street

Hay street, raeford road

Haymont

Haymont to downtown, connecting residential areas to commercial areas

Haymount

Haymount

Haymount

Haymount (Morganton Rd, hay street and ft Bragg road area). Speed limit is way too high, not nearly enough traffic calming devices, lighting, well-painted crosswalks, too few crosswalks. Raeford rd speed limit way too high in the residential area east of Robeson street. Also Murchison road is absolutely abominable for pedestrians, it is a shame

Haymount and Downtown

Haymount area needs sidewalks and safer ways to cross the road. It has been a while, but I used to walk/jog McPherson Church Road and was always a little disappointed that the nice sidewalks along there didn't continue down Raeford Rd. in a consistent safe path.

Haymount area, Raeford Rd near Haymount, Hay street

Haymount downtown; Morganton Road (between Robeson and McPherson); Raeford Road (between Haymount downtown and McPherson - so dangerous! Often see employees of businesses on that road crossing and there's just nowhere safe to do it and cars are moving so quickly with so many lanes, it's just a wonder there aren't more accidents)

Haymount near Cape Fear Regional Theatre. Revisit the one lane traffic scheme proposed several years ago. The Food Truck court has proven that there is much demand for this type of development in Fayetteville.

Haymount Neighborhood

Haymount to Downtown

Haymount trying to get to Highland Presbyterian

Haymount! Crossing Hay Street is downright treacherous.

Haymount!!

Haymount!!!

Haymount, Morganton rd.



Haymount, specifically along Morganton road. More crosswalks on Skibo/Pamelee/Country Club, Raeford Rd, Cliffdale Rd, Yadkin Road, Hope Mills Road

Haymount. Downtown.

Heavy traffic areas along raeford road

Hoke Loop has extremely poor pedestrian connectivity. Rayford Road near the intersection with CliffDale has near nonexistent facilities for pedestrians.

Hoke loop road, Cliffdale, Raeford road.

Hope Mills

Hope Mills rd and , West Raeford rd, Rayconda Road

I live off of Ramsey so I would love to see Ramsey st be more accessible

I live on Rush Road in Fayetteville and it is very difficult to walk more than 1/2 mile from my house without having to dash across a very busy road (Pinecrest, Raeford Road, Morganton Road). It is crazy that cars crossing Pinecrest are able to cause the traffic light at the intersection to change, but pedestrians can't. I have also watch teenagers have to dodge cars crossing Morganton Road to get to Terry Sanford High School. Again, it is crazy that vehicles can cause traffic lights to turn red, but pedestrians don't have this option. Even if sidewalks can't be placed if crosswalks and the ability for pedestrians to pause traffic to cross the street would be a huge safety improvement and would significantly increase walkability in the Haymount area.

I Love In Hope Mills We Need Side Walks.

I think that Fayetteville needs to build pedestrian bridges over heavily congested areas like intersections on skibo rd for example. People would park at let's say target and walk to dollar store or park at tj max and walk to the Mall without moving their car if there was a way to do it and not in danger their lives. Lots of cities do this and it's a great way to elevate traffic congestions in some areas and maybe get some exercise as well!

I thought there was a pedestrian plan for Haymount in 2018, but it appears that nothing has been constructed to make the sidewalks better in downtown Haymount or have a road diet. Morganton Road needs sidewalks from Devane all the way to McPherson Church Rd on the south side of the street. Raeford Rd needs a sidewalk all the way from Dobbin to Robeson by Harris Teeter Pinecrest Dr. needs a sidewalk from Morganton to Parkview Ave. McBain needs a sidewalk from Pinecrest to Executive Place W Rowan St. needs a sidewalk from Rowan Park to Oakridge Ave Woodside Ave needs a sidewalk from Rowan Park to Hay Street Branson St. needs a sidewalk from Fountainhead Ln to Broadfoot Avenue N Churchill Dr. needs sidewalks between Ft. Bragg Rd. and Morganton Broadfoot Dr. between Clark and Morgan St. needs sidewalks

I would first start in low income areas providing pedestrian walkways and connections

I would like sidewalks on both sides of Skibo Road for the ENTIRE stretch!!! There are so many people walking on the side of the road there, it's so unsafe.

In front of Cape Fear Valley on Owen Drive, Ramsey Street near the major shopping Centers, and on Cliffdale where many pedestrians have been killed for the last year or so.

In haymount

In the mall area where there are shopping centers that cross Skibo and Morganton Roads

Install a sidewalk for Woodside Avenue from the light at Woodside and Hay Street to Rowan Park. A gap currently exists from the neighborhood to the edge of the park. Auto traffic is heavy, and often exceeds the posted speed limit.

Intersection of churchill & morganton. Sidewlks in the vanstory/woodlands/howard acres areas. Kids often walk down the road from terry sanford.



Intersection of McPherson Church Road and Morganton Road; huge, busy intersection without any crosswalks/crosswalk signals

Intersection of Raeford Rd and 71st School Rd, intersection of Strickland bridge rd and Raeford rd., and the intersection of Skibo rd and Cliffdale rd

Intersections of anything on Skibo Make sidewalks connect Crosswalks at any major roads that are heavily congested

Jack Britt area

Jack Britt area near the schools. shopping, connecting to neighborhoods

Jack Britt area.

Jack Britt Area. Walking paths from Honeycutt Elementary School to Birch Creek, Traemore, and Shoppibg area/ Jack Britt

Jack Britt school district. All down lakeview to support school walkers. Same with Stoney Point.

Just about everywhere I walk...lack of sidewalks, speeding traffic, inconsiderate drivers all make every walk an "adventure"

Lake Rim area. Rim Road. More of the Bill Crisp Senior Center area where the residents of the areas close to this part of Fayetteville can make great use of more sidewalks from the ones already there. I see many people including my family walk this area so I assume it would be a great area to add more sidewalks.

Lakewood dr, stoney point rd

Lakewood Dr.

Lakewood Drive

Lakewood Drive

Look at main roads that can connect people for work and pleasure. Example: Connecting the areas around the Cross Creek Mall, to allow people walk across Morganton road and Skibo road without fear of being hit and connect multiple shopping centers versus being land locked in the mall.

Low income areas

Lt and Rt side of skibo road from cross creek mall to Walmart

Maiden Lane and Anderson. Hay Street downtown. Grove Street to downtown.

Main road/shopping areas

Mc Aurthur and Andrews rd.

McFadyen Dr. from Morganton to Offspring

More side walk in the new annex areas

More sidewalks

Morganton Rd & McPherson Church Rd

Morganton Rd, Cliffdale Rd and Skye Dr up to FTCC

Morganton Rd, Hay St crossing MLK

Morganton Rd. inbetween downtown Haymount and McPherson Church rd.

Morganton Road Build a trail to the existing tunnel that goes under 295

Morganton Road (between Skibo and Riley Roads) and side roads leading to Skibo.

Morganton Road / Haymount / Pinecrest / Raeford Road (Haymount) /

Morganton road and around cape fear valley and haymount

Morganton Road at Woodrow st. Terry sanford has no crosswalks?



Morganton Road between Pinecrest and the commercial center of Haymount by Cape Fear Regional Theater.

Morganton road between Reilly road and golf drive. Lots of pedestrian traffic and cars but no side walks. Pedestrians are forced to walk in the grass due to amount of car traffic.

Morganton Road needs sidewalks on both sides, more crosswalks, and a lower speed limit. Cliffdale Road also needs sidewalks.

Morganton, haymont,

Morganton/vanstory

Murchison rd

Murchison rd and filter plant drive

Murchison Road

Murchison Road area, Reilly and Cliffdale Road areas

Murchison Road near Fayetteville State University

n/a

Natal and Black and Decker Rd have very poorly maintained sidewalks. This is a high traffic area with grocery stores and Walmart. People should be able to safely walk to these stores. Also, Cumberland Rd needs safe sidewalks for the same reason.

Near school zones, Cape Fear Hospital, Sapona Rd, apartment complexes, McArthur RD, Old Wilmington Rd & N Eastern Blvd (ppl who walk to PWC) Grove St, Raeford & Bunce Rd

near the mall on both sides of Cedar Creek Road and bragg blvd

Need more sidewalks

Need sidewalks on Andrews Rd by Pine Forest High School

Neighborhoods

Neighborhoods surrounding Harris teeter on Raeford

Neighborhoods that do not have bus transportation due to living with 1 mile of school

Neighborhoods that do not have sidewalks.

New Ponderosa housing area.. children have to walk in the street to get to school.. There are 3!! There are no speed humps so the speeders zoom around the kids!! Very dangerous!!

No specific locations, but Fayetteville needs a serious overhaul on the roads for pedestrians. Our county is not pedestrian friendly at all. I see parents walking their children to school trying to cross where there is no crosswalk and no crossing guard. Sometimes these parents have smaller children in tow making it even more dangerous. Not to mention the lack of courteous drivers on the roads who speed, don't stop at stop signs, run red lights, pass in no passing zones during the times where speed limit is to be reduced.

None. To much foot traffic already.

North bound Bragg Blvd between Westmont Dr and Stamper Rd. But the most serious concern is between Pecan Dr and Stamper Rd as the residents that live in Haymount Rehab use motorized wheelchairs and have to cross Bragg Blvd 2 times and once at stamper to get to the Eutaw Shopping Center and people constantly run the red lights at this intersection.

North Fayetteville.

North side of Fayetteville, especially Andrews Road (people/children) always walking from the schools to grocery store, gas station, food services. McArthur and Honeycutt Road. North Ramsey St.

North side of town/Ramsey St

Northeast Fayetteville (Ramsey Street area)



Oak Ridge, Morganton, Raeford, Bragg Blvd

Old Street and Hay Street area need improved markings. Lack of vehicles yielding at crosswalks by Market House. Lack of vehicles yielding at crosswalks near library and stadium.

On Graham rd

On road ways that people need to access businesses as well as major roads connecting neighborhoods for walking.

One of the main things I see as a motorist is Jay Walking! We need more cross walk markings and walk/don't walk lights at big intersections. Then, we need to enforce it. McPherson Ch Rd and Morganton Rd is a major problem. Someone is going to be killed sooner or later.

One would be Ramsey street towards downtown

Owen Drive

owen drive area

Pine Forest High School area. Sidewalks linked to the neighborhood of Inverness so students can cross the street safely

Places u don't think people will have to walk think outside the box

Please continue investing in sidewalks. It's important for everyone - from folks who don't have access to cars for the safety of joggers.

Prestige Rd in Montibello.

Radford/hope mills

Raeford Rd

Raeford Rd and Wildwood Some bus stops

Raeford Rd area from Harris Teeter to Buckhead subdivision.

Raeford Rd at Purdue needs crosswalk. Marlboro Rd needs traffic light on Raeford. Every school should have sidewalks on both sides of the street for 1/4 mile in each direction. Crosswalks at car repair shops/ hotels so people can walk to other shops.

Raeford Rd from Dobbin to the Harris Teeter needs sidewalks. Morganton Road Should have sidewalks on both sides and crosswalks all along it at larger intersections. I've seen families trying to cross Morganton at the Westwood shopping area.

Raeford Rd into Haymount, Sycamore Dairy, McPherson Church

Raeford Rd near FootLongHotdog place and intersection of the All American Freeway.

Raeford Rd, McPherson... N. Churchill Dr. Morganton Rd.

Raeford Rd, Yadkin Rd

Raeford Rd., Hope Mills Rd./Main St.

Raeford road

Raeford Road

Raeford Road

Raeford road (all of it). Strickland bridge road (this is a bit of a selfish request because its the road I live off of, but ive seen lots of people walking, and biking along this road, kids and young adults mostly.)

Raeford Road from Harris Teeter to Ferncreek, Add crosswalks at Raeford Road and All American

Raeford Road starting at Robison Street

Raeford road.

Ramsey and Skibo I think most people would agree on this.



Ramsey St

Ramsey st, Parts of Murchison Rd the end part going towards spring lake, Fort Bragg Blvd the end part heading towards Circle K.

Ramsey St. - no sidewalks from Northwood Temple to Wendy's; and from Kensington Circle to Mary St. on Northbound side

Ramsey Street

Ramsey street corridor (from downtown toward Country Club Drive) needs more crosswalks! Raeford Road (from Robeson toward Seventy-First) needs more crosswalks. Raeford Road (from Highland country club toward Haymount) needs safe sidewalks.

Ramsey, Owen,

Rayconda area

Reilly Rd from Morganton Rd towards Ft Liberty

Right around the ballpark. Pedestrian bridges over train tracks would be nice

Right lane on RAEFORD RD TURNING RIGHT GO TO BILL CRISP CTR, AWFUL DEEP POT HOLD AS YOU TURN RIGHT!

Right there by the Family Dollar store on East Avenue coming down to the Cape fear River Trail, right there. We need sidewalks on both sides.

Rim Rd to Cliffdale & to 401; Bunce Rd to 401 & to Cliffdale; Bill Crisp Senior Center to Rim Rd. & to the lake access area; Lake Rim Park to Rim Rd/Gillis Hill Rd

Rim Road / Cliffdale

Rim Road and surrounding / connecting area. Should have sidewalk and lighting along Rim Road from Cliffdale to Raeford Road and have improved pedestrian crossings.

Rim Road needs sidewalks between Cliffdale and Raeford Road

Rock Ave., Woodrow St., N. Churchill Rd., Oakridge Ave.

Rosehill Tarmack Landez6

Rosehill Road between Ramsey St. and Pamalee Rd.

Rosehill road needs sidewalks connecting neighborhoods to schools, parks and businesses

Sandhill Rd and Chicken foot Rd - it could be an amazing bike path too!

School Grocery Stores and shopping centers

See Map

Shawcroft-Ramsey intersection

Side walk from Ramsey st. To Rosehill Rd (McArthur Rd)

Side walks on Andrews and McArthur Road, a walk bridge across from the Stonegate neighborhood to Pine Forest HS.

Sidewalks in neighborhoods and crosswalks on busy city intersections

Sidewalks in subdivisions, especially those that were pulled into Fayetteville kicking and screaming that they didn't want to come, as soon as possible.

Sidewalks on Andrew's Rd to the both Howard Hall elementary, and Pine Forest High school.

Sidewalks on BOTH sides of Skibo rd, McPhearson Church Rd, Morganton Rd, Fort Bragg Rd, Bragg Blvd. And crosswalks w/lights & sound at major intersections!!

Sidewalks on Graham Rd and in the Robinwood neighborhood.

Skibo

Skibo and high shopping trafficked areas. Specifically crosswalks there. Neighborhoods with sidewalks would be great!



skibo and Ramsey st

Skibo area around the mall area.

Skibo corridor, Murchison corridor, Ramsey corridor

Skibo near the mall!

Skibo rd Morganton rd Yadkin rd

Skibo rd needs more protected crosswalks. As does Morganton rd. Also the corner of Clifdale and Bunce. Any where there are bus stops near an intersection, there should be safe ways for people to get to them.

Skibo Rd, Cliffdale Rd, Raeford Rd

Skibo rd, Murchison Road, Ramsey St, Yadkin Rd, Cliffdale, Raeford Rd, Hope Mills Rd, Bragg Blvd, Hay St,

Skibo rd, person st, Raeford rd, Murchison rd

Skibo rd. needs catwalks for easier accessible street crossing.

Skibo Rd., Raeford Rd., Clifdale Rd. Morganton Rd.

Skibo Road Raeford Road

Skibo road Ramsey street

Skibo Road between Raeford Road and All American. You have to take your life into your hands to cross on foot.

Skibo road, Bingham Dr, all neighborhoods near schools, libraries and parks

Skibo road. Raeford rd from Robeson to county line.

Skibo, Haymont, Raeford plaza(Walmart)

Skibo, Haymount, eastern fayetteville,

Skibo, raeford road, and Strickland bridge.

Skibo, Ramsey St, raeford road and bragg blvd

Skibo, Ramsey, Radford, Morganton, Murchison, Bragg

Skibo/chason ridge, fisher road, lakewood drive all the way down to stoney point/rockfish rd, George Owen to raeford rd, George Owen to hope mills rd.

Skibo-Cliffdale Intersection (I see many people, even myself, jaywalk at that same location) Skibo-Morganton Intersection

Some walking bridges over Raeford Rd would be nice

South Ramsey St sidewalks that runs from PNC bank to Fersinus Dialysis needs to be replaced. There is very dangerously uneven sidewalks. Making it very hard to push a wheelchair to catch the bus in front of the funeral home and try to also go to drug stores for medication. There is also a blind spot at the intersection of Grove St. & Ramsey St. The right turning lane at CVS. I have almost gotten hit twice. The turning lanes does not yield as instructed. The pedestrian cannot see around the cars until they get to the right turning lane.

Stacey weaver and rosehill rd

Stacey weaver street, McArthur street, Andrew road, rose hill road, Reaford road, Honeycutt road.

-Stacey Weaver/Rose Hill on the North side of Country Club -McArthur from Ramsey to Long Street

Stacy Weaver Dr

Stone point, around the fire station to jack britt.

Strickland bridge road

Strickland bridge road



Strickland Bridge Road Fisher Road Lakewood Drive Rockfish Drive

Stricklandbridge to Raeford

The area of hay street where the truck stop/theatre/local shopping is! People do not yield to pedestrians and where the truck stop is people illegally park on the side of the road! When cars are turning onto Broadfoot they cannot see pedestrians because traffic is trying to avoid the excessive parked cars! It is dangerous for pedestrians as well as cars attempting to turn onto Broadfoot at busy times!

The corridor from Ireland drive, Cumberland rd to downtown. This stretch is heavily used by Pedestrians but there is little safe infrastructure.

The entire city but I live near N Ramsey St and would love to see more pedestrian/bike friendly space on our side of town and especially for the schools.

The haymont area (cfrt, truck stop ect.) to downtown

The Haymount area

The Haymount area, FSU area, Morganton Rd mall area. — Look at the other cities with high walk ability ratings!

The highways, I always see people walking across them because there is no way place to cross.

The intersection of Hay St and Fort Bragg Rd is dangerous. Drivers do not yield to pedestrians in the cross walk. The crosswalk is poorly marked. Drivers see the hand turn red quickly, but the numbers are still counting down and they fail to yield. There is no pedestrian sign for when drivers make a left on green (not green arrow). Off Hay St and Hale St there is a blind corner from the large brick retaining wall where cars pull out into the sidewalk just to see around it and if someone is running or riding a bike down hill they will get hit.

The mall!!! There are not marked crosswalks. Anywhere there is a sidewalk should have painted lines for pedestrian safety.

The many residential areas

There are several streets where the homeowners let the shrubs cover the sidewalk. Some are impassable and others are so narrow someone pushing a stroller would need to get in the road. MORGANTON ROAD FROM OWEN TO DOWNTOWN!!!

There are too many areas in Fayetteville. That need safety measures in place both for vehicle traffic and pedest her in traffic

There needs to be crosswalks around Cross Creak Mall. Way too many people risk their lives trying to cross the extremely busy skibo rd. There are also alot of bus stops around so it would make it easier to cross the street.

There should be a safe way to cross Skibo rd. Raeford Rd. And Bragg Blvd.

There should be sidewalks in every school zone. sidewalks should not be obstructed by overgrowth of trees or grasses; meaning they need to be edged up. I live near a middle and elementary school. kids had to walk on the side of the road where there was no sidewalk, in the dirt with traffic zooming by 35 mph or more. Kids were walking in the mud, tall grass and trash. There are bushes over growing, forcing kids to walk in the gutter and on the edge of the street. fences have been put around schools forcing kids to walk all the way around buildings instead of having access to the school property which should be a safe place for them instead, are forced to walk along the perimeter of the outside in unsafe areas.

Tokay. Changes in the amount of traffic on Ramsey Street has increased traffic in the Tokay area. Drivers attempting to get to traffic lights or above the flow of traffic. Speeding through my area.



Too many locations to search and drop the pin in this box. Since you are doing the analysis you should provide locations within the city for us to pick from. Just make sure you connect key locations like schools, parks, and shopping centers.

Too many to list, but I will start with Raeford Rd. All of it needs sidewalks, especially in the section from the Hoke County line to Gillis Hill Rd. beside Walmart. More people in the surrounding neighborhoods would walk to all those businesses if there were sidewalks and safe, substantial crosswalks.

Vanstory Hills, Skye Drive/FTCC/Terry Sanford, Haymount, and Downtown Neighborhoods and Connections (Sidewalks, Multiuse Paths, Protected Bicycle Lanes, and Push Button Walking Lights with Crosswalks on Major Roads like Morganton, Pinecrest, and Hay Street)

Village and Owen Dr intersection and the general area around the hospital.

Walking trail by Bill Crisp Senior Center and the lake. Cliffdale West Community

Wells place

West Fayetteville

West fayetteville area . There are some side walks. But they more than not do not connect. There are sections that walks to no where.

West Fayetteville area. Fisher road, Lakewood Drive, Bingham Dr.

Western Fayetteville

Western Fayetteville. You know the neglected part of the city.

Western Fayetteville/Cumberland County, near 71st High school

While you expand your city limits you concentrate only on the downtown. If you incorporate other areas of the county into the city then expand your efforts to include amenities those you are now collecting taxes from.

Yadkin road

Yadkin Road

Yadkin Road area.

Yadkin Road, Cliffdale, Bragg Blvd

Yadkin, Reilly, Morganton, Skibo

You'll need to start holding people accountable.

Appendix B.2

Question #9 asks for survey respondents to share any additional comments or suggestions regarding pedestrian safety and connectivity in Fayetteville. Below is a list of those responses (184 total). Please note that the responses have not been edited or modified.

71st School and Bunce often have people walking on the shoulder at night. Cars fly down these roads. It's very unsafe

A lot of pedestrians in their youth may need to commute to such popular locations, and may not want to get hit by any cars. The bottom side of Cliffdale Road lacks sidewalks from Waters Edge Dr to Skibo Rd. There needs to be sidewalks placed there. Skibo and Cliffdale Roads does not have a crosswalk. A lot of people jaywalk in these roads. Skibo and Morganton Roads does not have a crosswalk, which may be important, because the Cross Creek Mall is nearby which a lot of people commute to often.



Adding Greenways that connect neighborhoods to shopping or parks would be amazing

Adding in bike lanes would be wonderful. So unsafe to bicycle on the road.

Adding things like medians and roundabouts will make drivers slow down and make it safer for pedestrians and cyclists

All bridges need a bike or pedestrian path, either on the pavement or a separate path/foot bridge.

All main road intersections really need a safe, clearly marked, wide cross walk. Thanks so much for considering this.

Alot of people walk around that intersection and it's very sketchy.

Andrews Rd needs sidewalks for the safety of students that walk from Pine Forrest HS. Especially PFHS to Ramsey St, there is no shoulder.

As busy as Seventy First School Rd&Radford Rd.therr still need to be a crossing guard @McDonald,s crossing in front of the school.

Begin from having intersections with pedestrian crossings so that motorists can start being conscious. Build bicycle green ways. Expand existing sidewalks. Make them wheelchair friendly.

Building sidewalks doesn't matter if they don't feel safe. High speed traffic makes sidewalks feel unsafe. As do long straight roads where the sidewalks are completely exposed to traffic. If this city cares at all about building better pedestrian infrastructure, please consider planning roads that are only one or two lanes of vehicle traffic, top speed limits of 35 mph, natural "slow downs" for traffic (road narrowing, curves, etc.) to reduce speeding, reduce school zone speed limits to 25, and separate sidewalks from vehicle traffic using landscaping and trees. Overall, make the sidewalks feel better than the roads!

Bus routes need to be reworked/extended. Many people(myself included)commute from Spring Lake to Fayetteville for work and it would be super convenient to have a bus route that runs to Spring Lake at least until midnight

Cars speed sometimes 30 mph + over the speed limit in my neighborhood. I have positioned the neighborhood with 100% voting yes to speed bumps, submitted it to the police department as required and nothing was done. The lack of safety measures in and around our neighborhood has caused kids to have less outdoor time.

Challenge with parking, location in FAST terminal

Cities and counties across the state should have ordinances requiring developers to include sidewalks in all neighbourhoods and commercial developments. I have been to several neighbourhoods with no sidewalks forcing moms with strollers and kids on their tricycles to be on the street competing with cars. Equally important is to promote and create safe bicycle lanes and pathways. Prioritizing pedestrians and cyclist over motorists should be the priority for this city and any other city in the country.

Connecting existing side walks where there are gaps, such as on major roads like Fort Bragg Blvd would also help. More Greenway trails for bikers would also make Fayetteville a more desirable place to live

Consider road diet on Purdue Drive to increase safety for all users.

Consolidate and colocate so people won't have to use cars to get everywhere. This saves money and time because you can consolidate resources and manpower for those locations to get things done!

could be nice to add more walking trails that can be used for recreation and to connect parts of town

Cross walk bridges over intersections

Crossing the Fort Bragg Road/HayStreet/Morganton Road intersection is horrible. Crosswalks are a good addition but drivers still aren't paying attention!



Crosswalk signs for pedestrians

Crosswalks and sidewalks are very lacking in Hope Mills. Can you help with these issues? As a senior without a car, and with mobility issues - it is very difficult and dangerous to get to shopping and restaurants/fast food even though I live less than a mile from the Hope Mills Walmart and the multiple eateries and shopping surrounding it.

Crosswalks are rare once you get out of downtown. People crossing roads spend a lot of time in the middle turn lane and it's dangerous. Sidewalks are unusable at times - on only one side of a six-lane road, end randomly, etc.

Crosswalks should be "upraised" a bit at all four lane streets and the crosswalks should all have white glow paint.

Cumberland County should join in this effort, particularly as it relates to lack of sidewalks near public schools.

Downtown is the safest place here in Fayetteville for a pedestrian to walk. You and literally walk across the street with your eyes closed and not get hit. All areas here in our city should be that safe. We have places where our young kids may commute to see friends or maybe go to the store with a friend or for a parent. You also have people whom may have to walk to work everyday because they may not have enough money for a bus. Our roads should not only be safe for our drivers, but should also be safe for our pedestrians.

Driver and Pedestrian Education.

Drivers show disregard for pedestrians in the crosswalks

Even in cross walks, it's scary to cross

Even though there are sidewalks and crosswalks on Grove St, nobody seems to use them.

Fayetteville is one of the most dangerous places for pedestrians. No one honors the right of ways, ignorance is bliss per pedestrians.

Fayetteville needs a lot more sidewalks. Especially within neighborhoods. It affects quality of life especially for children to learn to ride bike. It's not safe to let kids ride bike if they have to ride on streets.

Fayetteville severely lags behind other NC cities in development and maintenance of pedestrian and bicycle pathways. Bicycle pathways to popular destinations do not exist and pedestrian crossings are either not present or are poorly maintained. Additionally, traffic laws are not enforced and this makes pedestrian or bicycle transportation dangerous. Maybe we should have taken care of this before the failed tennis complex, fire station, and stupid design for entertainment complex downtown. Makes you wonder who is driving this ship!

Fayetteville should strive to make itself fully navigable by foot or bike. There should be a sidewalk or asphalt covered path connecting the entire city.

Have CCTV and start issuing tickets. Require front and back vehicle plates. It is crazy the amount of bad driving here.

Have reflective signs or flashing lights for low vision night drivers. Color code arrows for Elementary kids who walk to school and ALL SCHOOL ZONES NEED IMPROVEMENT FOR OUR CHILDREN

Have seen handicapped persons struggling walking on the side of Bunce Rd with a Walker in the mud towards Cliffdale Road with cars speeding dangerously close by. It is an accident waiting to happen. The residents desperately need a decent sidewalk to walk on.

Have sidewalks & crosswalks w/ traffic lights

Having pedestrian crossings in Fayetteville is vital for ensuring safety and accessibility for everyone. They provide a secure space for people to cross roads, reducing accidents and enhancing walkability in the city. Well-marked crosswalks encourage more walking, promoting health and reducing traffic



congestion. By connecting key locations like schools, parks, and shopping centers, pedestrian crossings foster community engagement and make Fayetteville a more livable, vibrant city. Let's make our city safer and more enjoyable for pedestrians of all ages and abilities!

Having such improvements will make the overall population more inclined to going out more and venturing into other parts of Fayetteville.

Haymount roads are so narrow and the sidewalks are virtually nonexistent, despite this being what could be a very walkable neighborhood with food/beverage/retail/downtown access. It just does not currently feel safe from traffic or well lit.

Highly recommend adding bike lanes or allowing bikes to use sidewalks along Raeford Road

Hire a better city planner! Stop giving out permits to VAPE SHOPS! There are literally 3 vape shops at every block: they are all just covers for DRUG sales. NO MORE PERMITS for any VAPE shop or HOOKAH lounge!

I am tired of almost getting hit by cars. Please break the cycle of no crosswalks and sidewalks that randomly stop in the middle of nowhere.

I don't even know where to start! It's all inclusive. We scale down to have less vehicles. One of us works but I nanny and homeschool. We would walk everywhere IF your city allowed it instead of adding just roadways without proper or functioning crosswalks or sidewalks in general. My husband is a tech overseeing ALL of NC. He works on these streets and there has to be two or more of them on one job sometimes just to watch or slow traffic for the other tech to put up your service lines. They don't get paid extra to do that. You want these extras- protect those that give it to you. Your civilians SHOULD be able to walk out of their home and be able to walk to the shop or school, hospital or park if need be. Or simply do their jobs. They shouldn't need an Uber or another vehicle. And they shouldn't be killed by walking down the street because of having to get petrol. A close friend had to walk on the street to get gas after breaking down. IF there was a sidewalk, there would HAVE NEVER BEEN a hit and and run and he would be alive today for his wife and child. It's time we have #PeopleOverProfit and make sure their needs are actually met. Period.

I have actually been cursed at, while using a crosswalk to cross the street while 6 months pregnant, by a business truck that apparently is unaware of street laws. I think penalties should be higher for business vehicles that disregard these laws.

I hope I can see it before I die I'm tired of sitting in the house

I just moved here and am appalled by the lack of consideration by the city to anyone outside of a car. There are very few sidewalks, few crosswalks, the streets are designed for people to drive as fast as the want and the enforcement isn't adequate to stop them, and I have yet to see one bike lane. I hope by creating this survey that the city is taking pedestrian safety and alternate transportation seriously.

I like walking to Festival park, down town and as necessary from time to time assist family member in wheelchair coming from dialysis. My complaint is the dangerous uneven sidewalks. Most uneven sidewalks are at least 3 to 4 inches uneven. That's a major problem for anyone using a wheelchair.

I live right off of Ramsey Street down here in Rivercliff by the Cape fear River Trail. We need sidewalks on both sides for pedestrians who like to take their bikes down here and people walking by the family Dollar store and the Hudson Bay seafood come down Eastwood Avenue all the way down the hill we need sidewalks.

I see people trying to cross the road in busy areas like Skibomand on Raeford Road!

I think Fayetteville should invest in overhead pedestrian crossings to prevent so many pedestrian deaths. Overhead crossings will not only save lives it will modernize the city. If the overhead walks are too costly add more pedestrian crosswalks and signal in high traffic areas. Also consider making it



safer to cross 4 lane roads such as Raeford, Skibo, Morganton, Murchison, and Cliffdale. It's 2024 and Fayetteville is a growing metropolitan area, pedestrian deaths should not be its biggest problem (which seems to be the case since at least 1x a month a pedestrian death is reported).

I think the City should look at doing a pedestrian bridge over the heavy traffic areas that I mentioned like they have in Chapel Hill and Duke Medical. That would take the pedestrian out of the right away all the way and be more safer especially in the areas where people are being hit and killed on a regular basis.

I walk through Haymount daily with my toddler struggling with crossing the street, cars speeding, people don't stop at the crosswalks. Why did they paint some crosswalks recently and not others? It is more important for people to be safe than for people to shave 30 seconds off their commute in our very compact city!!

I would like to see more accountability for keeping the sidewalks clear of debris and overgrown grass. The problem with most of the new sidewalks that have been installed is that they are directly next to the roads and when they're not maintained then they force the pedestrian closer to the fast moving cars.

i would love to walk more to the mall from the movie theater but their isn't a cross walk on skibo at lake valley and i think thats very disappointing and sad. i think more people would walk on skibo if it was scary to cross the 6 lane road :/

I've seen people run through stopped or slow moving trains at the Hay St Winslow St intersection. An elevated pedestrian crosswalk would be great. Often people get stuck behind the train as pedestrians and sometimes the train will sit on the tracks for 15-20 minutes, which causes people to do unsafe things like go under or between the train.

I'd like to see bike lanes made as well!

If blocks are really long, place a Crosswalk in the middle of the block! Thank you.

Improving sidewalks is the first step to making areas more walkable, but there needs to be upkeep of the surrounding land as well as means for shade. The use of trees to provide shade along sidewalks can be very important to promote more walking.

Improving the Walkability of Fayetteville will assist with better Health, Reduce Obesity, allow people to connect, plus Families with children can enjoy the City be walking "Safely" without fear of being hit by an automobile and not driving to every location daily.

In and around my neighborhood of Kornbow, Sidewalks are desperately needed on Blanton Rd and Johnson Street. Improved pedestrian access to Turner Park would make walking both safer and more desirable. Also, these two streets have many pedestrians who rely on walking and Blanton and Johnson are very unsafe with narrow lanes and heavy, speeding vehicular traffic. Sidewalks on Blanton, Johnson and the completion of Helen Street sidewalk would connect the main streets in this area that are heavily traveled by pedestrians and school children walking to and from their bus stops. Permanent traffic speed calming measures such as all-way stop intersections should be considered on these same streets as well.

In areas were crosswalks are not feasible, consider elevated climate controlled crosswalks. You can make them wide enough to be able to add vending kiosks in them, and revenue from leasing the kiosks' spots would pay for the o&m.

Include citizens in all improvement plans, and really give value to their thoughts and concerns. Not lip service only.

inconsistent and or inefficient public transit coupled with unsafe and nonexistent crosswalks/sidewalks makes this a heavily car dependent city. I would personally like at least visiting a few areas of town that felt more walkable to make fayetteville a safer, more desirable place to live.



Intersections should have a crosswalk

It is unsafe for older people to walk in our neighborhood because of loose dogs

It would be great to have wider medians so that pedestrians can be safe when they're crossing a wide road.

It would be nice if on major roads with 5 lanes that there are sidewalks on both sides so you don't have to cross the road to use the sidewalk.

I've been running in the city for seven years. I live in Haymount where pedestrian infrastructure is better but I used to live near Cliffdale/Reilly intersection. The farther west you go in the city, the more degraded or non-existent the infrastructure is. I suggest looking at the Strava fitness app, they have "heat maps" which show commonly run routes.

Lack of traffic enforcement - including that of law enforcement. I frequently see officers speeding without their lights on, texting on their phone, etc.

Lack of underpass for pedestrians in busy intersections. So that it doesn't interfere with traffic.

Lakewood Dr is nearly 2 miles long with about 5 large subdivisions and 4 schools connected to it. The lack of a mode for students to travel to and from school is unnecessary and dangerous.

Lakewood driver has several neighborhood with schools. The poor kids are having to walk in the grass. Let the police do their job. Stop criticizing the police.

Lights on the road would be helpful as well to get to the stores easier and drivers to see pedestrians walking.

Look for the dead grass pathways on the side of the road that will tell you where people commonly walk. Ideally I'd like to see walkways and bicycle lanes connecting residential areas with downtown and places like the hospitals and larger commercial areas. Making it easier for people to walk or ride to work

Look into pedestrian bridges over main roads at key areas. Main roads like Skibo, Reaford Rd, Bragg Blvd for example.

Love the big sidewalks on hay street. Only feel unsafe when approached by homeless, they can be a little verbally aggressive at times

Lower the speed on Ramsey Str.

Maintain what is in place. Otherwise you are wasting tax payer money

Maintenance to bike path needed along Country Club to Raeford Rd. Also ensure that signs alerting drivers of persons working or work ahead are not placed on the bike path. This happens rather frequently.

Making fayetteville more pedestrian and bike friendly is SO important! I really hope to see this come to fruition. The lack of crosswalks and sidewalks in this city is very alarming.

Many times I see pedestrians walking down the center of the road and jaywalking. Crosswalks are needed but also need to be enforced ie tickets for jaywalking

Military family and most of our service has been up north. One reason upon returning to the south, the lack of sidewalks.

More crosswalks, skywalks across Skibo would be nice, more bus stop covers

More marked crossing.

More sidewalks along andrews rd.

More state troopers/ traffic monitoring on Ramsey Street and Tokay area.

More Stop Lights



MOREEEEEE POT HOLDS NEED TO BE FILLED IN, ALMOST BROKE MY NECK HITTING POTHOLD NEAR LOTTO LOTTO BLDG & CLASSIC SHOP ON S REILLY RD, AWFULLY DEEP POTHOLD IN FRONT OF CLASSIC SHOP!

Most drivers take Stacy Weaver Dr for a speedway. It's very unsafe walking and turning in and out of driveway.

Motor vehicles speed excessive, and speeding threw Red lights as if they were not even there.

Multiple times a day I see people crossing Raeford Road in the middle of the road which has six lanes of traffic. I use to get upset at them because "why would anyone thing that is safe or acceptable?" Then someone also informed me that there are no crossing paths and vehicles do not stop for pedestrians at intersection because lack of clearly marked crossing paths and that's why they cross in the middle of the street. I started looking and they were 100 precent right and I have shifted my frustrations to the city of Fayetteville. I also like to run and walks. The roads are too narrow and I do not feel safe walking on the sidewalks that do exist which is few and far in between which should be embarrassing for this city to have presented up until this conversation. I have not voted a day in my life and if this was a bill that came up to ask for support I would take it upon myself to vote for this reason alone. Also with the sidewalks in consideration think about how they need to be designed. As in ensure there is a space of grass between the sidewalk and the road to give motorist a little room to travel. Also Yadkin needs to be reconstructed altogether. If you want 5 lanes of traffic on that road (which is needed due to traffic volume if not more lanes) then make the road wide enough for all 5 lanes. Yesterday I was driving on that road and a construction worker had placed a cone at the very edge of it next to the sidewalk and my truck was forced to run over that cone because there was no room between the car next to me and that cone. I constantly am rubbing the side and having to slow down when I do see an insanely brave pedestrian walking down that sidewalk. Also, sidewalks should be on both sides of a road. I don't know what power dynamic looks like with Fayetteville's influence on the Hope Mills is but that area needs to be addressed too. Yall need to get it together and take care of your residents of the city...

My biggest concern is that something need to be done about the noise pollution from cars. Drivers are being startled from too many drivers riding around with loud pipes under their cars which could cause accidents.

My kids could walk to school but we have no sidewalks and that makes the walking commute extremely dangerous.

N/A

n/a

N/A

N/A

NCDOT should include pedestrian facilities in all of their projects.

Need a way for people to walk on both sides of travel. Pedestrian need to be able to see the cars as the walk in case they need to react and get out of the way if going against the traffic one might not be able to see the car coming towards us on time to react. Put the crossing on areas that male sense and not miles away from were people need to go in high traffic areas to incentivize people to use pedestrians crossing instead of J walking.

Need more traffic regulated during specific hours of the night. Lots of loud motorcycles, vehicles, revving engines/speeding well into the night(10:00pm) through residential neighborhoods

Need to work better and harder for Fayetteville and it's citizens

No everyone have automobiles



Not enough bus stops in lower income areas either for walk/public transport combinations. I would even think some pedestrian bridges across Raeford Rd or Skibo could happen.

Not having more sidewalks and ease of connectivity is a huge missed opportunity

Overall improvement! The streets are so dangerous now because we have no sidewalks for pedestrian

Pedestrian are having to walk in the road on thus extremely dangerous stretch of road due to no side walks

Pedestrian bridge over 295 to schools

Pedestrian safety signs warnings.

Pedestrian that just meander across streets, even multi lane roads without seeming to care about vehicular traffic or increasing the chance for accidents and don't seem to be bothered by that fact. The same drivers that lead to car accidents by running red lights and stop signs and driving more than

5 miles over the speed limit are also a danger to pedestrians.

Pedestrians should not jaywalk...cross at intersections only. Also don't wear dark clothing at dusk/night. Drivers cannot see you!

Pedestrians walk along Stacy Weaver daily between McArthur and Chesapeake, where no sidewalks are currently available.

People running red lights has got to be a priority to get people to use sidewalks. I tried twice to ride my bike leaving Buckhead heading to Harris Teeter and found it impossible to do.

Placing sidewalks on Sante fe drive and Bedrock Drive which is at the entrance to new ponderosa!

Plant trees along sidewalks to provide shade. Tree shade is cooler than artificial shade because the trees retain water that provides evaporative cooling.

Please consider adding ability for pedestrians to trigger a traffic light to change at the intersection of Pinecrest and Rush road, Morganton and Pinecrest, and Morganton at Churchill Drive. Being able to cross Morganton and Pinecrest more safely would be amazing. It is crazy that cars can trigger a light change and pedestrians can't. This would significantly improve our safety in the neighborhood. There are a ton of people in this neighborhood who would be so grateful if walking safety was improved. We also would love a way to safely cross Raeford Road (Raeford at Devane or anywhere on this section of road). Also, as the city thinks about increasing access to Mazerick park it would be great if the residents on my side of Morganton road could safely get across this street so that we could walk to the park (we would also need a way to cross Fort Bragg road, but at least this one is not 4 lanes).

Please consider the design of the American Tobacco Trail in the Triangle when safely connecting neighborhoods and public spaces in Fayetteville; also consider adding signs like in downtown Greenville, South Carolina to encourage walking.

Please encourage more mixed-use zoning to increase connectivity and pedestrian-friendly living!

Please go the Google streetview of The Plaza road in Charlotte from the intersection of The Plaza and Central Ave and go north on The Plaza to where in intersects with Parkwood Ave. They took and busy, multi-lane raod in a residential area and turned it into a lovely, safe for walking and biking road. I think Fayetteville could do something similar to Morganton Rd from Haymount to at least Churchill, maybe as far as Skye, and ideally all the way to MacPherson Church Rd, if not Cliffdale.

Please make the city more wheelchair accessible.

Police intervention for all illegal crossings.

Providing pedestrian traffic access to areas will allow better options than driving all the time

Public input map for pedestrian and bicycle traffic should be available all the time

Public transportation in the above mentioned areas- transit stops



Pull over speeders and ticket them. Pull over people who have expired tags and suspend their license's. These are the people doing hit and runs and driving up insurance costs

Ramsey st

Red light runners and excessive speeding is the biggest problem

Reduce speed limit on Rim road.

RoseHill/Stacey Weaver and McArthur have a significant amount of pedestrians walking or riding bikes right on the line of the road because sidewalks are so sparse. These 2 roads specifically desperately need sidewalks for access to Ramsey Street for workers and grocery access to Aldi's, Walmart, Ollie's, and more. Please make this a safer area, it's scary for drivers as well as pedestrians.

School has started and we need to see police officers in the morning and evening checking neighborhoods

Side walk on Hokeloop from Cliffdale out

Sidewalks are need in areas where families have to walk to the store, school or work. Make it safe for those that can not afford motor vehicles.

Sidewalks on Andrews Road is essential

Solar Pedestrian Crossing Signs around Market-House Roundabout would possibly make pedestrians feel more safer. More sidewalks and crosswalks around schools that have a higher amount of students commuting to school by foot.

Some sidewalks goes nowhere. Also it would be great to incorporate bicycle trails with sidewalks

Speed limits are too high and their enforcement is lax.

Speed needs to be better monitored in the Haymount neighborhood

Speeding drivers are unsafe in areas without sidewalks and crossways.

Speeding in the city is way out of hand. There needs to be more traffic enforcement in Fayetteville.

Spread the new things you want to do around ALL areas of the city. Not just downtown!

Students from PFHS walk on the shoulder of the road and it is VERY dangerous!

Thank you for your time and efforts to improve our city.

The City of Fayetteville is taking the initiative and has built good infrastructure but there is room for improvement.

The current Sidewalks are poorly maintained. Residents are allowed to put your debris in trash on the sidewalks which inhibits people with disabilities access to those sidewalks. This survey is another BS survey that will have very little to actually do with improving the city. For people with disabilities that require clean sidewalks and ways to travel in the city, the city has failed.

The Haymount business district has serious safety issues for pedestrians. According to Richie Hines at NCDOT District 2 office, there are plans in the works to improve the crosswalks but more needs to be done to manage vehicle traffic flow. The sidewalks are too close to the roads (Morganton and Fort Bragg Roads) and the traffic design does not control vehicle traffic well enough.

The removal of speed bumps/elevated crosswalks on Hay st has contributed to increased speed and many near misses from vehicle traffic.

The sidewalks do not run concurrently down one side of Morganton there is no crosswalks where the sidewalks end. Several occasions I myself or others have almost been hit by speeding traffic.

The speeding of cars is dangerously high. Judy about daily accidents on Skibo and Cliffdale. Add in the crime rate and I seriously try my very best to not leave the house. I get groceries and food delivered.

There are a lot of people that jump trains downtown when they are stopped and blocking sidewalks/roads, especially Hay Street. I know it is a large expense, but a similar project is/was happening in Rocky Mount. Not sure if the demand is high enough, but a pedestrian bridge near the



ballpark, ASOM, Transit Center, etc would be nice to connect downtown to Haymount even with the trains.

There are bus stops on Rosehill Rd but no sidewalks. That doesn't make sense to me. You would need to walk in the road on in the grass that is rarely maintained. The grass is high which creates a hazard. Who knows what can be in the grass (needles, glass, nails, snakes) that can potentially harm you.

There are countless pedestrians walking on Andrews and McArthur road daily to get to school and the local market. Those are high speed, high traffic areas that someone can get hurt on. Our children walk to PFHS everyday and only a small strip of it has sidewalks. It is dangerous and only a matter of time before someone's child gets hurt.

There is a large hole by the sidewalk at the top of Haymount hill, across from the BP station. It is very large and deep. It has been there for YEARS.

There is a sever lack of safe cross walks for studenrs in the vanstory/woodland/ area especially around terry sanford & the junction of churchill & morganton.

There is no space between where the road ends and sidewalk starts. I walk on the sidewalk with cars zooming by 4 feet from my shoulder. I can't imagine what it would be like to not have a car in this city.

There need to be CROSSWALKS so people can cross the street safely!!! There need to be a CITY PLANNER hired that comes from an actual CITY that has functional sidewalks already.

There should be crosswalks everywhere especially a couple miles around around schools

There should be safe pedestrian crosswalk lights for crossing Skibo Road

This city has the people in it to me amazing! The pedestrian situation is unlike anything I have ever witnessed. There are multiple nights while driving there are people randomly playing frogger with their lives to cross multi lane roads like Cliffdale and Morganton. You have GOT to give them crosswalks and maybe that will slow down the TERRIBLE street racing driving in Fayetteville? Worst walking and worst driving and we've been all over Europe.

This is a waste of money. Spend the money on our first responders.

This is the worst area for pedestrians. I find it unbelievable that there are sidewalks with handicap access. There is no crossing light and many times no sidewalk on the other side. It's incredible. Very poor planning

This week alone, while driving to work, I witnessed on three occasions where kids crossing Raeford to 71st High School these kids coming close to being hit by drivers. This is a dangerous intersection for walkers. There needs to be better signs, wider crossings bars, and possibly safety rails between medians.

This whole city is terrible for pedestrians. No wonder they get hit.

To avoid pedestrians being struck by cars put either a foot bridge or actual cameras at pedestrian intersections on major roadways

To expedite sidewalk construction and it's safety recommed that each road plus others have, as a minimum, a sidewalk on one side. Later another side can be added.

Traffic cameras and reducing speed in some areas by 5mph.

Walking up and down Ramsey st is very long. I feel adding a few benches here and there other than the bus stops would help a lot. Also there's only sidewalks on mostly one side of Ramsey st and then they cut off at the most unlikely places with very few crosswalks.

We have no FAST transit stops close to Brentwood Elementary on Bingham Dr.

We need a recreational path on the west side of the city

We need a stop light with crosswalks at Ellesmere and Andrews. It's the closest intersection to where school children currently cross with a crossing guard into the Stonegate neighborhood. Stonegate is



getting a new subdivision which means more traffic exiting the neighborhood and more kids walking along the grass on Andrews to get home.

We need bike lanes and sidewalks

We need more intersection pedestrian electric signs to stop traffic at crosswalks.

we need more safe outdoor spaces for people to hang out at

We need more sidewalks.

WE NEED SIDE WALKS and safe passage for our kids in the Pine Forest District, please HEAR OUR CRIES!

We need speed bumps on Woodside Avenue because of the number of cars and drivers who exceed the posted speed limit.

Weather is a key factor. Too hot, No walk. Also, safety from physcial assault/crime.

We've had far too many pedestrians killed in the last year. Making Fayetteville safely walkable and bikeable needs to be one of the city's top priorities this year.

When creating a sidewalk it shouldn't not stop midway or just create one side of the street.

Would also be nice to have bike paths. And medians to stop people from flying *FLYING* down the middle lane of Andrews Road. Redesign of placement of red lights to help prevent cars from blocking cross walks.

Would love to see pedestrian walkways that go over busy streets

Fayetteville Pedestrian Plan Public Workshop #2: Overview of Public Input Received

Overview

On Thursday, December 12, 2024 the City of Fayetteville hosted a public workshop to engage the public in the development of the Pedestrian Plan. The workshop was held at the FAST Transit Center between 11:00 - 1:30 and 4:30 - 6:00. Community members were invited to stop by anytime during these hours to participate in activities to gauge priorities for pedestrian treatments and to provide input on the draft pedestrian projects; there were 37 people total that signed in on the sign-in sheet.

This is part of round two of the public engagement period that runs the month of December 2024. An online input map and online survey are available to those that cannot attend the meeting during the month of December.

Exercises

The public workshop included two exercises. Each exercise had a board to describe pedestrian crossing treatments and pedestrian corridor treatments. For both treatment types, people were provided with



three fuzz balls to put into a clear jar to 'vote' for their preferred treatment. The results of the crossing treatment exercise and the corridor treatment exercise are below.

Exercise 1: What are the top pedestrian crossing treatments you would like to see in Fayetteville?		
Pedestrian Crossing Treatment	# of Votes	
Pedestrian signal	19	
Lighting	16	
Grade separated crosswalk	13	
Pedestrian refuge island	11	
Raised crosswalk	8	
Enhanced markings	8	
Rectangular Rapid Flashing Beacon	7	
Pedestrian Hybrid Beacon	7	
Curb extensions	5	
All way stops	5	
Leading walk signal	4	
Roundabout	4	

Exercise 2: What are the top pedestrian corridor treatments you would like to see in Fayetteville?		
Pedestrian Corridor Treatment	# of Votes	
Sidewalks	22	
Shared use path	20	
Lighting	18	
Landscape buffer	13	
Traffic calming	11	
Neighborhood slow streets	10	
Paved shoulders	8	
Street furniture	4	
Road diet	3	

Comment Sheets

Comment sheets were available for community members to describe challenges and opportunities for pedestrians and pedestrian safety in Fayetteville. The unedited responses are below.



CHALLENGES:

- The city is built for vehicles with pedestrians as an afterthought. Most popular areas here are extremely unsafe for walkers or bike riders/disabled folks.
- Need more bus stops.
- Flashing don't walk is not long enough
- Need bus to airport and Walmart on 301
- 24 hour bus schedule
- Crosswalks in 2 mile radius of Cross Creek Mall
- Morganton needs pedestrian beacons, sidewalks, and design that slows traffic from Haymount (5 points) to Pinecrest
- Sidewalks being too narrow (landscaping overgrown grass onto sidewalks)
- Crosswalk across Bas on Old Wilmington
- Hillsborough St./DSS
- Ramsey St by Oak St health
- Murchinson Rd at FSU
- Ireland Dr/Raeford Rd at McDonalds
- Glensford Dr by Khols and Bonefish Grill
- Morganton Rd at Bulllards Furniture and Mall
- Skibo Rd.
- In Haymount on Montgantown Road and Raeford Road there is way more through traffic than these roads were designed for. People speed thru stop lights and signs regularly. Need sidewalks on both of these arterials. Need more crosswalks and stop signs to reduce thru traffic. So that they will use Bragg Blvd & Robeson instead of cutting through a residential neighborhood
- Safety from vehicles/shade, no greenery when walking on sidewalks
- Getting to businesses w/out transportation/clarity/student walkers
- Murchinson Rd Suburban Market Street curb nee. Cleaning from Jasper St. Stop signs need checking. Clean pot holes and get rid of grass overgrowing. Ramsey St. speed 45 mph.
- Accessibility on Cedar Creek Rd. Make bus stop more visible for drivers. Coordinating with bus timing.
- Transit needs to improve their system.
- Need to work on helping the unhoused.
- Business 95 shared use pathway option
- Walk more freely
- Consistent crosswalks
- Grade separated walkways

OPPORTUNITIES:

- Improving public transit. We need less cars here.
- Creating pedestrian crossings that are actually safe for pedestrians and more frequent than one every mile.
- Need to maintain current sidewalks before adding new sidewalks
- Equity analysis are projects distributed equally
- Slowing traffic in walkable entertainment areas (Haymount downtown)



- CJ Russell St down to 1 lane each direction, install shared use paths
- Better crossing
- Safety for others
- Longer intervals
- Need speed bumps on Magnolia
- Adding crosswalks with ped-heads/buttons at all busy/business intersections
- Sidewalks around all schools close to neighborhood
- Walk justions
- W. Rowan street lower speed limit at several stop signs Ames, Hinsulau Woodside just changing signs won't help
- New veterans park to Rowan park connect Haymount to downtown
- Grade separated walkway from PAC to Franklin parking deck over Gillespie when performances let out, it will be a nightmare on the streets.





Project Scoring Details

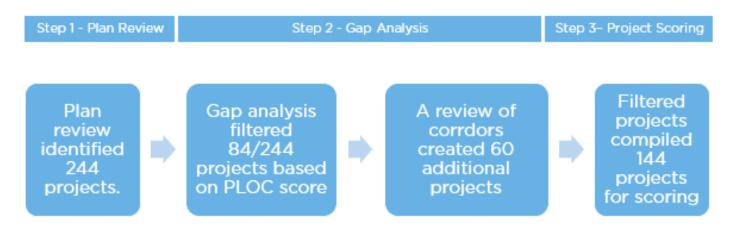
To ensure a transparent, replicable, and data-informed process for identifying and prioritizing pedestrian improvement projects, the project team developed a three-step methodology consisting of:

Step 1: Identify Projects from Plan Review

Step 2: Gap Analysis

- a. Safety and Level of Comfort: Identify areas with crash history or safety/comfort issues
- b. Review of corridors: The Planning team reviewed all arterial and collector routes without planned pedestrian projects to fill gaps in the pedestrian network
- Step 3: Project Scoring
 - c. Projects were assigned a score based on series of evaluation criteria:
 - i. Safety
 - ii. Comfort
 - iii. Equity
 - iv. Connectivity
 - v. Land Use

This structured framework was applied to generate a comprehensive inventory of candidate pedestrian projects, identify systemwide network needs, and prioritize investments based on their potential benefits in safety, equity, access, and implementation feasibility.



Step 1: Identify Projects from Plan Review

The process began with a comprehensive audit of existing and adopted plans, including:

- 2030 Growth Vision Plan (2008)
- Cumberland County 2010 Land Use Plan (2010)
- Cape Fear River Plan (2016)
- Fayetteville Pedestrian Plan (2018)
- Downtown Urban Design Plan (2019)

- FAMPO Bike/Ped Element of 2045 MTP (2019)
- Sandhills Regional Bike Plan (2019)
- Center City Parks and Trails Master Plan (2020)
- Fayetteville 2040 Comprehensive Plan (2020)
- Fayetteville Bicycle Plan (2020)
- Central Campbellton Neighborhood Plan (2021)
- FAMPO Multimodal Congestion Management Process (CMP) (2022)
- FAMPO/Cumberland County Comprehensive Transportation Plan (2022)
- City of Fayetteville Transit Development Plan (TDP) (2022)
- Hospital Area Plan and Overlay Ordinance (2010)
- Fayetteville Comprehensive Transportation Plan (2024)

Each plan was screened to extract relevant pedestrian improvement projects. The review included all mapped improvements, project tables, and recommended corridor concepts. A total of 244 unique pedestrian projects were initially compiled.

Following compilation, projects were reviewed against GIS data and implementation records to determine their current status. This included:

- Verifying construction completion status using aerial imagery and capital project dashboards
- Cross-referencing funding databases to confirm whether a project has committed or programmed funding
- Removing duplicate or outdated project concepts

Projects that were found to be already constructed, fully funded, or otherwise obsolete were removed. The remaining 84 projects were advanced for further analysis. See Figure 36 for a map of plan-identified projects.

Step 2: Network Gap Analysis

To supplement projects identified through plan review, the team conducted a data-driven network gap analysis to identify unmet pedestrian needs, especially in underserved corridors or growth areas not previously studied. The gap analysis focused on two elements:

A.Safety and Comfort Assessment

Using pedestrian crash data from 2013–2022 obtained from the NCDOT Crash Database, the team developed a geospatial layer of pedestrian-involved crashes. Crash density and severity were assessed across all arterials and collectors using kernel density estimation and crash cluster analysis.

In parallel, the team used Fayetteville's Pedestrian Level of Comfort (PLOC) classification (scored 1–4) to identify corridors and crossings with high PLOC scores (≥3), indicating discomfort or stress for pedestrians. These discomfort zones were overlaid with crash data to prioritize high-risk and low-comfort locations.

This phase generated a list of 84 corridors and intersections where pedestrian safety enhancements are critically needed.

B. Pedestrian Network Coverage Review

A systemwide GIS review was conducted to identify arterial and collector roadways that lack existing or planned pedestrian infrastructure. This process involved:

- Overlaying existing sidewalks, shared-use paths, and greenways
- Excluding streets already covered by adopted pedestrian plans
- Applying a minimum block length threshold (e.g., 500 feet) to filter out extremely short segments

Tagging corridors within a ½-mile buffer of priority destinations (e.g., schools, transit, parks, grocery stores)

This analysis resulted in a refined list of network gaps making up 60 segments where infrastructure is absent, no planned projects exist, and pedestrian demand is likely. These corridors were added as candidate projects to the scoring phase.

Step 3: Project Scoring and Evaluation

All projects identified through Steps 1 and 2 were evaluated using a multi-criteria scoring framework. This framework assigns points based on five core evaluation areas:

- 1. Safety
- 2. Comfort
- 3. Equity
- 4. Connectivity
- 5. Land Use Compatibility

Each criterion includes one or more quantitative measures at both the corridor and intersection scale, as applicable. The scoring framework is summarized in Section 4 with full definitions and scoring logic.

Scoring Methodology Overview

Evaluation Area	Criteria Description	Data Source(s)	Score Range
Safety	Number of pedestrian crashes per mile (corridor) or within 250 ft (intersection) from 2013–2022	NCDOT Crash Database	0 to 4
Comfort	Presence of PLOC 3 or 4 road segments or crossings	PLOC GIS Layer	0 or 4
Equity	Highest TDI score and percentage of zero- car households in project area	NCDOT TDI	0 to 4
Connectivity	Connections to existing sidewalk/pathways, proximity to transit, and neighborhood linkages	GIS Overlay	0 to 4
Land Use Compatibility	Proximity to destinations and consistency with adopted land use plans	Local Plans and Zoning	0 to 4

The scoring analysis produced a ranked list of 144 pedestrian projects. These scores were used to develop a short list of high-priority improvements, which were:

- Displayed to the public during Round 2 of community engagement
- Reviewed with City staff and stakeholders to validate feasibility
- Used to support phasing recommendations in the implementation chapter

Implementation Categorization

To align project delivery with feasibility, funding cycles, and community needs, all scored projects were categorized into near-term, medium-term, or long-term implementation tiers. Assignment was based on the following criteria:

Project Type	Implementation Guidance				
Crosswalks / Intersections	Near term if city maintained; medium term if NCDOT maintained				
Neighborhood Connections	Long term unless short (<1,000 ft), then near or medium term				
Corridor Projects	Long term unless short (<0.5 mile) or already programmed				
Trail Projects	Medium term if within ROW; long term if new ROW is needed				
Sidewalk Gap Projects	Near term if <1,000 ft and ROW exists; medium term if longer; long term				
	if ROW constrained				

The final implementation plan is designed to balance short-term opportunities with longer-term investments in high-impact corridors.

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 | Project Number
FAMPO001-M | Type
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7 | School
E E Miller Elementary
 | Maintenance
NCDOT
 | Length(Miles)
0.76 | Priority
Medium | / Score
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| ADA
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 | | | Existing

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 | | Sidewalk / Trail | From McPhereson Church Rd to All American Freeway (SR 1007) | 9
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 | | SR-2260 (Airport Rd) | Existing

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 | FAMPO014-M | Sidewalk / Trail | From Mountain Dr to NC 59 (Hope Mills Rd) | 2
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 | FAMPO028-M | Sidewalk / Trail | From RainCloud Rd to NC 162 (Elk Rd) | 2
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 | CTP

 | FAMPO051-M | Sidewalk / Trail | From Old Elizabethtown Rd to S of Sam-Cameron Ave | 2 | Belganni Haron Eleni
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 | FAMPO054-P | Sidewalk | From Fields Rd (SR 2215) to Clinton Rd (SR 1006) | 2/5 | Plangaret Whas Elenii
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 | 2.46 | Long
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 | ine | SR-1410 (Old Bunce Rd) |

 | CTP

 | FAMPO055-M | Sidewalk / Trail | From Seventy First School Rd (SR 1409) to Bunce Rd | 7
 | Loud Auman Elementary / Seventy | NCDOT
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 | ine | School Connection |

 | CTP

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 | FAMPO065-M | Sidewalk / Trail | From US 401 to Bonanza Dr (SR 1408) | 4/9
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| No. No. <th< td=""><td>39 L</td><td>ine</td><td>SR-3147 (W Rowan St)</td><td>Existing</td><td>CTP</td><td>FAMPO069-M</td><td>Sidewalk / Trail</td><td>From W Rowan St to NC 210</td><td>2</td><td></td><td>NCDOT</td><td>0.08</td><td>Medium</td><td>m 21</td></th<>
 | 39 L
 | ine | SR-3147 (W Rowan St) | Existing

 | CTP

 | FAMPO069-M | Sidewalk / Trail | From W Rowan St to NC 210 | 2
 | | NCDOT
 | 0.08 | Medium
 | m 21 |
| N
 | 40 L
 | ine | Cross Creek / Little Cross Creek Trail |

 | CTP

 | FAMPO070-M | Sidewalk / Trail | From Arnes St to NC 24 along Cross Creek / Little Cross Creek | 2
 | Westarea / Ramsey Street / Cross | Trail
 | 0.73 | Long
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| ODE STAP STAP <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Creek Early College / Cumberland Int'l</td> <td></td> <td></td> <td></td> <td></td>
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n 11 |
| Alt </td <td>43 L</td> <td>ine</td> <td>Russell St Trail</td> <td>Existing</td> <td>CTP</td> <td>FAMPO077-M</td> <td>Sidewalk / Trail</td> <td>from S Broad St to Cape Fear River</td> <td>2</td> <td></td> <td>Trail</td> <td>0.10</td> <td>Long</td> <td>11</td>
 | 43 L
 | ine | Russell St Trail | Existing

 | CTP

 | FAMPO077-M | Sidewalk / Trail | from S Broad St to Cape Fear River | 2
 | | Trail
 | 0.10 | Long
 | 11 |
| Alt
 | 44 L
45
 | ine | | Existing
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 | CTP

 | FAMPO079-M
FAMPO081-M | | | 2 | Walker Spivey
 |
 | 0.07 | Medium
 | n 11
n 11 |
| A. Sol A. S
 | 46 L | ine | Little Cross Creek Greenway
 | Existing
 | CTP

 | FAMPO082-M | Sidewalk / Trail | Along Little Cross Creek from Shaw Rd to Mazarick Memorial Park | 2/3/4 |
 | Trail
 | 3.97 | Long | 2
 |
| Add </td <td></td> <td>ine</td> <td>5K-2734 (Hogan St)
Little Cross Creek Corridor Connection</td> <td></td> <td>CTP</td> <td>FAMPO085-M
FAMPO086-M</td> <td>sidewalk / Trail
Sidewalk / Trail</td> <td>Hom NU 210 to West of Madonna Dr
From Little Cross Creek to proposed Hogan st Multi-Use Trails</td> <td>3</td> <td></td> <td></td> <td>0.16</td> <td>Mediun
Long</td> <td>n 11
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 |
 | ine | 5K-2734 (Hogan St)
Little Cross Creek Corridor Connection |

 | CTP

 | FAMPO085-M
FAMPO086-M | sidewalk / Trail
Sidewalk / Trail | Hom NU 210 to West of Madonna Dr
From Little Cross Creek to proposed Hogan st Multi-Use Trails | 3
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 | 0.16 | Mediun
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| Dist Dist <thdist< th=""> Dist Dist</thdist<>
 | 49 L
 | | Little Cross Creek Trail Corridor | Existing

 | CTP

 | FAMPO087-M | Sidewalk / Trail | Around Kitenbow Lake |
 | |
 | 1.08 | Long
 | 11 |
| mb mb<
 | 50 L
 | ine | Little Cross Creek Greenway
Little Cross Creek Trail Corridor | Existing
Existing

 | CTP

 | FAMPO088-M
FAMPO089-M | Sidewalk / Trail
Sidewalk / Trail | Around Krenbow Lake from Little Cross Creek to Johnston St
Around Bonnie Doone Lake | 3/4
3
 | | Trail
Trail
 | 0.41 | Long
 | 11 |
| > Del constructure Del cons
 | 52 L
 | | NS-926 (Hillsboro St) | Existing

 | CTP

 | FAMPO090-M | Sidewalk / Trail | From Hay St to Walter St | 2 |
 |
 | 0.20 | Near
 | 1 |
|
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 | ine | |

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 | FAMPO091-M | | | 6
 | E Melvin Honeycutt Elem | Trail
Eavetteville
 | 0.19 | Long
 | 1 |
| A. B. A.
 | 55 L
 | ine | Dockside Drive Ext | Existing

 | CTP

 | FAMPO093-M | Sidewalk / Trail | From Dockside Drive to Lakeway Dr | 6
 | L | Trail
 | 0.13 | Long
 | |
| No. N
 | 56 L
 | | Beaver Creek Trail | Existing

 | CTP

 | FAMPO094-M | Sidewalk / Trail | From Beaver Creek Trail to Lake Valley Dr | 9
 | Douglas Bard Middle |
 | 0.29 | Long
 | |
| John No.
 | 58 L
 | ine | Beaver Creek Greenway | Existing

 | CTP

 | FAMPO096-M | Sidewalk / Trail | From Rockfish Creak to Rockfish Rd | 5/6/7/9
 | Lewis Chapel Middle | Trail
 | 4.82 | Long
 | 1 |
| Desc
 | 59 L
 | ine
ine | Paxton Dr Trail | Existing

 | CTP

 | FAMPO097-M
FAMPO098-M | Sidewalk / Trail | From Paxton Dr to Parsimmon Creak | 4
 | | Trail
Trail
 | 0.94 | Long
 | 4 |
| Alt Alt< Alt Alt
 | 61 L
 | | Little Rockfish Creek Connector | Existing

 | CTP

 | FAMPO100-M | Sidewalk / Trail | From Little Rockfish Creek to Schult Dr | 7
 | | Fayetteville
 | 0.21 | Near
 | 10 |
| B B <td>62 L</td> <td>ine</td> <td></td> <td>Existing</td> <td>CTP</td> <td>FAMPO101-M</td> <td>Sidewalk / Trail</td> <td></td> <td></td> <td></td> <td>Trail</td> <td>3.00</td> <td>Long</td> <td>1</td>
 | 62 L
 | ine | | Existing

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 | FAMPO101-M | Sidewalk / Trail | |
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 | 3.00 | Long
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 | 64 L
 | ine | Little Rockfish Creek Trail | Existing

 | CTP

 | FAMPO105-M | Sidewalk / Trail | Autrig Little Reckfish Creek From Raeford R4 to Rockfish Creek |
 | | Trail
 | 1.37 | Long
 | 1 |
| Desc
 | 65 L
 | ine | | Existing

 | CTP

 | FAMPO110-M | | | 1
 | | Trail
 | 0.80 | Long
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| B B </td <td>67 L</td> <td>ine</td> <td>King Rd</td> <td>Existing</td> <td>CTP</td> <td>FAMPO113-M</td> <td></td> <td>From King Rd to Stoney Point Rd</td> <td>6</td> <td>Jack Britt High</td> <td>Fayetteville</td> <td>0.01</td> <td>Near</td> <td>1</td>
 | 67 L
 | ine | King Rd | Existing

 | CTP

 | FAMPO113-M | | From King Rd to Stoney Point Rd | 6
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 | 0.01 | Near
 | 1 |
| Also Normal Mathematical Mathematimatical Matematical Mathematimate Mathematical Mathem
 | 68 L | ine | Essex Pl Greenway
Regatts St Greenway
 | Existing
 | CTP

 | FAMPO114-M | Sidewalk / Trail | Across Little Cross Creek from Thelbert Dr to Proposed Glerwille Lake Trail. | 2/4 |
 | Trail
 | 0.18 | Long | 11
 |
| Box Box <td>70 L</td> <td>ine</td> <td>Cross Creek to Cape Fear Connector</td> <td>Existing</td> <td>CTP</td> <td>FAMPO116-M</td> <td>Sidewalk / Trail</td> <td>From Proposed Cross Creek trail to Cape Fear River Trail</td> <td>2</td> <td></td> <td>NCDOT</td> <td>0.58</td> <td>Medium</td> <td></td>
 | 70 L
 | ine | Cross Creek to Cape Fear Connector | Existing

 | CTP

 | FAMPO116-M | Sidewalk / Trail | From Proposed Cross Creek trail to Cape Fear River Trail | 2 |
 | NCDOT
 | 0.58 | Medium
 | |
| No. No.<
 | 71 L
 | ine | 71st School Rd
Andrews Rd | Proposed

 | FPP

 | | Corridor / Crossing | From Cliffidale Rd (SR 1400) to Capeharbor CT
From Ramsev St South to City Limits | 7
 | Long Hill | NCDOT
 | 0.58 | Medium
 | n 1: |
| No. No. </td <td>73 L</td> <td>ine</td> <td>Blount St</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td>Longtin</td> <td></td> <td></td> <td></td> <td>1</td>
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 | Cumberland Road Flem / Massey Hill |
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| No. No.<
 | 74 L
 | ine | |

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 | | Corridor / Crossing | From W Mountain Dr to MLK Ir Pwy | 2
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 | 1.85 | Long
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 | | Corridor / Crossing | Pedestrian improvements along Cedar Creek Rd from Grove St to Clinton Rd and Decent Rd to Judson Church Rd
From Reaford Rd to Two Rale Lo | 2
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 | 0.69 | Near
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| No. No. </td <td>77 L</td> <td>ine</td> <td>Country Club Rd</td> <td>Proposed</td> <td>FPP</td> <td></td> <td>Corridor / Crossing</td> <td>From Murchison Rd to Ramsey St</td> <td>3</td> <td></td> <td>NCDOT</td> <td>2.25</td> <td>Mediun</td> <td>n 19</td>
 | 77 L
 | ine | Country Club Rd | Proposed

 | FPP

 | | Corridor / Crossing | From Murchison Rd to Ramsey St | 3
 | | NCDOT
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				TDI Score	Zero-Car	Sidewalk	Transit Stop	Neighborhood	Land Use	Plan	
Master ID	Corridor Name SR-1400 (Cliffdale Rd)	Safety 3	4	(State) 4	Households 1	Connectivity	Connectivity 0	Connectivity 0	Connectivity 2	0	Tota 15
2 3 4	SR-1404 (Morganton Rd) NS-915 (McPherson Church Rd) SR-2260 (Airport Rd)	4 0 0	4 4 4	1 1 0	3 3 3	3 4 0	0 0 0	0 0 0	2 2 0	0 0 0	17 14 7
5	SR-2341 (Lee Rd) SR-1141 (Cumberland Rd)	0 1	4 4	0	3 1	0	0	0	0	0	7
7	SR-1169 (Camden Rd) SR-1003 (Camden Rd)	2 0	4	4	1 4	2	0	0	0	0	13 12
9 10	US-401 (Skibo Rd) SR-1499 (Swain St)	4 3	4 4	1 4	3 3	4 2	0 0	0 0	4 2	0 0	20 18
11 12	NC-24 (Bragg Blvd) Dobson Dr	3 0	4 0	4 1	3 2	2 0	0 0	0 4	3 0	0 4	19 11
13 14	SR-1132 (Legion Rd) Lamon St Connector	0 0	4 0	1 4	0 4	1 1	0 0	0 4	0 2	0 4	6 19
15 16	Blount Creek Greenway Cross Street Trail	0	0	4	4	3 2	0	4	4	4	23 16
17 18	Cape Fear River Trail Extension NS-923 (Old Wilmington Rd)	0	0 4	4	4	2	0	4	1	4 0	19 14
19 20	NC-53 (Cedar Creek Rd) NS-94147 (Winslow St)	4 0 3	4 4 4	1 3 4	1 0 3	1 1 4	4 0 0	0 0 0	0 0 4	0 0 0	15 8 22
21 22 23	SR-1403 (Reilly Rd) SR-2311 (Gillespie St) NS-94744 (Sycamore Dairy Rd)	0 2	4 4 4	4 4 1	4 3	4 0 3	0	0	4 0 0	0	12
24 25	NC-24 (Bragg Blvd) NC-53 (Cedar Creek Rd)	2	4	3	2	3	0	0	3	0	17
26 27	SR-1410 (Old Bunce Rd) SR-1409 (71st School Rd)	2 3	4	4	2	2	0	0	0	0	14 19
28 29	Badin Lake Lane Trail SR-1007 (Owen Dr)	0 4	0 4	4 1	2 0	1 4	0 0	4 0	1 3	0 0	12 16
30 31	Sentinel Dr Connection Burgenfield Dr Connection	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	4 4
32 33	SR-1839 (Plymouth St) School Connection	1 0	4 0	4 0	3 0	0 0	0 0	0 4	0 2	0 0	12 6
34 35	School Connection Waterbury Drive Trail	0 0	0 0	0 0	0 0	0 0	0 0	4 4	4 0	0 0	84
36 37	SR-1404 (Morganton Rd) SR-3499 (Lake Valley Dr)	2 0	4	3 4	1 2	4	0	0	4	0	18
38 39	SR-2000 (Sapona Rd) SR-3147 (W Rowan St)	3 0	4 4	3 0	1 2	1 2	4 0	0 4	1 4	0 4	17 20
40	Cross Creek / Little Cross Creek Trail Cross Creek Trail	0 0	4 0	0 4	2 3	2 3	0	4 4	4 4	4 4	20 22
41 42 43	SR-3569 (Raeford Rd) Russell St Trail	0 1 0	0 4 0	4 4 4	3 1 4	3 0 2	0 0 0	4 0 4	4 2 0	4 0 4	22 12 18
43 44 45	Eastern Blvd Service Rd Campbell Terrace Rd	0	0 4 0	4 4 4	4 4 4	2 0 2	0	4 0 0	0 2 1	4 4 4	18 18 15
45	Little Cross Creek Greenway SR-2734 (Hogan St)	0 3	0 4	4 4 4	4 4	1	0	4	4	4 4 0	21 17
47	Little Cross Creek Corridor Connection	0	0	4	4	0	0	4	0	0	12
49 50	Little Cross Creek Trail Corridor Little Cross Creek Greenway	0	0	4	2	0	0	4	0	0	10
51 52	Little Cross Creek Trail Corridor NS-926 (Hillsboro St)	0 0	4 4	4 0	4 2	0 3	0 0	4 0	0 4	0 4	16 17
53 54	Dockside Drive Ext Tokay Dr Ext	0 0	0 0	1 3	0 4	0 0	0 0	4 4	0 0	0 4	5 15
55 56	Dockside Drive Ext Beaver Creek Trail	0 0	0 0	1 1	0 0	0 1	0 0	4 4	0 0	0 0	5
57 58	Odom Dr Trail Beaver Creek Greenway	0	0	4	2 3	1 2	0	4	1	0	12 14
59 60	Paxton Dr Trail Beaver Creek Trail	0	0	1 4	1 2	0 1	0 4	4	2 0	0	8 15
61 62 63	Little Rockfish Creek Connector Bones Creek Greenway Little Rockfish Creek Greenway	0 0 0	0 0 0	1 4 1	1 2 0	1 1 0	0 0 0	4 4 4	0 2 0	0 0 0	7 13 5
64 65	Little Rockfish Creek Trail Carvers Creek State Park Trail	0	0	4	1 0	0	0	4 4 4	2	0 4	11 8
66 67	Blount Creek Greenway King Rd	0	0	4 0	4 0	0	0	4	2	4	18 6
68 69	Essex Pl Greenway Regatta St Greenway	0	0	3	4	0	0	4	3	4	18 13
70	Cross Creek to Cape Fear Connector	0	0	4	4	0	0	4	1	4	17
71 72	71st School Rd Andrews Rd	2 2	4 4	1 0	1 1	2 1	0 0	0	1 2	0 0	11 10
73 74	Blount St Camden Rd	0 2	4 4	3 4	2 1	2 4	0 0	0	2 4	0 0	13 19
75 76	Cedar Creek Rd Cliffdale Rd	4 0	4 4	4 0	3 0	3 2	0 0	0	0 1	0 0	18 7
77	Country Club Rd Coventry Rd	3	4	1 3	3	4	0	0	4	0	19 13
79 80 81	Cumberland Rd Cumberland St Deep Creek Rd	4 1 1	4 4 4	4 4 4	1 4 3	2 3 1	0 0 0	0 0 0	0 4 1	0 0 4	15 20 18
82 83	E Mountain Rd Fillyaw Rd	2	4 4	4 4	3	0	0	0	0	0 0	13
84 85	Ft Bragg Rd Glensford Rd	2	4	- 3 1	2	4	0	0	4	0	19
86 87	Hillsboro St Hope Mills Rd	2	4	4	4	4	0	0	4	4	26 19
88 89	Ireland Dr Jasper St	3 1	4 0	1 3	2 4	2 2	0	0	4 3	0	16 13
90 91	Langdon Rd Legion Rd	4 1	4 4	4 4	4 1	3 2	0 0	0	4 0	0 0	23 12
92 93	McArthur Rd McPherson Church Rd	2 0	4 4	0 3	1 2	3 3	0 0	0	4 1	0 0	14 13
94 95	McPherson Church Rd Morganton Rd	3 1	4 4	4 1	3 3	4 4	0 0	0 0	3 4	0 0	21 17
96 97	Morganton Rd Morganton Rd	3 4	4 4	3 1	1 0	4 3	0 0	0	4 1	0 0	19 13
98 99	Murchison Rd Murchison Rd	4	4	4 3	4	4	0	0	4	0	24 19
100 101 102	Old Wilmington Rd Person St Raeford Rd	4 3 4	4 4 4	4 4 4	4 3 3	4 4 4	0 0 0	0 0 0	4 1 4	4 4 0	28 23 23
102 103 104	Raeford Rd Raeford Rd Raeford Rd	4 4 4	4 4 4	4 3 3	3 1 2	4 4 4	0	0	4 4 3	0	23 20 20
104 105 106	Raeford Rd Raeford Rd Raeford Rd	4 4 0	4 4 4	3 4 4	2 3 2	4 4 2	0	0	3	0	20 22 19
107	Raeford Road Ramsey St	1 3	4	0	2	4	0	0	2	0	13 20
109 110	Ramsey St Ramsey St	4 2	4 4	4 4	4 4	4 4	0	0	4 4	0 4	24 26
110 111 112	Rosehill Rd Rowan St	2	4	4 1	3	4	0	0	4	0	21 16
113 114	Roxie Ave S Reilly Rd	1 2	4 4	4 4	3 1	4 0	0 0	0	3 0	0 0	19 11
115 116	Shaw Mill Rd Southern Ave	3 1	4 4	0 4	1 2	3 4	0 0	0 0	1 4	0 0	12 19
117 118	Stoney Point Rd Strickland Bridge Rd	1 1	4	0 4	0	2 4	0	0	3 2	0	10 16
119 120	Sycamore Dairy Rd US-401	2 0	4	1 0	3 1	2 2	0	0	2 3	0	14 10
121 122	Village Dr W Mountain Rd	3	4	3 4	2 4	4	0	0	4	0	20 16
123 124 125	SR 1838 (Dunn Rd) SR 1415 (Yadkin Rd) SR 1415 (Yadkin Rd)	0 3 2	4 4	0 1 2	0 3	1 2 2	0 0	0	0 1 2	0	5 14
125 126 127	SR 1415 (Yadkin Rd) SR 1415 (Yadkin Rd) SR 1596 (Glensford Dr)	2 0	4 4 4	3 0 1	1 0 1	2 1	0 4 0	0 0 0	2 1 2	0	14 10
127 128 129	SR 1596 (Glensford Dr) SR 1596 (Glensford Dr) SR 3950 (ramsey street)	0 0 0	4 0 4	1 1 4	1 1 4	1 1 1	0 0 0	0 0 0	2 2 1	0 0 0	9 5 14
129 130 131	SR 3950 (ramsey street) SR 1600 (McArthur Rd) US 401 (Skibo Rd)	0 3 1	4 4 4	4 0 1	4 0 0	1 1 1	0 0 0	0 0 0	1 4 0	0 0 0	14 12 7
131 132 133	US 401 (Skibo Rd) US 401 (Skibo Rd) US 401 Business (Skibo Rd)	2	4 4 4	1 1	0	1 2	0	0	1 2	0	9 12
133	SR 1404 (Hay St / Morganton Rd) SR 1615 (Rosehill Rd)	1 0	4 4 4	0	2 0	2	0	0	1 0	4 0	14 5
136 137	SR 1615 (Rosehill Rd) Murchison Rd & Country Club Dr	0 4	4	1 4	0	1 2	0	0	0	0	6 17
138 139	Skibo Rd South Reilly Rd & Cliffdale Rd	0	4	4 1	3 1	1 2	0	0	3 2	0 0	15 12
140 141	Owen Dr & Village Dr Raeford Rd & Chilton Dr	3 1	4	0 4	0 1	2 1	0	0	3 1	0	12 12
142 143	Hay Street & Burgess Hay Street & Frankin St	1 0	0 4	0	2 0	2 2	0	0	4	4	13 14
144	Rosehill Rd & Walstone Rd	0	4	1	3	1	0	0	0	0	9



Nuclei 12 Cavidor Name	Status Plan	ProjectNumber	504 Details	Council District	School 1. Castlan Democraty	Haintenance I	Langth(Miles) Langth(Feet)	Nority Constraints	Linear Treatments	instruct Length (1) Kurs, of intersection	n litteraction Upgrades (Tgpe) Num.	af 1964 Black Crossing V McG Black Crossing Lipgesdon (Type) Currensint No	
2 SA LADE (Marganos Rd) 3 MS-955 (MCPhanas Charth) 4 SA 1987 (Jacob Rd)	Galaxies CTP Colored CTP	AMPOOLD M AMPOOLD M CAMPOOLD M	Fore MCPEARANT Tool: Fore MCPEARANT Character Fore Edwards / Tool: Fore Mongenturing to California Rel Edwards / Tool: Fore Relationships to Park Relation			NCDOT NCDOT	0.10 1.4 0.50 2.8 0.14 3	Madun Kana Madun AgtsufWay Madun Katsur/Way	St Schwark St Schwark	200 1,340 1,450		Single Family Mobile Memory	
6 SH 2361 (Lee Rf) 6 SH 2361 (Lee Rf) 6 SH 1361 (Currentiand Rd)	Lating CP Lating CP	AMPODIA M	lide walk / Tail Non Argot Al 10:45 Bide walk / Tail Non Argot Al 10:45 Bide walk / Tail Non Owen dr (28 1007) to Can des Mi		Cumberland Rood Elem	NCDOT NCDOT	0.15 0.22 0.22 1,5 0.79 4,5	18 Madum Agence Hay 18 Madum Alana 18 Madum Agence Way	St Multi-Clue Path St Sidewalk	2,010		Frankr Picture Single Family	
9 19 1949 (Candon Ka) 9 19 1003 (Candon Ka) 9 15-003 (Skibo Kd)	Galley CIP Galley CIP	AMPOESS-M AMPOESS-M	edenatik / Itali From Cunterfand No (M. 1941) to Kol Balay II (1 Referank / Itali From Mountain Ex 11 NC 18 (Hope Mill RE) Referank / Itali From Mouganton At to Second II.	2	Kgw & Witkes Don	MCDOT MCDOT	0.22 1.5 0.21 1.0 1.21 6.2	2 Mar Auto 19 Long Nane 10 Madum Nane	St Schwark	835 2,146 3,055		Lie seed to kidge has a t	
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sti Morgantan Rd Norgantan Rd	Proposed \$PP Proposed \$PP		Conidor / Crossing Conidor / Crossing	6/9 6/9	Sanford High / Alma Easan Elementary Horganian Road Elem	NCDOT NCDOT	2.88 15,2 1.23 6,5	23 Medium Environmental; Rights of Way 12 Long None	St Sidewalk St Sidewalk	50,600 7,550	High Visibility Crosswark and Signalization 4 (4) 3 High Visibility Crosswark (2)	Swigh Vicibility Cossesatic Stange stopes a S-4ge Vicibility Cossesatic Schwahr appr	EVEN DEVICES TO A DEVICES AND A DEVICES
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100 Cto Winnington Ro 105 Person Str	Proposed \$99 Proposed \$99		Conidar / Crossing Conidar / Crossing	2	Matter Spivey Layd Auman Elementary / Seventy	NCOOT	1.36 7,2 0.72 3,8	66 Near Hights of Way; Railroad 22 Near None	át Sidewaik at Sidewaik	2,345 2,426	d High Weblith Crosswalk and Signalization 3 High Weblith Crosswalk	1 Mgh Violaity Cooseala (1) Hamar, twa n 1 Mgh Violaity Cooseala	
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GLOSSARY

Terms and Acronyms

Term	Definition
AADT	Average Annual Daily Traffic
ACS	American Community Survey (U.S. Census Bureau)
Active Transportation	Transportation modes that do not involve the use of a personal vehicle, such as walking, bicycling, and public transit.
ADA	Americans with Disabilities Act
Advisory Shoulder / Advisory Bike Lane	A roadway with a single center lane for two-way traffic and edge lanes that may be used by bicyclists and pedestrians, and temporarily by vehicles when passing.
Bicycle Lane	A portion of roadway designated for exclusive bicycle use, marked by striping, signage, and pavement markings.
BLTS	Bicycle Level of Traffic Stress; a methodology for evaluating cyclist comfort based on roadway characteristics such as speed, volume, and facility presence.
CIP	Capital Improvement Plan
Couplet	Two parallel one-way streets that carry traffic in opposite directions.
СТР	Comprehensive Transportation Plan
СТТ	Carolina Thread Trail
FHWA	Federal Highway Administration
Greenway	A shared-use path, typically 10 feet wide, following natural or manmade corridors for non-motorized use.
High-Visibility Crossing	A crosswalk with enhanced markings (e.g., ladder or zebra patterns) designed to increase visibility for both drivers and pedestrians.

LPI	Leading Pedestrian Interval; a signal timing technique that gives pedestrians a 3-7 second head start before vehicles receive a green signal.
Local Match	A local jurisdiction's financial contribution required to leverage grant or state/federal funding.
PLOC	Pedestrian Level of Comfort; an analysis of pedestrian network comfort based on facility availability and roadway context.
Median Refuge Island	A protected area in the center of a roadway where pedestrians can pause while crossing.
Mid-Block Crossing	A pedestrian or bicycle crossing that occurs between intersections.
МРО	Metropolitan Planning Organization
Multi-Use Path (MUP)	See the definition for a Shared Use Path.
NCDOT	North Carolina Department of Transportation
NHTSA	National Highway Traffic Safety Administration
Ped Signal Head	A signal light at an intersection that indicates when it is safe for pedestrians to cross.
Pedestrian Scale Lighting	Lighting fixtures oriented toward sidewalks, installed at a lower height and closer spacing than roadway lighting to improve visibility and placemaking.
РНВ	Pedestrian Hybrid Beacon; a signal used at mid-block crossings or uncontrolled intersections that stops vehicle traffic to allow pedestrian crossing.
Placemaking	The process of creating vibrant public spaces that foster community connection and reflect local identity.
Planning-Level Cost Estimate	A preliminary cost estimate based on conceptual project details.
Rail Trail	A shared-use path developed along a former railroad corridor.

RAISE	Rebuilding American Infrastructure with Sustainability and Equity Grant Program
ROW	Right-of-Way; land set aside for transportation or utility use.
RPO	Rural Planning Organization
RRFB	Rectangular Rapid Flashing Beacon; a pedestrian-activated device with LED lights that flash to alert drivers to crossing pedestrians.
Shared Use Path (SUP)	A wide (typically 10-12 feet) pathway for both pedestrian and bicycle use, separated from vehicular traffic, often following greenways or roadways.
Sharrow	A shared lane marking that guides bicyclists and alerts motorists to the presence of bicycles on the roadway.
Sidewalk	A paved path along the side of a road for pedestrian use, usually separated by a curb or buffer.
SS4A	Safe Streets and Roads for All Grant
Stakeholder	An individual or organization with interest or involvement in a project.
STBG	Surface Transportation Block Grant
Steering Committee	A group responsible for guiding the direction and priorities of a project.
STI	Strategic Transportation Investments (North Carolina program)
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
Truncated Domes	Raised surface indicators used as tactile warnings for pedestrians with visual impairments, often at curb ramps and crossings.
UDO	Unified Development Ordinance; a regulatory document that governs land use, zoning, and development within a jurisdiction.

Vision Zero	A strategy to eliminate all traffic fatalities and severe injuries while promoting safe and equitable mobility for all users.
Wayfinding	The use of signage, maps, and visual cues to help people navigat a physical environment.



Fayetteville Pedestrian Plan

City Council Work Session

June 2, 2025



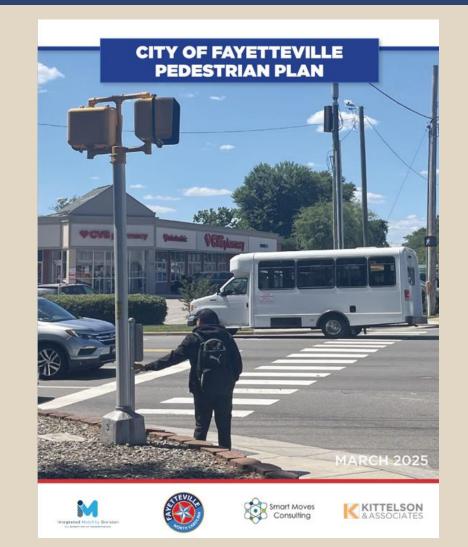






Project Overview

- Collaboration with NCDOT's Integrated Mobility Division
- Focuses on expanding pedestrian network and developing projects, programs, and policies to enhance safety
- Emphasizes projects near schools and universities
- Resulted in 144 recommended pedestrian projects (sidewalk, crosswalk, trail)



Project Overview

- Previous Pedestrian Plan (Adopted 2018) mostly built-out
- Current plan update provides comprehensive safety and connectivity analysis
- Recommends 144 pedestrian projects (sidewalk, crosswalk, trail)
 - Constitute all areas of the City
 - Presented to Council for review and adoption



Enhance Pedestrian Safety and Accessibility

GOALS



Promote Community Engagement and Education



Support Sustainable and Active Transportation



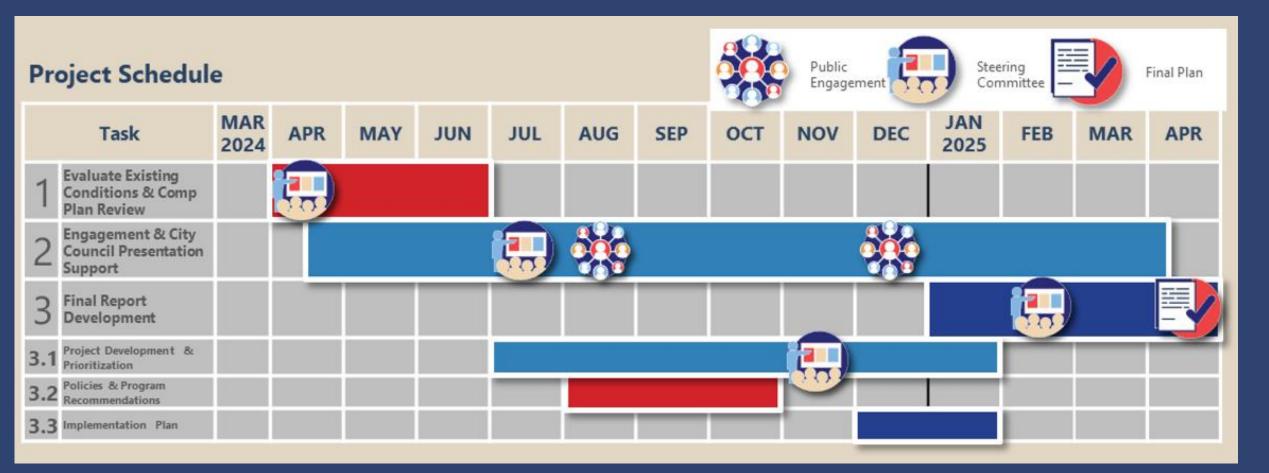
Leverage Resources for Community Development



Create a Thriving and Desirable Community



Project Schedule





Project Steering Committee

- Steering committee members from various agencies and community partners, including:
 - City of Fayetteville
 - NCDOT
 - FAMPO
 - Cumberland County
 - Cumberland County Schools
 - Sustainable Sandhills
 - Fayetteville State University

- Met four times at key points in the project:
 - June 2024
 - September 2024
 - December 2024
 - April 2025



Public Engagement

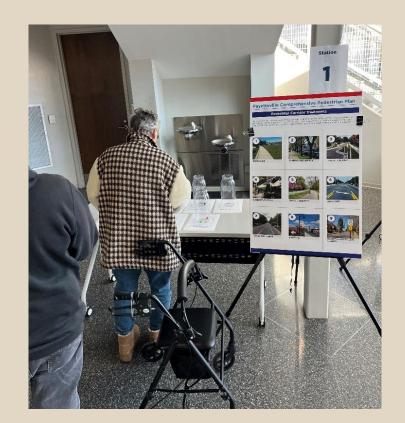
- Two Rounds of Engagement:
 - Round 1: Community Challenges and Opportunities – August 2024
 - Round 2: Project Feedback and Prioritization – December 2024



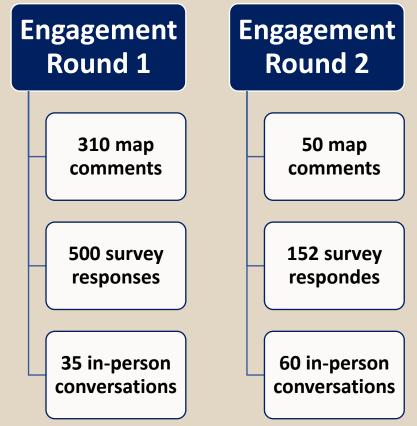


Public Engagement

- Each round of
 - engagement included:
 - In-person open house
 - Online comment map
 - Online survey



Engagement Outcomes

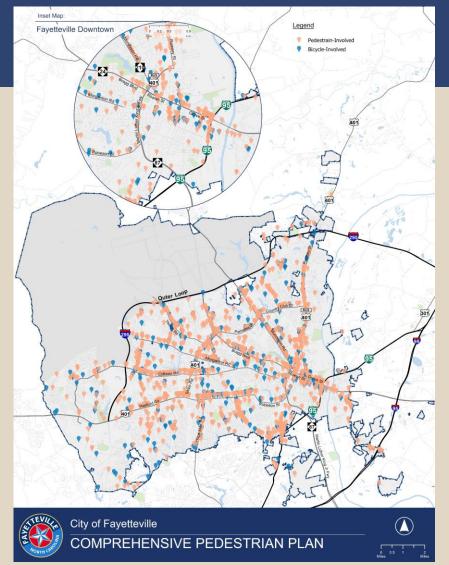


Round 2 voting activity



Existing Conditions Analysis

- Plan Review
- Field Review
- Data collection and mapping:
 - Demographics (U.S. Census)
 - Transportation Infrastructure
 - Points of Interests (schools, parks, employers)
 - Crash History



Bike/ped crash locations in Fayetteville (last 10 years)



Project Identification

Step 1: Identify Projects from Plan Review

Step 2: Gap Analysis

- Identify areas with crash history or safety/comfort issues
- Filtering Projects without immediate safety/comfort issues
- Review of corridors without current planned pedestrian projects

Step 3: Project Scoring

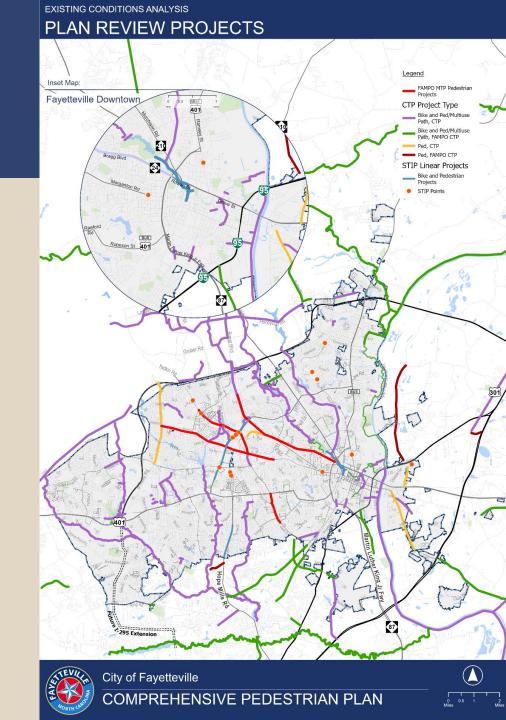
Projects were assigned a score based on series of evaluation criteria:

- Safety
- Comfort
- Equity
- Connectivity
- Land Use*

*Near schools, parks, employers, etc.

Step 1: Plan Review

- Reviewed the 2018 Pedestrian Plan, the Comprehensive Transportation Plan, and FAMPO and NCDOT plans/programmed projects.
- Identified a total of 244 relevant, uncompleted projects

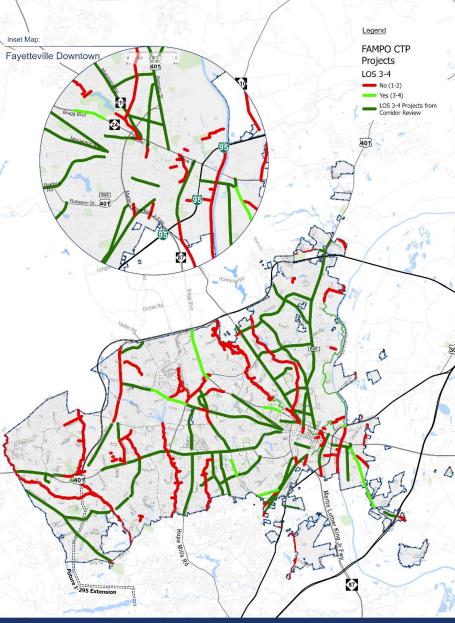


Step 2: Gap Analysis

The following two factors were used to identify additional gaps in the pedestrian network:

- Crash history Projects noted for the presence of pedestrian crashes
- Pedestrian Level of Comfort (PLOC) - Projects noted for having a PLOC of 3 or 4

Throughout the gap analysis, 27 additional corridors were identified to become 70 additional projects.





EXISTING CONDITIONS ANALYSIS

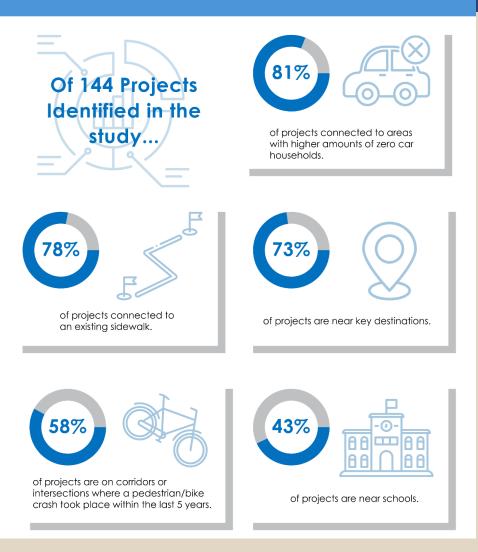
PEDESTRIAN LEVEL OF COMFORT



Step 3: Project Scoring

144 IDENTIFIED PROJECTS

- Filtered all projects from the plan review to 144 recommended projects based on crash history and pedestrian level of comfort
- Assigned each a score based on a series of evaluation criteria:
 - Safety
 - Comfort
 - Equity
 - Connectivity
 - Land Use
- Scores later utilized in project prioritization, but all scored projects were moved forward as recommendations





Project Recommendations

Proposed network aims to improve safety, connectivity, and accessibility across Fayetteville
 Project Types

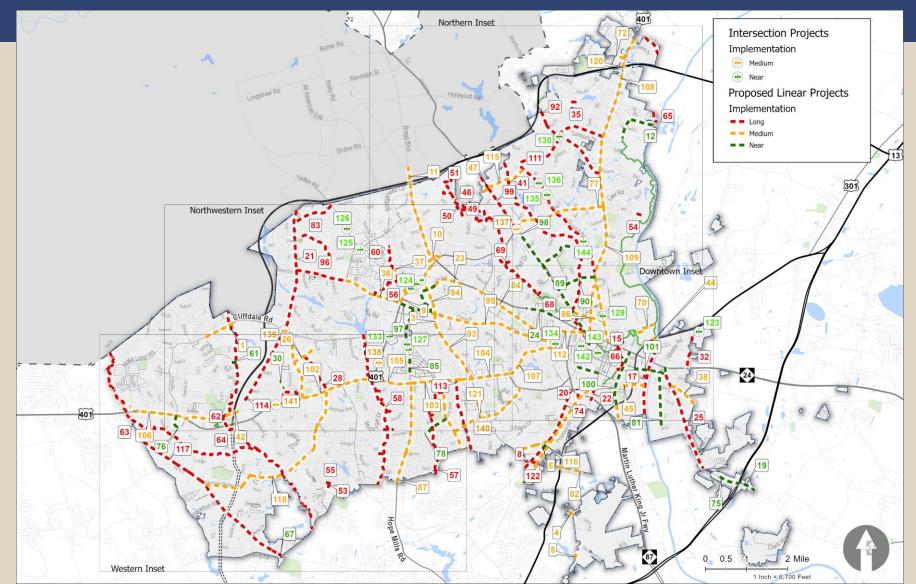




Project Prioritization

- Due to the large number of projects recommended, implementation of this plan will likely take place over the next 15-20 years.
- Projects have been divided into the following priority levels:
 - Near-term (0-5 years)
 - Medium-term (5-10 years)
 - Long-term (10+ years)

Near, Medium- and Long-Term Projects Map



15

FAYETTEVILLE

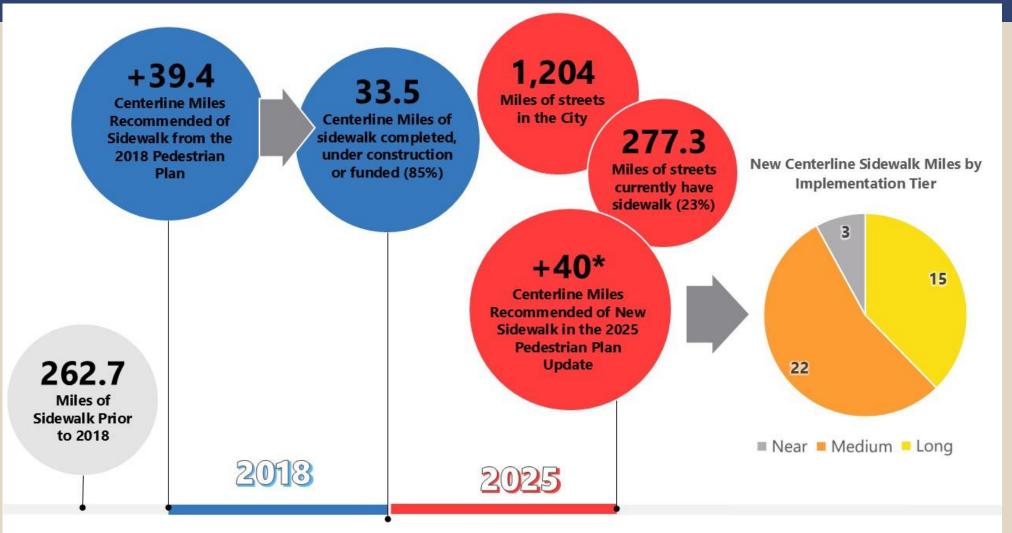


Cost Estimation

Implementation Phase	Number of Projects	Total Length of Construction (mi)	Cost (\$M)
Near-Term	41	16.67	\$52.83
Medium-Term	57	60.47	\$210.73
Long-Term	46	68.84	\$505.95
TOTAL	144	145.98	\$769.51



Progress from 2018 Plan



*New sidewalk miles defined as new sidewalk where none is currently present



Policy and Program Recommendations

- Developing and adopting a City Complete Streets Policy and Traffic Calming Policy
- Implementing creative safety awareness campaigns and programming
- Establishing a transportation-focused City commission
- Continuing to engage with K-12 public schools and prioritize projects near schools





Community Partners

- NCDOT
- FAMPO
- Fayetteville Chamber of Commerce
- FAST Transit Center
- Cool Spring Downtown
- Cumberland County (including the Health Department)
- Sustainable Sandhills

Other Partners

- Schools/Colleges/Universities
- Local business owners
- Business districts
- Emergency services
- Public-private partnerships



Next Steps

Options:

- **Option 1:** Approve the Comprehensive Pedestrian Plan Update to be placed on a Consent Agenda for adoption.
- **Option 2:** Do not approve the Comprehensive Pedestrian Plan Update and provide staff with further direction.
- **Recommended Action:**
- **Option 1:** Approve the Comprehensive Pedestrian Plan Update to be placed on a Consent Agenda for adoption.

Questions and Discussion

Thank you!

Zachary Bugg, PhD, PE Associate Engineer Kittelson & Associates, Inc. zbugg@kittelson.com 910.399.5699





City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4725

Agenda Date: 6/23/2025 Version: 1 Status: Agenda Ready In Control: City Council Regular Meeting File Type: Consent Agenda Number: 7.0A15 TO: Mayor and Members of City Council THRU: Adam Lindsay ICMA-CM, Assistant City Manager FROM: Sheila Thomas-Ambat, PE, Public Services Director Brian McGill, PE, PTOE, Interim Assistant Public Services Director -**Traffic Services** Virginia Small, Transportation Planner John McNeill, PMP, Senior Project Manager - Traffic DATE: June 23, 2025

RE:

Approve and Adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: The City of Fayetteville will be a highly desirable place to live, work, and recreate.

Executive Summary:

To supplement the City of Fayetteville Pedestrian Plan update, staff in response to Council direction, initiated a City-funded pedestrian study that focused on pedestrian improvements near K-12 public schools within or servicing the City.

The Supplemental Fayetteville Comprehensive Pedestrian Plan Study includes a detailed analysis of all school service areas to identify gaps in the pedestrian network. This analysis identified pedestrian safety improvement projects to expand the walkable areas around public schools. The study developed 26 cut sheets for pedestrian improvement projects near schools, and 12 cost estimates and more detailed recommendations for the highest-prioritized schools.

The Supplemental Fayetteville Comprehensive Pedestrian Plan Study was presented to Council at the June 2, 2025 Work Session. The Draft minutes from the work

session says that the Consensus of Council was to approve the supplemental Fayetteville pedestrian plan study and place it on consent for adoption and allow the schools that did not respond to have time to get back to staff for further discussion. Should Council provide consent and adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study, staff will program proposed projects in future CIP requests and will work to contact the remaining 15 schools who did not respond directly through school administrators to learn on any specific needs.

Background:

The history of the Supplemental Fayetteville Comprehensive Pedestrian Plan Study can be summarized as follows:

- November 2022 Council directed staff to identify and report back schools that do not have sidewalks.
- March 2023 Staff presented sidewalk projects for approval to construct with General Obligation (GO) Bond Funding; Staff were directed to research and report back on installing sidewalks around schools.
- September 2023 Sidewalk projects within a one-mile radius of public schools presented to Council; Council approves to proceed with GO Bond-funded Pedestrian Plan and CIP projects.
- November 2023 Council directs staff to conduct a GO Bond-funded sidewalk study of schools for connectivity and gaps.
- January 2024 Council approves Comprehensive Pedestrian Plan municipal agreement with NCDOT.
- March 2024 NCDOT provides notice to proceed for Comprehensive Pedestrian Plan.
- May 2024 Council approves of the consultant (Kittelson & Associates) scope and fee for Supplemental Fayetteville Comprehensive Pedestrian Plan Study.
- May 2024 City provides consultant notice to proceed for Supplemental Fayetteville Comprehensive Pedestrian Plan Study.
- April 2025 Draft Supplemental Fayetteville Comprehensive Pedestrian Plan Study Report completed.
- June 2025 Supplemental Fayetteville Comprehensive Pedestrian Plan presented to Council at Work Session.

As part of the 2025 Comprehensive Pedestrian Plan Update, the City is pursuing a Supplemental Fayetteville Comprehensive Pedestrian Plan Study for pedestrian safety around schools. It includes data analysis to prioritize schools for transportation safety improvements, engagement with school representatives and City staff, and the development of recommendations for the highest priority schools to address key safety challenges and expand multimodal access where it is most needed. The attached report includes recommendations which are intended to supplement those in the citywide Comprehensive Pedestrian Plan.

After examining and analyzing the infrastructure surrounding 64 K-12 public schools serving the City, key priority locations for pedestrian transportation safety investment were identified. This study did not include private schools. The study's methodology

prioritized areas based on student enrollment, number of students walking to school, population density, recent bicycle/pedestrian crash history, and adjacent street traffic characteristics. Through this in-depth prioritization methodology, 26 of the 64 schools were moved forward to identify multimodal safety improvements.

Cumberland County Schools system representatives. well school as as representatives. were consulted and given the opportunity to offer feedback throughout the project. Specifically, on July 23, 2024, the COF team met virtually with Kevin Coleman, the Associate Superintendent of Auxiliary Services, to discuss the school study scope of work and methodology as well as our plan for engagement with CCS. He noted at that meeting that he would be the primary conduit for reaching out to individual schools for feedback as the plan progressed. The team continued to hold biweekly progress meetings with Shawn Taurone (no longer with the school system) and Dean Carter, Planning Specialist, beginning with the kickoff meeting on June 27, 2025 and proceeding through the end of the plan development. Most of these meetings were virtual but there were a few in-person. At these meetings, we provided updates on which of the schools scored highly in the network analysis and which we desired to reach out to for feedback on existing deficiencies/needs and (as the study progressed) our draft recommendations. Of the 26 high-priority schools, school representatives from 11 schools responded to requests for feedback on preliminary recommendations to address pedestrian infrastructure.

The study developed cut sheets for pedestrian improvement projects near the 26 schools that were advanced forward to identify multimodal safety improvements. Cost-estimates and detailed recommendations have been developed for 12 of the highest-prioritized schools, including the 11 schools that provided feedback as well as one additional school where pedestrian improvements are already planned. The total cost of improvements at those 12 schools is approximately \$27.9M.

Attached are the final reports, appendices, and the presentation to accompany the Final Supplemental Fayetteville Comprehensive Pedestrian Plan Study. Should Council provide consent and adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study, staff will program proposed projects in future CIP requests and will work to contact the remaining 15 schools who did not respond directly through school administrators to learn of any specific needs and their concurrence with the plan.

Issues/Analysis:

Council directed staff to research sidewalk connectivity for all public schools. To enhance the Comprehensive Pedestrian Plan Study, Council approved a Supplemental Fayetteville Comprehensive Pedestrian Plan Study. This study analyzed all public schools which serve the City of Fayetteville and recommends pedestrian safety improvement projects, including sidewalk.

Budget Impact:

To adopt the plan, there is no active budget impact. Should the plan be approved, future pedestrian safety improvements will be programmed into future fiscal year CIP proposals. In addition, staff will work to contact the remaining 15 schools who did not respond directly through school administrators to learn of any specific needs.

Options:

Option 1 - Approve and adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study.

Option 2 - Do not approve and adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study and provide staff with further direction.

Recommended Action:

Option 1 - Approve and adopt the Supplemental Fayetteville Comprehensive Pedestrian Plan Study.

Attachments:

Fayetteville Supplemental Ped Plan_final report.pdf Appendix A - School Network Analysis Spreadsheets.pdf Appendix B - Coordination and Engagement Documentation.pdf Appendix C - Recommendations Maps and Concept Plans.pdf Supplemental Ped Plan_622025.pdf



THE SUPPLEMENTAL FAYETTEVILLE COMPREHENSIVE PEDESTRIAN PLAN

FAYETTEVILLE, NC

April 2025



Inside front cover

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The Supplemental Fayetteville Comprehensive Pedestrian Plan Fayetteville, NC

> Prepared for: City of Fayetteville 339 Alexander Street Fayetteville, NC 28301

Prepared by: Kittelson & Associates, Inc. 272 North Front Street, Suite 410 Wilmington, NC 28401 910.475.1789

> Tara Hofferth, PE Senior Engineer

Zachary Bugg, PhD, PE Associate Engineer

Project Number 272110.002

April 2025

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Appendix B – Coordination and Engagement Documentation

Appendix C – Recommendation Maps and Concept Plans

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Section 1 Executive Summary

EXECUTIVE SUMMARY

OVERVIEW

As part of the 2025 Comprehensive Pedestrian Plan Update, the City of Fayetteville, North Carolina (the City) is pursuing pedestrian safety improvements around schools, where children are likely to be walking, biking, and travelling. It has included data analysis to prioritize schools for transportation safety improvements, engagement with school representatives and city staff, and the development of recommendations for the highest priority schools to address key safety challenges and expand multimodal access where it is most needed.

This document is intended to be a supplemental to the final report for the City of Fayetteville Comprehensive Pedestrian Plan Update, completed in 2025. As such, the recommendations in this document are intended to supplement those in the citywide Comprehensive Pedestrian Plan. This plan should be used to advance multimodal transportation safety improvements forward through the design and implementation process. Treatments can be carried out through various delivery methods, be it through existing projects, systemic improvements, smaller scale changes, or larger capital improvements. Overall, this is a key step in improving transportation safety in Fayetteville and expanding access where it is most needed. This report summarizes the tasks performed and the results that shall guide subsequent implementation activities.

SCHOOL NETWORK ANALYSIS

This effort included an examination and analysis of the infrastructure surrounding 64 K-12 public schools serving the City of Fayetteville to identify key priority locations for pedestrian transportation safety investment. The goal was to target improvements where they are needed most, such as where there are the highest vehicle speeds and volumes, where there are the most prevalent bicyclist and pedestrian crashes, and where there are most likely to be students walking and biking to school. Through an in-depth prioritization methodology, 26 of the 64 schools were moved forward to identify multimodal safety improvements. This methodology included identifying metrics, assigning scores, and weighting those scores. Multiple ranking methods were tested, including a percentile method, a z-score method, and a cluster analysis, to prioritize schools with the highest need. The top 26 schools were identified based on the schools that fell into the top 20 of at least one of those ranking analysis methods.

CUMBERLAND COUNTY SCHOOLS ENGAGEMENT

This effort has also included school engagement to verify that recommendations meet local goals and needs. City staff played a key role in discussing and reviewing each task and corresponding deliverables. Cumberland County Schools representatives were also consulted and given the opportunity to offer feedback throughout the project. Of the 26 high-priority schools, school representatives from 11 schools responded to requests for feedback on preliminary recommendations to address pedestrian infrastructure.

RECOMMENDATIONS

A toolkit of treatments was developed to expand safe, multimodal access for children walking and biking to school. The toolkit includes treatments that dedicate space to pedestrians and facilitate safer crossings. Those tools were then applied to the street network within one half-mile of the highest-ranking 26 schools, and feasibility-level recommendations were established. These proposed improvements are described herein and presented in attached maps and concept plans. Cost estimates and more detailed recommendations have been developed for 12 of the highest-prioritized schools, including the 11 schools that provided feedback as well as one additional school where pedestrian improvements are already

planned. The total cost of improvements at those 12 schools is approximately \$27.9M. A series of concept drawings to support implementation of these improvements are attached to this report.

NEXT STEPS

As funding becomes available, this supplemental plan is intended to be used prioritize transportation investments. In follow up to this plan, it will be important to pursue funding sources for various project delivery paths, continue to engage the community and local partners, and move key, feasible projects into the design process, refining recommendations based on newly collected data and ongoing collaboration.

Section 2 Introduction

INTRODUCTION

Addressing transportation safety near schools is a tactical, systemic approach to reducing severe crash outcomes within the transportation network in the City of Fayetteville, especially among vulnerable populations. The National Center for Safe Routes to School has found that building improved multimodal infrastructure along routes to schools can increase the percentage of students taking more active modes of transportation¹. This might contribute to positive public health outcomes and enhanced community building. The National Highway Traffic Safety Administration (NHSTA) also promotes comprehensive safety investment near schools, including a combination of engineering, education, and enforcement strategies².

At the state level, the North Carolina Department of Transportation (NCDOT) supports Safe Routes to Schools initiatives in local communities. NCDOT offers cost-reimbursement programs and education curriculums. NCDOT also organizes statewide Bike and Walk to School Days³.

In Fayetteville, there were 70 bicyclist crashes and 231 pedestrian crashes within a half mile of a school between 2007 and 2022. Many city schools are located along wide, high-speed arterial roadways that feel unsafe to walk along and across. There are also some residential neighborhoods without connected, multimodal access to nearby schools, which may require some families to take a passenger car or bus to school over choosing more active transportation modes. Investing in pedestrian infrastructure near schools is an effective way for the City of Fayetteville to address safety, reduce severe crash outcomes, and expand access for students in the region.

This School Study is a supplemental effort to the City's ongoing Pedestrian Plan, which will make recommendations for broader pedestrian safety improvements throughout the City. These plans also complement the City's recently adopted Comprehensive Transportation Plan and other ongoing local projects and initiatives to expand safe, multimodal access in Fayetteville.



Image from ncdot.gov

¹ https://www.saferoutesinfo.org/

² <u>https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/countermeasures/other-strategies-behavior-change-2</u>

³ <u>https://www.ncdot.gov/divisions/integrated-mobility/safety/Pages/safe-routes-school.aspx</u>

SCOPE OF THE STUDY

The following key tasks were performed as part of the Fayetteville School Study:

- 1. **School network analysis:** including an examination of 64 K-12 public schools that service residents within the City of Fayetteville. These schools were evaluated and ranked based on a series of metrics to identify the top 26 schools most in need of surrounding transportation infrastructure investments.
- 2. **Coordination and engagement:** including close collaboration with City Public Services staff and seeking feedback from Cumberland County Schools representatives through meetings and emails.
- 3. **Toolkit and recommendations:** including developing solutions broadly for safer routes to school in Fayetteville and specifically for the highest-ranking schools. Recommendations are presented in planning-level maps and concept designs graphics. Costs and implementation steps have also been developed.

These tasks are summarized in more detail in subsequent sections of this report.

GOALS

Overall, the purpose of this study is to identify key infrastructure gaps in the transportation network near Fayetteville public schools and implement safety improvement solutions that best expand multimodal access and encourage active transportation modes.

The following key goals have guided this effort:

wa

Address multimodal safety and access near schools where students are most likely to be walking and biking.

Prioritize investment where there is the greatest need in terms of safety, infrastructure, and demographics.

Identify implementable tools that address specific needs raised by the public, school representatives, and results of the school network analysis.

Section 3 School Network Analysis

SCHOOL NETWORK ANALYSIS

A total of 64 public schools (kindergarten through 12th grade) within the Fayetteville city limits and/or those that service the City population were examined as part of this School Study. For each school, a ½ mile walkshed was generated using the existing street and sidewalk network. These walksheds visually represent how far people can walk to and from each school using existing streets and trails. The calculation does not account for how accessible the pedestrian infrastructure is, and it includes streets without sidewalks or dedicated pedestrian paths. These walksheds were generated using Geographic Information System (GIS) mapping. Using data provided by the City, NCDOT, Cumberland County Schools, and other data available online, GIS has calculated and visualized the walkshed for each school. The purpose of visualizing this walkshed is to anticipate where students are most likely to walk or bike to school with the goal of prioritizing improvements where there is the most need for safety investment. A map of the evaluated schools and the corresponding walksheds is shown below in Figure 1.

Appendix A includes a spreadsheet of all data collected and/or calculated for each school. It also includes documentation related to the prioritization process performed. The data collection, analysis process, and school prioritization methodologies are all described below.

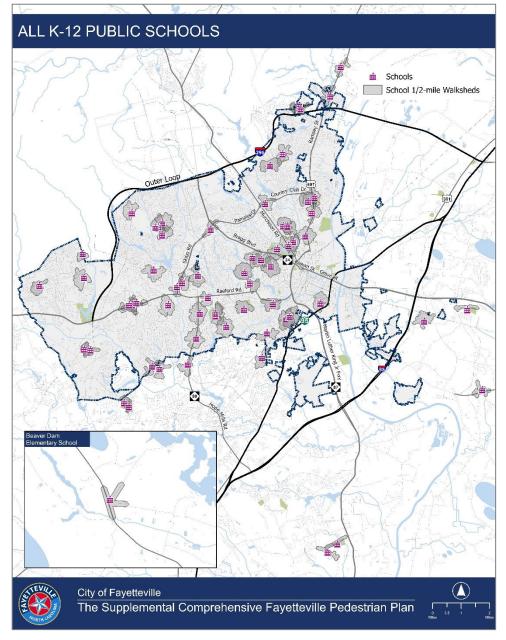


Figure 1: Map of 64 studied schools and corresponding walksheds

DATA COLLECTION AND PROCESSING

A comprehensive data collection process was undertaken to understand the schools and prioritize them for improvements. Data was collected and/or calculated from various sources, including local and state sources as well as US Census data. In some instances, the information was not used in the school prioritization process but provided qualitative information for differentiating the schools. Data was grouped into larger category buckets, including School Population, Safety, Infrastructure, Demographics, and Public/School Comments. A description of each data point, including how it was collected and used, is provided below.

A. SCHOOL POPULATION

The goal with collecting school population data was to better understand the needs and operations of each school. The following metrics were provided by Cumberland County Schools:

- School Address/Grade Level: the address of each school was used in mapping and to identify the infrastructure surrounding the schools. The grade level (such elementary, middle, or high school) was also documented, but not used as a metric in prioritization.
- **Student Enrollment:** this metric includes the total number of students enrolled at each school. Schools with a larger student population were assumed to have more students walking and biking and thus, were prioritized over smaller schools.
- Students in Non-Transport Zone: this data includes the number of students that are not bused to school due to close proximity to their assigned school. These children may be more likely to walk or bike to school and thus, schools with more students in the non-transport zone were prioritized for improvements.

B. SAFETY

Transportation safety data was evaluated to articulate where safety improvements are most needed. The following metrics were included:

- **Bicycle Crashes:** crashes involving bicyclists were documented within a ½ mile radius of each school. This data was collected from the NCDOT Non-Motorist Crash Map,⁴ which is available online. This map includes crashes from January 2007 through December 2022. Schools with a greater number of nearby bicyclist crashes were prioritized for improvements.
- Pedestrian Crashes: crashes involving pedestrians were documented within a ¹/₂ mile radius of each school. This data was collected from the NCDOT Non-Motorist Crash Map, which is available online. This map includes crashes from January 2007 through December 2022. Schools with a greater number of nearby pedestrian crashes were prioritized for improvements.
- **Bicycle Level of Traffic Stress (BLTS):** this is a measure of how unsafe or stressful it feels to bike along a street. BLTS 1 indicates a biking environment that would feel safe and comfortable for most people. BLTS 4 indicates a facility that most people would feel unsafe to use. This metric was estimated using the method developed by the Mineta Institute⁵. BLTS was then averaged within each school walkshed area. Schools with a higher BLTS average were prioritized for improvements.
- Pedestrian Level of Comfort (PLOC): this is a measure of how unsafe or stressful it feels to walk along a street. PLOC 1 indicates a walking environment that would feel safe and comfortable for most people. PLOC 4 indicates a facility that most people would feel unsafe to use. This metric was calculated using the method described in Chapter 4 of the 2025 Fayetteville Pedestrian Plan

⁴ https://www.arcgis.com/apps/mapviewer/index.html?webmap=b4fcdc266d054a1ca075b60715f88aef

⁵ Low-Stress Bicycling and Network Connectivity | Mineta Transportation Institute

Update. PLOC was then averaged within each school walkshed area. Schools with a higher PLOC average were prioritized for improvements.

• Posted Speed Limit: vehicular traffic speed is an important factor in determining crash severity, especially in contributing to serious crash outcomes for people walking and biking. As such, the average posted speed limit was calculated within each school walkshed area. This data was collected from NCDOT maps and confirmed through Google Streetview, as well as field visits for selected school walksheds. Schools with higher average posted speed limits within the walkshed area were prioritized for improvements.

C. INFRASTRUCTURE

Multimodal infrastructure was reviewed to prioritize improvements where safe infrastructure is most lacking. The following metrics were included:

- Annual Average Daily Traffic (AADT): AADT represents vehicular traffic volumes on streets. Two AADT metrics were collected for each school, including 1) the maximum AADT in the school walkshed area and 2) the AADT on the street that the school is accessed by, fronting, or is closest to. This data was collected from an online NCDOT interactive map,⁶ which was last updated in 2023, but includes data from various years. Schools with high AADT metrics were prioritized for improvements.
- Sidewalk Infrastructure: to assess existing sidewalk infrastructure, a percentage of streets with sidewalk on at least one side within each school walkshed was calculated to determine a sidewalk ratio metric. This data was collected from Google Earth aerial imagery and City of Fayetteville GIS information. Schools with less sidewalk near them were prioritized for improvements.
- **Crosswalk Infrastructure:** this metric is a calculation of the number of intersection legs that contain marked crosswalks within each school walkshed. This data was collected from Google Earth aerial imagery and City of Fayetteville GIS information. Schools with fewer marked crosswalks near them were prioritized for improvements.

D. DEMOGRAPHICS

Demographic information was used to verify that safety investments are targeted where populations are most in need of them. The following metrics were included:

- **Residential Population:** this was determined within ½ mile of each school using US Census data. Schools within more densely populated residential areas were prioritized for improvements. Multimodal infrastructure in these areas is likely to benefit many people in addition to students.
- Transportation Disadvantaged Index (TDI): this environmental justice metric was developed by NCDOT. It specifies the relative transportation disadvantage in neighborhoods based on data related to race, income, ethnicity, vehicle access, age, disability, and language proficiency. The index maps neighborhoods with scores from 0 to 11, with a higher value representing a higher level of disadvantage. This data was collected from NCDOT online open data.⁷ Schools within neighborhoods with a higher TDI were prioritized for improvements.
- Zero Car Households: the percentage of households without access to a vehicle was averaged within each school walkshed. This data was collected to understand where there may be more students needing to walk or bike to school. This data was collected from the US Census. Schools with more nearby zero-car households were prioritized for improvements.

⁶ <u>https://connect.ncdot.gov/resources/State-Mapping/pages/traffic-volume-maps.aspx</u>

⁷ https://ncdot.maps.arcgis.com/apps/instant/sidebar/index.html?appid=67947cc90c3f4d02a9dba19ce4203e0c

E. PUBLIC/SCHOOL COMMENTS

Lastly, any specific concerns or suggestions received from the public or from school representatives were also documented for each school. This information was not explicitly used in the initial school prioritization but was later used to identify specific projects for improvements at high-ranking schools.

ANALYSIS AND PRIORITIZATION

The next step in the School Study was to prioritize the schools based on the collected and calculated data with the goal of identifying areas where there is the most need for safety investment. The methodology for doing so is described below.

DEVELOPING SCORES

Three methodologies were tested to develop scores for prioritizing the schools for transportation safety investment. Consistent with the data mentioned above, the following performance measures were used to develop scores and rank the schools:

- A. School Population Score
 - a. Student Enrollment
 - b. Students in Non-Transportation Zone
- B. Safety Score
 - a. Bicycle Crashes
 - b. Pedestrian Crashes
 - c. BLTS
 - d. PLOC
 - e. Posted Speed Limit
- C. Infrastructure Score
 - a. AADT in Walkshed
 - b. AADT along Access Road
 - c. Sidewalk Infrastructure
 - d. Crosswalk Infrastructure
- D. Demographics Score
 - a. Residential Population
 - b. TDI
 - c. Zero Car Households

The various methods used to rank the schools are described below.

Percentile Method

The first scoring method considered was to rank the schools by using percentiles for each performance measure. This method involved calculating scores based on a ranking from 0 to 100 within each performance measure. The school with the value representing the most need received the highest score of 100, while the school with the value representing the least need was assigned the lowest score of 0. A score was then calculated for each school based on how its value for that performance measure compared to the highest and lowest values. Then, weights were applied to determine overall scores. Through discussions with City Staff, it was determined that safety and infrastructure metrics should be prioritized over student population and demographics metrics. The weights were assigned as follows:

- A. School Population Score 20%
 - a. Student Enrollment 5%
 - b. Students in Non-Transportation Zone 15%

- B. Safety Score 35%
 - a. Bicycle Crashes 10%
 - b. Pedestrian Crashes 10%
 - c. BLTS 5%
 - d. PLOC 5%
 - e. Posted Speed Limit 5%
- C. Infrastructure Score 30%
 - a. AADT in Walkshed 5%
 - b. AADT along Access Road 5%
 - c. Sidewalk Infrastructure 10%
 - d. Crosswalk Infrastructure 10%
- D. Demographics Score 15%
 - a. Residential Population 5%
 - b. TDI 5%
 - c. Zero Car Households 5%

The benefit of the percentile method is that it elevates locations with extreme need. For instance, one school had a much higher number of pedestrian crashes near it as compared to other schools. The percentile method gives significant weight to this school. The challenge with this method is that it focuses on how values compared to each other relatively rather than the pure magnitude of the value. If the data is not normally distributed or has outliers (like the high pedestrian crash school), the scores may be misrepresenting the magnitude of the metrics.

Z-Score Method

The next method that was tested used z-scores to rank the schools instead. Under this method, the z-scores were calculated, representing the number of standard deviations of a value above or below the mean value within each performance measure. This ensures that scores are developed based on the average value rather than the extreme values. Using this method, the values were then rescaled on a scale of 0 to 100 and the same weights as those listed above for the percentile method were applied. The challenge with the z-score method is that it still heavily depends on a relatively normal distribution of data.

Cluster Method

Lastly, the cluster method was tested. This method used a k-means cluster analysis to categorize the schools into four unequally sized groups, including:

- 1. High Crash, High Need
- 2. Low Crash, Poor Infrastructure
- 3. Low Crash, Some Infrastructure
- 4. Rural or Exurban

The idea was to identify a group of schools with data characteristics that indicate the highest number of crashes, and the highest infrastructure and population needs. The challenge with this method is that it requires pre-defining the number of clusters, which outliers may not appropriately fit into.

PRIORITIZED SCHOOLS

Ultimately, through discussions with City Staff, it was determined that a combination of the 3 methods should be used. There were 26 schools prioritized for transportation safety improvements given that they met at least one of the following criteria:

- Within the top 20 ranking using the Percentile Method
- Within the top 20 ranking using the Z-Score Method
- Within Cluster #1: "High Crash, High Need," which included 17 schools

The intention was to overcome the challenges and flaws of each analysis method by including the highest priority schools from each. Many schools ranked highly in all 3 lists. Only a handful of schools ranked highly using just one method. Given this process, the top-ranking schools are not prioritized themselves and should instead be accomplished as there is opportunity to do so.

Table 1 below shows the highest prioritized schools and whether they fell into the top 20 list using each of the methods described above. The highest prioritized schools are also mapped below in Figure 2. Refer to Appendix A for the spreadsheet files used to develop school prioritization.

	Т	Top 20 Ranking									
School	Percentile	Z-Score	Cluster								
1. A.B. Wilkins High School	Yes	Yes	Yes								
2. Anne Chestnutt Middle School	Yes	Yes	Yes								
3. Brentwood Elementary School	Yes	Yes	Yes								
4. College Lakes Elementary School	Yes	Yes	Yes								
5. J.W. Coon Elementary School	Yes	Yes	Yes								
6. Lewis Chapel Middle School	Yes	Yes	Yes								
7. Loyd Auman Elementary School	Yes	Yes	Yes								
8. Luther Jeralds Middle School	Yes	Yes	Yes								
9. Mary McArthur Elementary School	Yes	Yes	Yes								
10. Ramsey Street High School	Yes	Yes	Yes								
11. Reid Ross Classical Middle/High School	Yes	Yes Yes									
12. Seventy-First High School	Yes Yes		Yes								
13. Sherwood Park Elementary School	Yes	Yes									
14. Westarea Elementary School	Yes	Yes									
15. William H. Owen Elementary School	Yes	Yes	Yes								
16. Douglas Byrd High School	Yes	Yes									
17. Ponderosa Elementary School	Yes	Yes									
18. Cliffdale Elementary School	Yes		Yes								
19. Ben Martin Elementary School	Yes										
20. Morganton Road Elementary School	Yes										
21. Cumberland International Early College High School		Yes	Yes								
22. E.E. Miller Elementary School		Yes									
23. Walker-Spivey Elementary School		Yes									
24. Cumberland Mills Elementary School			Yes								
25. Cumberland Road Elementary School			Yes								
26. Seventy-First Classical Middle School			Yes								

Table 1: Schools Prioritized by Each Analysis Method

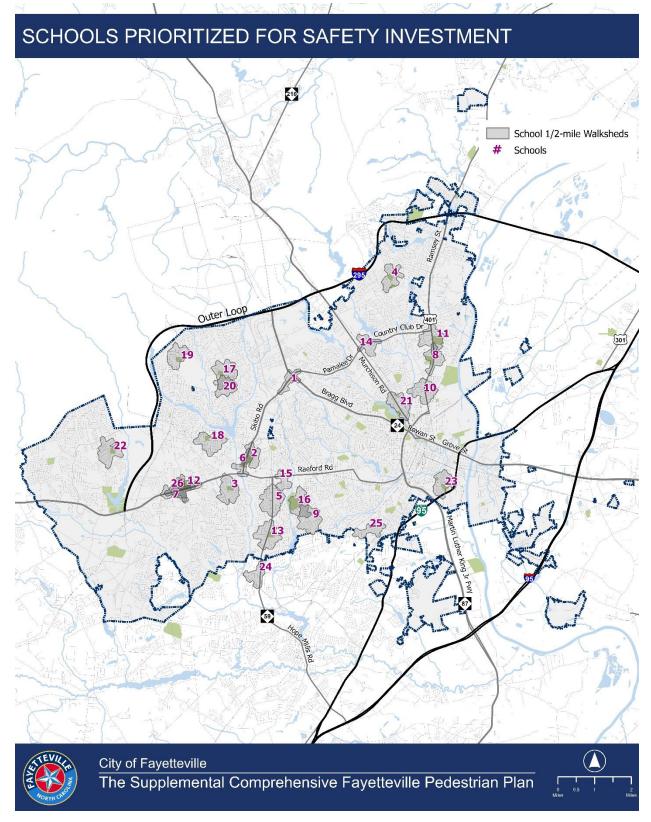


Figure 2: Map of high-priority schools

Section 4

Agency Coordination and Engagement

AGENCY COORDINATION AND ENGAGEMENT

This School Study has been developed in close collaboration with several partners, including City Staff and representatives from Fayetteville public schools. This continued engagement has been a core element in collecting data, ranking the schools, and developing context-sensitive recommendations.

STEERING COMMITTEE COORDINATION

As part of this effort, the project team worked closely with a steering committee comprised of City Public Services staff to collect data, develop performance metrics, and review recommendations. The project team also regularly provided updates to the City Manager's Office. Through bi-weekly progress meetings and periodic work sessions, the committee provided technical reviews and feedback at critical stages of the Study. They relayed local context, emphasized potential implementation obstacles, and provided information regarding ongoing infrastructure projects in the city. Other City Staff were also engaged at relevant points throughout the study to collect feedback and provide an overview of the project. This Study has also been developed in close coordination with the corresponding citywide Pedestrian Plan.

Key meeting notes and correspondence are included in Appendix B.

SCHOOL REPRESENTATIVE ENGAGEMENT

Cumberland County Schools staff, as well as individual school representatives such as principals participated throughout the life of the study. Emails were sent to representatives from each of the 26 highest ranking schools seeking initial ideas and feedback. Representatives from 11 of the 26 schools responded, including from:

- 1. Brentwood Elementary School
- 2. College Lakes Elementary School
- 3. J.W. Coon Elementary School
- 4. Loyd Auman Elementary School
- 5. Mary McArthur Elementary School
- 6. Ramsey Street High School
- 7. Ponderosa Elementary School
- 8. E.E. Miller Elementary School
- 9. Walker-Spivey Elementary School
- 10. Cumberland Mills Elementary School
- 11. Westarea Elementary School

Their specific responses are included in Appendix B. Overall, there was general interest and excitement over safety improvements. Several schools mentioned a need for non-infrastructure solutions, such as well-trained crossing guards⁸. This information was used to guide recommendations. City Staff decided to further prioritize those 11 schools for which responses were received for transportation safety improvements.

Key meeting notes and correspondence are included in Appendix B.

⁸ In May 2024, Cumberland County announced they would no longer provide crossing guards and school resource officers due to staffing shortages. As a result, the City of Fayetteville announced in August 2024 that 60 school crossing guards at the Fayetteville Police Department completed training and will provide services at more than 50 schools in Fayetteville.

Section 5 Toolkit and Recommendations

TOOLKIT AND RECOMMENDATIONS

As part of this effort, recommendations have been developed for the top ranking 26 schools. Overall, pedestrian safety is a key focus. Students walking to school are the most vulnerable to being killed or seriously injured in a car crash. Pedestrian infrastructure often serves to improve bicyclist safety as well. Throughout this effort, it emerged that improved crossing infrastructure is especially needed. Many of the schools have mid-block and/or uncontrolled crossings that are not currently configured according to best practices. Students walking, biking, taking the bus, and being driven to school may be most vulnerable to a crash while crossing the street. Recommendations made herein include mostly infrastructure solutions. Non-infrastructure solutions are also relevant, especially in considering the system of transportation safety. These solutions are discussed at a high level subsequently herein.

SCHOOL TRANSPORTATION SAFETY TOOLKIT

A toolkit of multimodal transportation safety treatments has been developed to expand access for students on their routes to school. Tools have been identified through engagement with school representatives, discussions with City Staff, understanding of current and ongoing projects, collaboration with the Pedestrian Plan recommendations, based on desktop review of existing infrastructure, and through understanding of national best practices.

Many of the highest priority schools are located along or near major arterials in Fayetteville. There is typically sidewalk along the school frontage, but in some cases, the sidewalk is narrow and close to fast-moving traffic. There are major intersection crossings located near schools in Fayetteville requiring enhanced pedestrian infrastructure. Some schools are bordered by neighborhood streets that would benefit from sidewalk and/or traffic calming. Connectivity between the schools and surrounding neighborhoods can also be achieved through shared use paths and trails. With this context, the following toolkit was developed.

Improved Crossings:		
Marked High Visibility Crosswalk	According to FHWA, "a high- visibility marked crosswalk can reduce pedestrian crashes up to 40%." They are especially important at crossings with many pedestrians such as those near bus stops and schools. High-visibility crosswalks include clear, reflective marking, pedestrian scale lighting, and advanced warning signs.	
Pedestrian Refuge Island	A pedestrian median refuge island provides added protection for people crossing the street. The refuge improves pedestrian visibility, reduces conflicts, and reduces crossing distance. Maintenance is an important consideration.	

Warning Signs	Signage and warning beacons can be used in advance of marked pedestrian crossings to increase driver yielding. School zones should be clearly demarcated to signal to drivers the need to drive slower and more diligently.	SEBASTIAN T AHEAD
Pedestrian Scale Lighting	Pedestrian-scale lighting improves pedestrian security and comfort, especially at crossings, key destinations, and bus stops. Street lighting also improves visibility for drivers.	
Raised Crosswalks or Intersections	Raised crossing infrastructure enhances the visibility of pedestrians. These treatments are not typically appropriate on higher speed and volume streets.	
Accessible Ramps	Accessible ramps provide access for pedestrians from the sidewalk to the roadway. It is critical that these be designed accessibly and according to national best practices in locations where people are walking.	

Flashing Beacons (RRFB)	A flashing pedestrian signal lets motorists know that pedestrians are crossing. These are especially applicable at crossings where there is not a signal or stop sign directing traffic.	
Pedestrian Push Buttons	A pedestrian countdown signal indicates remaining walk time. Fixed, rather than actuated, signals are most preferred in urban areas.	Int costs Int for Int costs Int for the costs In
Leading Pedestrian Intervals	A leading pedestrian interval (LPI) gives pedestrians advance signal time to begin crossing before cars start turning right. LPIs are especially helpful at wide, busy intersections	
No Turn on Red	Another signal modification tool is to prohibit right-turn-on-red. This ensures that pedestrians have more dedicated time to cross. Restrictions can be implemented at all times or at select times, such as during school arrival and dismissal.	E CONTRACTOR O C

Signalize Pedestrian Crossings	On streets with high traffic speeds and volumes, a pedestrian hybrid beacon or full signalization may be needed to ensure yielding and facilitate safe crossings.	
Intersection Daylighting	Marking off areas near intersections using paint or other visual or physical elements shows where on-street parking is restricted. This process maintains visibility at driveways and intersections.	
Asphalt art	Asphalt art is used to delineate and revitalize spaces. This tool is often used as part of creating safer routes to schools, parks, or libraries, and must meet Federal and State guidelines.	
Improve Streets:	•	
Sidewalk (filling network gaps)	A complete and connected sidewalk network increases pedestrian access and safety. The sidewalk clear width should be at least 6 feet wide, or ideally wider, with a planting strip to provide separation from fast- moving traffic. New sidewalks must comply with the Americans with Disabilities Act (ADA).	

Shared Use Path or Trail	This path is shared between people biking and walking, providing the highest level of separation from motor vehicle traffic and the lowest level of traffic stress.	
Bicycle Facilities	A bicycle lane provides dedicated space for bicyclists in the street. Bike lanes are more appropriate on streets with lower speeds and volumes.	
Vertical and Horizontal Traffic Calming	Vertical traffic calming slows traffic speeds via raised roadway elements, such as speed humps. These are most applicable on neighborhood streets. Horizontal traffic calming introduces horizontal deflection in the roadway that causes drivers to slow down to respond to changing path patterns.	
Non-Infrastructure Solut	ions:	
Crossing Guards	Even when a crosswalk is designed according to best practices, crossing guards can further ensure yielding and safe driver behavior. It is important that cross guards are well trained.	
School Circulation Planning	Carefully planning routes to schools for buses, carpooling, walking, and biking can help delineate and separate space for various modes and reduce the potential for conflicts.	

Walking and Biking School Buses	A walking or biking school bus gathers students together to take active modes of transportation to school.	
Education Campaigns	Targeted campaigns remind drivers to look for more vulnerable people on the street. Police offices can be partners in educating drivers about yielding to pedestrians and bicyclists. Communities also host bicycling events that teach children how to bike on city streets. High School level education campaigns about distracted and impaired driving are especially key.	

IMPROVING MID-BLOCK CROSSINGS

One common safety challenge near schools in Fayetteville is that there are uncontrolled pedestrian crossings near school entrances that are not designed to best practices. These are likely key places where students and other people are crossing the street. On higher volume, higher speed, multi-lane streets, it is especially critical that crossing infrastructure be designed to ensure driver yielding and protect students

where they are most vulnerable.

FHWA has developed a table⁹ (shown in Figure 3) to articulate potential infrastructure needs at various uncontrolled pedestrian crossings given the roadway configuration and posted speed limit. Many of the uncontrolled pedestrian crossings in Fayetteville near schools would benefit from installing accessible ramps, marking high-visibility crosswalks, improving pedestrian-scale lighting, and installing advanced warning signage. In some instances, there is also space for a pedestrian refuge island. On wider, higher-volume and higher-speed streets, additional measures are likely needed. Further evaluation will be needed to determine whether a flashing beacon, a pedestrian hybrid beacon, or full

	Spee														Speed Limit															
	≤30 mph 35 mph ≥40 mph ≤30 m								m	bh	h 35 mph ≥40 mph								≤30 mph 35 mph							≥40 mph				
Roadway Configuration	Vehicle AADT <9,000								T	Vehicle AADT 9,000–15,000								T	Vehicle AADT >15,000											
2 lanes*	<pre></pre>	-	4	0 5		❷ 7	0		8	0	-	3	4	05	6	0 7	05		8	0	-	3	4	05	6	€ 7	0	-	6	·
3 lanes with raised median*	0 2 5		4	0 5	-	/ © 7	0	_	0	0)	3 7	4	0 5	-	/ 8 0	0)	8	0)	0 7	4	0 5	-	/ 8 0	0)	6)
3 lanes w/o raised median†	<pre> 2 5 6 </pre>	_	4	0 5		❷ 7	0		8	6		3 7	4	0 5		8	0 5		8	0	-	8 7	4	0 5		8	6		6	-
4+ lanes with raised median [‡]	() 5	0		0 5		8 7	05)	8 0	6	-	8 7		0 5		8 0	0 5		8 0	6	-	8		0 5		8 0	5	-	6	-
4+ lanes w/o raised median [‡]	0 56	€ 7	8	0 5		8 7	8 5	0	8 0 8	3 5	-	€ 7	8	0 5	0	0 8	0 5		8 08	5	·	8		0 5		8	B 5	-) ()
*One lane in eac							ach d	irect	ion wit	h tw	o-waj	/ left	-turn	lan	e	‡Two	orn	nore	e lanes i	n ec	ich d	lirec	tion							
Given the set	of cor	diti	ons	in c	l Ce	II,								1					crossw											
 Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. 								2 3																						
# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.										4 5	Сι	urb ext	tens	sior				ng s	ign											
The absence of is generally no be considered	ot an (appi	ropi	riate	tre	atm	ient,	but	exce				1	6 7 8	6 Pedestrian refuge island7 Pedestrian Hybrid Beacon8 Road Diet															

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005), Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. HMVAHRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F. Redestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (http://www amclearinghouse.org/); and the Pedestrian Stately Guide and Countermeasure Selection System (PEDSAFE) website (http://www amclearinghouse.org/); and the Pedestrian Stately Guide and Countermeasure Selection System (PEDSAFE) website (http://www.getDikesde.org/PEDSAFE).

Figure 3: Table from FHWA Guide for Improving Pedestrian Safety at **Uncontrolled Crossing Locations**

⁹ https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf

signalization of the crossing is needed. It is expected that this evaluation will occur during design. Two general examples are provided below for improving the uncontrolled crossings near Fayetteville's schools.

The first example, shown in Figure 4 below, is a lower-volume, lower-speed, more neighborhood-oriented street. Improvements here should include providing high-visibility crosswalk markings, upgrading accessible ramps, and enhancing warning signage and pedestrian-scale lighting. In this context, there is also space to implement a pedestrian refuge island, likely with limited impacts to traffic flow. Additionally, the crosswalk can be raised in this instance, to slow traffic through the crossing and improve the visibility of young students crossing from their neighborhood to their school.



Figure 4: Example for improving uncontrolled pedestrian crossings on lower-speed, neighborhood streets (image source: Google Maps)

In the second example, shown below in Figure 5, the roadway context is different. Crossing pedestrians are contending with multiple lanes of fast-moving traffic. In this example, it will be important to evaluate the crossing for improvements like a flashing beacon, pedestrian hybrid beacon, or a full signal to facilitate a safe crossing. In many cases, these streets are operated and maintained by NCDOT and thus, treatments will need to be vetted and approved at the State level. This evaluation will require an examination of traffic speeds and volumes and should be done during the design phase of the project.



Figure 5: Example for improving uncontrolled pedestrian crossings on higher-speed arterials (image source: Google Maps)

RECOMMENDATIONS

The multimodal toolkit for safer routes to schools has been applied to the highest-ranking schools. Spot specific recommendations are identified for implementation. A series of maps are included in Appendix C that provide a high-level overview of the recommendations for each school. Concept plans are also included for some of the schools in Appendix C, illustrating the application of treatments with more detail and specificity over aerial imagery.

A brief description of the recommendations made for each school is provided below. As indicated in the materials in Appendix C, it is recommended near many of the schools that pedestrian scale lighting be improved and new accessible ramps installed. Pedestrian safety improvements will also provide safer access to nearby bus stops. As outlined in the toolkit, non-infrastructure solutions are also relevant to improving school safety and should be considered further for each school.

A.B. Wilkins High School

A.B. Wilkins High School is located along Skibo Road. The nearby intersections along Skibo Road, including Skibo Road / Legend Avenue and Skibo Road / Swain Street, need to be enhanced to improve pedestrian safety and multimodal access around the school. It would also be beneficial to widen the sidewalk in front of the school and separate it from traffic with a landscape buffer. There is a planned trail project that will provide additional multimodal access in this area in the future (EB-6030). Sidewalk is recommended along south / east side of Swain Street.

Anne Chestnutt Middle School

Anne Chestnutt Middle School is located along Skibo Road. Improvements are recommended to nearby intersections along Skibo Road, including Skibo Road / Chason Ridge Drive and Skibo Road / Richwood Court. The uncontrolled crossing of Skibo Road needs to be improved to meet best practices for the given speeds and volumes. It is also recommended that the sidewalks along Skibo Road be widened and separated from traffic along the arterial. There is a sidewalk construction project planned (EB-6030) in this area. It is recommended that trail connections be made to nearby neighborhoods.

Brentwood Elementary School

Brentwood Elementary School is located along Bingham Drive between Raeford Road and Bunce Road. The school is surrounded by residential neighborhoods. The recommendations to improve safety around this school include building sidewalk or shared use path along Bingham Drive, including along the school frontage, and constructing sidewalk along key, connecting neighborhood streets, such as Tiree Drive, McDougal Drive, and Revere Street. Pedestrian crossing enhancements are needed where Bingham Drive intersects with Raeford Road and with Bunce Road. Uncontrolled crossings of Bingham Drive in front of the school should also be improved to meet best practices. Sidewalk construction is already planned along Bunce Road as part of an existing project (BL-0138).

College Lakes Elementary School

This elementary school is located near the intersection of Rosehill Road and McArthur Road. Improvements include filling gaps in the sidewalk network and improving nearby pedestrian crossings. Sidewalks are proposed along McArthur Road, Mulranny Drive, and Rosehill Road. Pedestrian crossing improvements are proposed at Rosehill Road / Mulranny Drive and at McArthur Road / Rosehill Road. There is a planned project (HS-2006V) to improve the intersection of Rosehill Road and McArthur Road. Uncontrolled pedestrian crossing treatments are recommended where Mulranny Drive intersects with Rosehill Road to improve safety for students and bus riders.

J.W. Coon Elementary School

This school is located along Hope Mills Road. There are existing sidewalks along both sides of Hope Mills Road. It is recommended that sidewalks be constructed along key, connected neighborhood streets, including Birch Road, Ponderosa Drive, Poplar Drive, Cypress Road, and Cottonwood Drive. Uncontrolled crossings in front of the school need to be improved to meet best practices. It would also be beneficial to improve nearby intersections for pedestrian safety and accessibility, including Hope Mills Road / Redwood Drive and Hope Mills Road / Walnut Drive.

Lewis Chapel Middle School

This school is located along Skibo Road, across from Anne Chestnut Middle School. It is recommended that sidewalk gaps be filled along Skibo Road and Louse Street. Similar to other schools located along this corridor, intersection improvements are needed for pedestrian safety and accessibility, including at Skibo Road / Richwood Court, Skibo Road / Louise Street, and Skibo Road / Raeford Road. The uncontrolled crossing of Skibo Road needs to be improved according to best practices for the traffic speeds and volumes along this arterial. Sidewalk construction (U-4405) is planned along Raeford Road near Lewis Chapel Middle School.

Loyd Auman Elementary School

Loyd Auman Elementary School is located along Raeford Road, near Seventy-First Classical Middle School and Seventy-First High School. There is a sidewalk planned for construction along Raeford Road as part of an existing NCDOT project (U-4405). Recommendations to improve safety include building sidewalks along Graham Road and improving the intersection of Raeford Road / Graham Road for pedestrian accessibility. The uncontrolled crossing of Raeford Road in front of the school should be redesigned according to best practices given the traffic speeds and volumes here.

Luther Jeralds Middle School

This middle school is located along Ramsey Street at the intersection of Walstone Road / Ramsey Street. There are existing sidewalks along both sides of Ramsey Street. It is recommended that the sidewalk gap along Walstone Road be filled. Pedestrian improvements should be made to the Eastwood Avenue intersection and at the cemetery entrance intersection. The uncontrolled crossing of Ramsey Street needs to be improved to meet best practices for the given traffic speeds and volumes. Trail connectivity is also recommended between the school and nearby neighborhoods. There is sidewalk planned along Eastwood Avenue as part of another project.

Mary McArthur Elementary School

This elementary school is located at the corner of Village Drive and Ireland Drive. There are existing sidewalks along these streets. Recommendations include improving nearby intersections for pedestrian safety and accessibility, including Village Drive / Ireland Drive, Village Drive / Wayne Lane, Village Drive / Roxie Avenue, Ireland Drive / Brentwood Drive, and Ireland Drive / Madison Avenue / Glenridge Road. It is recommended that sidewalks be constructed along key, connected neighborhood streets, including Roxie Avenue, Wyatt Street, Glenridge Avenue, and Madison Avenue.

Ramsey Street High School

Ramsey Street High School is located near Ramsey Street along Quincy Street. The intersections along Ramsey Street should be improved for pedestrian safety and accessibility, including Ramsey Street / Hillsboro Street, Ramsey Street / Brookwood Avenue, Ramsey Street / Langdon Street, and Ramsey Street / Rosehill Road. Uncontrolled pedestrian crossings of Ramsey Street should be designed according to best practices for the given traffic speeds and volumes. It is recommended that the sidewalk gap along Ramsey Street, south of Brookwood Avenue be filled.

Reid Ross Classical Middle/High School

This school is located along Ramsey Street. There are existing sidewalks along Ramsey Street. It is recommended that a sidewalk be constructed along the north side of Country Club Road and that crossings of Ramsey Street be enhanced for pedestrian safety and accessibility, including Ramsey Street / Country Club Road, Ramsey Street / Hillview Avenue, and Ramsey Street / Eastwood Avenue. Uncontrolled crossings need to meet best practices for the traffic speeds and volumes along Ramsey Street. Trail connectivity is also recommended between the school and nearby neighborhoods.

Seventy-First High School

This high school is located at the intersection of Raeford Road, School Road, and Graham Road. Similar to recommendations made for nearby schools, it is recommended that sidewalks be constructed along Graham Road and School Road. A sidewalk is planned for construction along Raeford Road as part of an existing project (U-4405). Improvements are recommended to enhance pedestrian safety at Raeford Road / Graham Road. Uncontrolled crossings should be improved to meet best practices. A trail is recommended to connect the school to the neighborhoods to the north.

Sherwood Park Elementary School

Sherwood Park Elementary School is located along Hope Mills Road. There are existing sidewalks along Hope Mills Road. Sidewalks are recommended along Friar Avenue and Wingate Road. A trail connection is recommended between the school and nearby residential neighborhoods. Nearby pedestrian crossings are also recommended for safety and accessibility improvements, including at Hope Mills Road / Poplar Drive and at Hope Mills Road / Butternut Drive.

Westarea Elementary School

This school is located along Pamalee Drive near where it becomes Country Club Drive. Sidewalks are recommended along Lakecrest Drive. Nearby pedestrian safety enhancements are recommended across Pamalee Drive / Country Club Drive, including at the Murchison Road and Distribution Drive intersections. Uncontrolled crossings need to be designed according to best practices for the given traffic speeds and volumes.

William H. Owen Elementary School

This school is located at the corner of Raeford Road and Scotland Drive. There is an existing project that will build sidewalks along Scotland Drive and Raeford Road (U-4405). It is recommended that any remaining sidewalk gaps be filled near the school. Crossing improvements are recommended at the intersections of Raeford Road /Brighton Road and at Raeford Road / Montclair Road. It is also proposed that the uncontrolled crossing of Scotland Drive be improved.

Douglas Byrd High School

Douglas Byrd High School is located near the intersection of Ireland Drive and Coventry Road, next to Douglas Byrd Middle School and Fayetteville Christian School. It is recommended that sidewalks be constructed along Coventry Road and along the east side of Ireland Drive. Crossings of Coventry Road and Ireland Drive should be improved for pedestrian safety and access, including at Ireland Drive / Lenoir Street, Ireland Drive / Coventry Road, and Coventry Road / Faison Avenue.

Ponderosa Elementary School

Ponderosa Elementary School is located along Bonanza Drive near the intersection of Bonanza Drive and Santa Fe Drive. It is recommended that sidewalks be constructed along Santa Fe Drive and Bronco Road. An existing project (BL-0137) plans to construct sidewalks along Bonanza Drive, north of the school.

Pedestrian safety enhancements should be made at nearby intersections, including at Bonanza Drive / Glen Canyon Drive and at Bonanza Drive / Santa Fe Drive.

Cliffdale Elementary School

This school is located along Cliffdale Road, which has existing sidewalks along both sides of the street. Sidewalks along Offing Drive and Pritchett Road are recommended. Trail connectivity is also proposed between the school and nearby residential neighborhoods. Pedestrian crossings at Cliffdale Road / Bassman Land and at Cliffdale Road / Pritchett Road should be improved according to best practices.

Benjamin Martin Elementary School

This school is located along Reilly Road. There are existing sidewalks along Reilly Road. It is recommended that a sidewalk be constructed along Paxton Drive. A trail is also recommended between the school and nearby residential neighborhoods. Crossings of Reilly Road, such as at Paxton Drive and at Amberly Way, should be improved to meet best practices.

Morganton Road Elementary School

Morganton Road Elementary School is located at the intersection of Bonanza Drive and Morganton Road. Many of the streets in this neighborhood have a sidewalk on at least one side of the street. A sidewalk on the south side of Foxfire Street is recommended. The intersections of Bonanza Drive / Morganton Road and Bonanza Drive / Glenn Canyon Drive should be enhanced for pedestrian safety. A trail is also recommended between the school and a nearby cul-de-sac.

Cumberland International Early College High School

This school is located along Murchison Road. The sidewalk network is predominantly built out in this area. Pedestrian safety improvements should be made at the intersection of Murchison Road / Langdon Street. Additional trail connectivity could be achieved between the school and nearby neighborhoods.

E.E. Miller Elementary School

This school is located along Rim Road. It is recommended that sidewalk gaps be filled along Rim Road. Nearby pedestrian crossings should also be improved, including the intersection of Rim Road / Cliffdale Road, Rim Road / Olted Road, and Rim Road / English Saddle Drive. It would also be beneficial to connect nearby neighborhoods to the school via a trail network.

Walker-Spivey Elementary School

This school is located along Old Wilmington Road and Fisher Street. Many of the streets in this area have existing sidewalks. It is recommended that the sidewalk gap along Old Wilmington Road be filled. It is also recommended that nearby intersections be improved for pedestrian safety and accessibility, including Old Wilmington Road / Fisher Street and Fisher Street / Holt Williams Street. The uncontrolled crossing in front of the school should be improved according to best practices. It is recommended that the intersection of Old Wilmington Road and Campbell Avenue be evaluated for all-way stop control.

Cumberland Mills Elementary School

Cumberland Mills Elementary School is located at the intersection of Hope Mills Road and Sim Cotton Road. Sidewalks are recommended along the west side of Hope Mills Road and along Sim Cotton Road. Pedestrian enhancements are needed at nearby intersections, including at Hope Mills Road / Sim Cotton Road and at Hope Mills Road / Cumberland Road. It is also recommended that a trail be constructed to connect Sim Cotton Road to Cumberland Road. If an uncontrolled crossing of Cumberland Road could be safely achieved here, it would provide improved access for nearby neighborhoods. The uncontrolled crossing of Sim Cotton Road in front of the school should also be improved to meet best practices.

Cumberland Road Elementary School

Cumberland Road Elementary School is located along Cumberland Road, which lacks sidewalks. It is recommended that wide sidewalks or shared use paths be constructed along Cumberland Road, including along the school frontage. Trail connectivity is also recommended between the school and the neighborhood to the north. Nearby intersections, including Cumberland Road / Owen Drive and Cumberland Road / Lone Pine Drive, should be improved for pedestrian safety and accessibility.

Seventy-First Classical Middle School

This school is located between Lloyd Auman Elementary School and Seventy-First High School. As proposed for those schools, sidewalks should be constructed along Graham Road and Seventy-First School Road. Pedestrian safety enhancements are needed at the intersection of Raeford Road and Graham Road. Uncontrolled pedestrian crossings should be improved according to best practices for the given traffic speeds and volumes. A trail connection is also proposed between the schools and the residential neighborhood to the north.

COST ESTIMATES

As noted in the previous section, 11 of the 26 prioritized schools provided feedback and positive support for the recommended improvements. At the direction of City staff, these schools were moved forward for more detailed project development, including preparation of concept drawings and cost estimates to support implementation. Concepts and costs were also developed for one additional school, A. B. Wilkins High School, where there are existing pedestrian improvements being made. Kittelson staff visited these schools on December 13, 2024, to verify the presence of sidewalk, trail, and crosswalk facilities within each walkshed and identify additional needs or tweaks to existing recommendations.

Planning-level cost estimates were prepared for a series of projects identified for these 12 schools to provide implementation context. These were estimated based on general value of construction and labor with no adjustment for inflation. Estimated costs are provided below in Table 2.

Table 2: Estimated Costs

School	Recommendations	Total Cost
1. A. B. Wilkins High School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, bus stop improvements, signs, and pavement markings	\$2.8M
2. Brentwood Elementary School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, signs, and pavement markings	\$3.6M
3. College Lakes Elementary School	Sidewalks, pedestrian ramps, crosswalks, signal modifications, pedestrian refuge, crossing control, signs, and pavement markings	\$2.9M
4. J.W. Coon Elementary School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, crossing control, signs, and pavement markings	\$2.5M
5. Loyd Auman Elementary School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, pedestrian refuge, crossing control, signs, and pavement markings	\$2.0M
6. Mary McArthur Elementary School	Sidewalks, pedestrian ramps, crosswalks, signal modifications, crossing control, signs, and pavement markings	\$2.5M
7. Ramsey Street High School	Sidewalks, pedestrian ramps, crosswalks, signal modifications, pedestrian refuge, crossing control, signs, and pavement markings	\$2.0M
8. Ponderosa Elementary School	Sidewalks, pedestrian ramps, crosswalks, signal modifications, crossing control, signs, and pavement markings	\$2.6M
9. E.E. Miller Elementary School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, pedestrian refuge, crossing control, signs, and pavement markings	\$2.5M
10. Walker-Spivey Elementary School	Sidewalks, pedestrian ramps, crosswalks, stop control, signs, and pavement markings	\$0.9M
11. Cumberland Mills Elementary School	Shared use paths, sidewalks, pedestrian ramps, crosswalks, signal modifications, pedestrian refuge, crossing control, signs, and pavement markings	\$2.0M
12. Westarea Elementary School	Sidewalks, pedestrian ramps, crosswalks, pedestrian refuge, signs, and pavement markings	\$1.6M
	Total Cost:	\$27.9M

IMPLEMENTATION

The improvements proposed herein range in scope and scale. To implement these projects, it will be important to identify potential funding sources, assign project partners and campions, consider priorities, and develop design, construction, and maintenance plans.

Funding Sources

There are several funding sources that the City of Fayetteville can consider for funding infrastructure improvements and non-infrastructure solutions near schools.

At the city level, these improvements could be incorporated into a capital improvement project. Some projects, like painting higher visibility crosswalks and improving lighting and signage, could be achieved through existing street maintenance schedules. Sidewalk or trail construction can also be achieved through private development. The City might consider funding quicker-build projects with community-based fundraising and business partnerships.

At the state level, NCDOT has a Safe Routes to School program that offers federal funding to communities, including projects that span 1 to 3 years in amounts ranging from \$50,000 to \$500,000. The State also has a non-infrastructure grant program with cost reimbursement structure. These applications are competitive and may require a local match.¹⁰

The State also offers funding for bicycle and pedestrian projects, administering a Multimodal Planning Grant Program.¹¹ The North Carolina Highway Safety Improvement Program (HSIP) provides funding to address safety concerns throughout the state¹² and the State Transportation Improvement Program¹³ is another state-level funding mechanism.

At the federal level, there is Safe Streets and Roads for All (SS4A) funding that may be applicable for the projects recommended herein.¹⁴ There is also Transportation Alternatives funding¹⁵, Better Utilizing Investments to Leverage Development (BUILD) grants¹⁶, and the Thrive Communities Program.¹⁷

Each of these funding sources involves different eligibility requirements and application needs. Federal funding and grant programs may be evolving under the current administration. It will be important for the City to take advantage of a variety of funding sources to tackle these projects in different ways.

Project Partners

Implementation will hinge upon having strong project partners. These partners are expected to influence the design process and champion project progress. It is anticipated that several departments at the City of Fayetteville will be involved in moving these projects forward. This collaboration might include Public Works, Fire, and Police. It will continue to involve close coordination with the City Manager's Office. Local community organizations and businesses may also serve as project partners.

Cumberland County Schools and staff representing the schools will continue to be key partners. They serve as liaisons with school staff, parents, and students, with the most nuanced understanding of safety challenges near schools and how school operations may be impacted by improvements.

¹⁰ https://connect.ncdot.gov/projects/BikePed/Pages/Non-Infrastructure-Alternatives-Program.aspx

¹¹ https://connect.ncdot.gov/municipalities/PlanningGrants/IMD-Multimodal-Planning-Program/Pages/default.aspx

¹² <u>https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx</u>

¹³ https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx

¹⁴ https://www.transportation.gov/grants/SS4A

¹⁵ https://www.fhwa.dot.gov/environment/transportation_alternatives/

¹⁶ https://www.transportation.gov/rural/grant-toolkit/better-utilizing-investments-leverage-development-build-grants

¹⁷ https://www.transportation.gov/grants/thriving-communities

NCDOT will be a key partner given that many of the streets mentioned herein are owned, maintained, and operated by the state. Multimodal improvements will need to meet NCDOT requirements and will involve thorough review and collaboration with NCDOT staff.

Fayetteville Area System of Transit (FAST) should be consulted. In several instances, multimodal improvements for students will also benefit bus riders in the City. FAST can be a partner in better connecting bus stops near schools and enhancing amenities, providing review and feedback on how various treatments might impact bus operations.

Prioritization

Overall, the final list of highly ranked schools is not prioritized for improvements given that different analysis methods produced different ranking lists. There are clear safety and accessibility challenges at each of these schools that need implemented solutions. Still, priority may be established over time based on the feasibility of funding, design, and construction. Projects that are more likely to be funded may be realized sooner. The City might also consider prioritizing school where there are strong partnerships to achieve project outcomes and/or where public concerns are being raised most. If prioritization is necessary, this should be done according to the performance measures established herein: School Population, Safety, Infrastructure, Demographics, and Public/School Comments.

Design, Construction, and Maintenance

Following the planning process, school safety improvement projects will undergo design and construction. Improvements must then be operated and maintained as part of the transportation system. The design process will involve a thorough review of how treatments correspond with utilities, stormwater systems, and traffic flow. The design process should include continued engagement with school communities, including staff and nearby residents. Parents, families, and students should play an active role in the design process to be sure local needs are met. Given the educational component of this effort, these projects are a great opportunity to teach families about transportation safety and to engage children in developing art or landscaping for the infrastructure in their communities.

It is important to adequately maintain pavement markings, signs, lighting, and landscaping near schools to ensure visibility and the effectiveness of the treatments. Some implemented treatments may require extra thinking around waste collection, emergency access, street cleaning, leaf collection, mail delivery, and bus service operations. It is anticipated that impacts or changes will be minimal. Early consideration and ongoing coordination will be key to successful project outcomes that improve safety around schools.

Section 6 Conclusions and Next Steps

CONCLUSIONS AND NEXT STEPS

In total, \$27.9M worth of improvements are recommended to improve safety and accessibility near 12 schools in Fayetteville, particularly for people walking, biking, and taking the bus. These improvements focus on connecting neighborhoods to schools, slowing traffic speeds, and providing dedicated, separated space for pedestrians walking along and across streets. Investing in multimodal infrastructure near schools is a key strategy that is part of the city's overall pedestrian planning effort and pursuit of eliminating severe crashes on the transportation network. Beyond these 12 schools, the remaining 14 of the top 26 highest-priority schools can continue to be engaged to identify additional improvements as funding becomes available.

NEXT STEPS

This Study should serve as a framework for strategically identifying funding sources and championing infrastructure projects near the schools where improvements are most needed. A few key next steps include:

- Pursue funding sources for various project delivery paths
- Continue to engage the community and local partners
- Move key, feasible projects into the design process, refining recommendations based on newly collected data and ongoing collaboration

Metric Data

	School Inform	nation	A. S	chool Population Sc	ore	B. Safety Score							C. Infrastru	ucture Score		D. Demographics Score				
			Council		Student	Students in Non-	Population	Bike Crashes	Ped Crashes	Average Bicycle	Average	Average Speed	Estimated	Max AADT in	AADT on Cross	Sidewalk to Road	Crosswalk to	to Residential TDI (Compared to Zero Car		
ID	School Name	Address	District	Zip Code	Enrollment	Transport Zone	Density*	within 1/2 mile	within 1/2 mile	LTS in Walkshed	Intersection Ped LOC in Walkshed	Limit in Walkshed	Bike/Ped Crash Rate*	Walkshed	Street	Ratio	Intersection Ratio	Population in 1/2 mile walkshed	Statewide)	Households
	A.B. Wilkins High School	1429 Skibo Rd	9	28303	138	0	587	5	18	3.12	3.45	39	12.49	38000	35500	0.66	0.00	126	16.05	16%
	Cross Creek Early College High School	1200 Murchison Road	2	28301	252	0	3569	3	3	1.33	1.72	26	14.76	19000	19000	0.65	0.75	712	14.64	12%
3	Cumberland International Early College High School Cumberland Polytechnic High School	1200 Murchison Rd 2201 Hull Rd	2	28301 28303	251 298	0	3940 2121	6 1	8	1.78 1.50	1.97 1.68	28 27	11.62 5.63	19000 23000	19000 1100	0.66	0.43	1296 601	14.79 11.64	23% 8%
	Douglas Byrd High School	1624 Ireland Dr	5	28303	1242	80	2320	1	5	1.81	1.65	27	9.35	9900	9900	0.23	0.44	698	13.42	4%
-	E. E. Smith High School	1800 Seabrook Rd	3	28301	1295	119	2450	0	1	1.00	1.00	25	8.47	2800	2800	0.18	1.00	569	14.54	11%
7	Jack Britt High School	7403 Rockfish Rd	0	28306	2005	0	1025	0	2	2.30	3.50	33	4.72	13500	13500	0.49	0.50	196	11.73	1%
	Massey Hill Classical High School	1062 Southern Ave	2	28306	294	0	1662	0	4	1.84	2.40	29	4.52	10000	8700	0.31	0.13	649	15.97	11%
9 10	Pine Forest High School Ramsey Street High School	525 Andrews Rd	0	28311 28301	1762 30	72	1195 2759	0	1	2.37 1.67	2.13 2.60	39 29	7.22 8.83	8100 35000	8100 33000	0.27 0.30	0.67	202 1047	13.50 16.16	2% 22%
10	Reid Ross Classical Middle/High School	117 Quincy St 3200 Ramsey St	2	28301	436	0	1979	4	6	1.73	2.00	30	3.83	38000	30000	0.36	0.10	719	14.65	22%
-	Seventy-First High School	6764 Raeford Rd	7	28304	1645	64	1378	0	7	2.77	3.46	37	7.75	30500	30500	0.22	1.25	335	14.20	5%
13	Terry Sanford High School	2301 Fort Bragg Rd	5	28303	1310	51	3234	0	4	1.55	1.75	28	3.43	26500	7700	0.29	0.07	1123	11.11	8%
14	Westover High School	277 Bonanza Dr	4	28303	1441	38	2244	0	2	2.25	2.50	33	10.46	14000	14000	1.00	1.50	201	14.84	7%
15	Anne Chestnutt Middle School	2121 Skibo Rd	7	28314	849	11	1949	2	2	1.95 1.89	1.75	31	3.13	40000	35000	0.43	0.25	483	15.38	19%
16 17	Douglas Byrd Middle School Howard Learning Academy	1616 Ireland Dr 1608 Camden Rd	5	28304 28306	1033 19	75	2443 1926	0	5	1.89	1.54 2.12	28 28	14.77	9900 9200	9900 6200	0.34 0.37	0.50	458 812	13.11 16.27	2% 12%
17	John R. Griffin Middle School	5551 Fisher Rd	0	28300	1051	0	2035	1	2	1.69	1.53	30	8.15	17000	17000	0.06	0.33	464	12.94	0%
19	Lewis Chapel Middle School	2150 Skibo Rd	7	28314	629	9	1713	2	9	2.80	3.00	37	5.85	45500	35000	0.72	0.50	331	16.61	18%
20	Luther Jeralds Middle School	2517 Ramsey St	2	28301	798	11	1866	2	9	1.75	2.00	30	8.97	30000	29000	0.30	0.27	501	15.51	24%
21	Mac Williams Middle School	4644 Clinton Rd	0	28312	1174	0	342	0	0	4.00	4.00	55	0.00	6300	6300	0.00	0.00	51	13.57	5%
22	Max Abbott Middle School	590 Winding Creek Rd	5	28305 28306	707	13	1937 204	0	1	1.52	2.50 4.00	28 44	2.46	31000 4500	4500	0.44	0.00	415	13.39 10.50	13% 0%
23	New Century International Middle School Pine Forest Middle School	7455 Century Cir 6901 Ramsey St	8	28306	685	0	443	0	4	2.92 2.79	2.25	44	12.69	17500	17500	0.43	0.00	82	10.50	0%
24	Loyd Auman Elementary School	6830 Raeford Rd	7	28304	428	12	1363	0	6	2.55	2.93	35	6.32	30500	30500	0.09	1.00	331	13.68	3%
27	Westover Middle School	275 Bonanza Dr	4	28303	746	27	2296	1	1	1.45	2.00	28	4.64	14000	14000	0.51	0.60	485	14.60	6%
28	Alderman Road Elementary School	2860 Alderman Rd	0	28306	664	0	380	0	0	3.80	4.00	53	0.00	1700	1700	0.00	1.00	51	10.50	5%
29	Ashley Elementary School	810 Trainer Dr	5	28304	157	7	1907	2	1	1.56	1.53	28	3.20	30500	2500	0.43	0.00	570	10.23	8%
30	Beaver Dam Elementary School, Roseboro	12059 NC Highway 210	0	28382	105 508	0	45	0	0	4.00	4.00	55	0.00	2000	2000	0.00	0.00	11 667	9.86	4%
31 32	Ben Martin Elementary School Bill Hefner Elementary School	430 N Reilly Rd 7059 Calamar Dr	4	28303 28314	487	19 101	2159	2	3	1.53 1.00	1.92 1.00	28 25	6.36 53.08	16500 1700	1700	0.20	0.25	273	14.89 8.53	3% 8%
33	Brentwood Elementary School	1115 Bingham Dr	7	28304	495	44	2333	2	2	1.72	2.00	30	2.69	36500	1700	0.13	0.25	882	13.51	7%
	Cliffdale Elementary School	6450 Cliffdale Rd	9	28304	659	16	2241	1	3	1.54	2.08	28	2.33	28000	28000	0.29	0.14	800	14.86	11%
35	College Lakes Elementary School	4963 Rosehill Rd	3	28311	480	15	3850	4	10	2.00	2.24	31	12.20	21000	10500	0.37	0.17	1167	12.03	3%
36	Cumberland Mills Elementary School	2576 Hope Mills Rd	0	28306	606	0	1678	1	3	2.62	2.50	38	1.97	30500	26000	0.39	0.33	428	14.47	5%
37 38	Cumberland Road Elementary School E.E. Miller Elementary School	2700 Cumberland Rd 1361 Rim Rd	2	28306 28314	334 692	0 86	1073 3448	0	4	2.94	3.50 1.50	38 28	3.39 3.13	41500 32500	5800 11500	0.26	0.90	233 1274	16.56 14.55	11% 6%
39	E. Melvin Honeycutt Elementary School	4665 Lakewood Dr	0	28314	842	0	2402	2	0	2.00	1.75	32	4.41	17000	12000	0.23	0.25	573	12.50	0%
40	Elizabeth Cashwell Elementary School	2970 Legion Rd	0	28306	593	0	1467	1	2	2.84	2.80	43	2.77	21000	13000	0.37	0.67	341	14.45	5%
41	Ferguson-Easley Elementary School	1857 Seabrook Rd	4	28301	397	31	2364	2	3	1.22	1.88	26	31.68	4900	2800	0.22	1.00	592	14.71	13%
-	Glendale Acres Elementary School	2915 Skycrest Dr	5	28304	203	9	2668	0	3	1.40	1.35	27	2.20	28500	1200	0.20	0.67	719	11.94	5%
	Gray's Creek Elementary School	2964 School Rd	0	28348	453	0	223	0	0	3.66	4.00	47	0.00	1700	0400	0.00	1.00	46	10.50	5%
44 45	Howard Hall Elementary School J.W. Coon Elementary School	526 Andrews Rd 905 Hope Mills Rd	0	28311 28304	554 167	51 27	1385 2850	0	6	2.20	1.82 1.82	37 27	7.32	8100 27500	8100 27500	0.28 0.13	0.67	270 1299	13.50 15.11	2% 9%
45	J.W. Seabrook Elementary School	4619 NC Highway 210 S	0	28304	275	0	304	0	1	3.08	4.00	46	7.53	3200	3200	0.13	0.23	73	11.61	6%
47	Lake Rim Elementary School	1455 Hoke Loop Rd	8	28314	660	0	3714	0	0	1.53	1.32	27	0.00	10500	10500	0.64	0.50	956	15.12	2%
	Long Hill Elementary School	6490 Ramsey St	1	28311	436	0	2893	0	0	2.36	2.23	36	0.00	25000	24000	0.26	0.00	768	13.26	2%
49	Seventy-First Classical Middle School	6830 Raeford Rd	7	28304	485	54	1486	0	5	2.45	2.52	35	5.93	30500	30500	0.07	0.83	425	13.85	4%
	Lucile Souders Elementary School Margaret Willis Elementary School	128 Hillview Ave 1412 Belvedere Ave	3	28301 28302	404	35	1992 2481	0	2	1.54 1.59	1.82 1.45	29 29	2.22	30000 26500		0.25	0.33	520 487	14.20 14.36	21% 13%
	Margaret Willis Elementary School Mary McArthur Elementary School	3809 Village Dr	2 5	28302	301	5 99	2481	1	5	1.59	2.11	29	5.02	15000	15000	0.60	0.29	487	14.36	13%
	Montclair Elementary School	555 Glensford Dr	9	28304	437	75	3246	1	2	2.18	2.03	30	2.51	34500	13000	0.69	1.50	1030	13.91	7%
54	Morganton Road Elementary School	102 Bonanza Dr	4	28303	523	44	4143	3	6	1.55	1.56	29	10.59	21000	14000	0.96	0.83	1103	14.68	6%
-	New Century International Elementary School	7465 Century Cir	8	28306	608	0	176	0	0	3.04	4.00	45	0.00	4500	4500	0.61	0.00	34	10.50	0%
	Ponderosa Elementary School	311 Bonanza Dr	4	28303	368	57	2932	3	9	1.84	1.95	30	8.17	22000	14000	0.77	0.38	1258	14.92	6%
	Sherwood Park Elementary School Stoney Point Elementary School	2115 Hope Mills Rd 7411 Rockfish Rd	6	28304 28306	299 827	101 0	2764	2	3	1.42 1.88	1.55 3.00	28 30	2.26 5.38	30500 13500	26000 13500	0.15	0.29	1182 280	14.74 11.90	5% 1%
	Sunnyside Elementary School	3876 Sunnyside School Rd	0	28306	426	0	773	1	1	2.81	3.00	40	6.38	6300	3000	0.62	0.07	280	12.35	8%
	Vanstory Hills Elementary School	400 Foxhall Rd	5	28303	476	0	2769	0	0	1.00	1.00	25	0.00	2900		0.06	1.00	1094	10.68	4%
61	William H. Owen Elementary School	4533 Raeford Rd	5	28304	265	41	2365	3	6	1.59	1.90	29	10.72	35500	35500	0.41	0.50	429	14.99	8%
	Walker-Spivey Elementary School	500 Fisher St	2	28301	327	127	3142	0	3	1.64	2.23	29	3.88	19000	2600	0.62	0.25	1051	17.56	34%
	Warrenwood Elementary School	4618 Rosehill Rd	3	28311	356	18	2637	1	2	1.67	2.03	27	4.07	12000	12000	0.19	0.10	866	12.24	1%
	Westarea Elementary School Alma Easom Primary School	941 Country Club Dr	3	28301 28305	578 258	22 0	2047 3613	4	10	1.77 1.56	1.63 2.24	30 28	11.97	32000	24000	0.34 0.47	1.00	523 1567	13.37 10.56	8%
50	Aima Easom Primary School	1610 Westlawn Ave	5	28305	258	U	3013	T	2	1.56	2.24	28	2.11	14500	2900	0.47	0.06	1201	10.56	8%

*Not inluded in scoring

Raw Data

		School								Free/Redu	ced Lunch (2020)	Non	Fransport Zone		Walkshed Demogra	aphics		Walkshed Bik	Crashes	Walksh	ed Ped Crashes				Road Condition	ns			Sidewalks		Cross	walks		Cyc	ing
Scope ID School ID	Name	Туре	Choice Program?	Address	City	ZIP Council	District Er	Enrollment (2024)	Enrollment (2020)	CEP Free	e Lunch Reduced Lunch	% Area	Students	Area (sq mi) Populatio	n Housing Units	County 1	DI State TDI	Total Earlies	t Latest	Total	Earliest L	atest Access Rd A (2022)		in Local Roads (mi)	Arterials & Collectors (mi)		Max Speed Limit	erage Speed Limit in Length	h Estimate (mi) Sidewalk/Road R	atio Existing Crosswalks on Arterials/Collectors		k Crosswalk - ns Intersection Ratio	Intersection Ped LOC	Mean Bicycle LTS	Max Bicycle LTS in Walkshed
1 374	Alger B Wilkins High	High		1429 Skibo Rd	Fayetteville	28303 9	9	138	192	CEP	192 Less than 10	90% or Greater 0	0	0.21 126	62	14.9	16.1	5 2015	2021	18	2013	2022 38000	35500	0.71	2.6	3.3	45	39	2.17 0.66	0	12	0.00	3.45	2.15	4
2 354	Cross Creek Early College	High	Yes	1200 Murchison Rd	Fayetteville		2	252	274		89 47	0.496350365 0	0	0.20 712	39	11.9	14.6	3 2015	2018	3	2018	2022 19000	19000	2.48	0.4	2.9	35	26	1.87 0.65	3	4	0.75	1.72	0.90	3
3 347	Cumberland International Early College High School	High		1200 Murchison Rd	Fayetteville		2	251	269			0.513011152 0	0	0.33 1296	190	12.9	14.8	6 2013		8	2014	2021 19000	19000	3.89	1.3	5.2	45	28	3.40 0.66	6	14	0.43	1.97	1.17	4
4 700 5 322	Cumberland Polytechnic High School Douglas Byrd High	High High	Yes	2201 Hull Rd 1624 Ireland Dr	Fayetteville		5	1242	2/6	CEP :		0.40942029 0 90% or Greater	80	0.28 601	330	10.5	11.6	1 2018	2018	5	2013	2013 23000	9900	3./3	0.7	4.5	45	27	1.32 0.30 1.03 0.23	4	9	0.13	1.68	0.88	4
6 359	E E Smith High	High	Yes	1800 Seabrook Rd	Fayetteville		3	1295	898	CEP .			119	0.23 569	289	11.6	14.5	0	1015	1	2021	2021 2800	2800	3.58	0.0	3.6	25	25	0.65 0.18	0	0	2.00	1.00	0.93	1
7 318	Jack Britt High	High		7403 Rockfish Rd	Fayetteville	28306		2005	1880		451 118	0.302659574 0	0	0.19 196	73	9.9	11.7	0		2	2015	2017 13500	13500	1.59	0.6	2.2	55	33	1.07 0.49	2	4	0.50	3.50	1.34	4
8 388	Massey Hill Classical	High		1062 Southern Ave	Fayetteville		2	294	232			0.301724138 0	0	0.39 649	333	14.8	16.0	0		4	2015	2022 10000	8700	6.14	1.5	7.6	45	29	2.35 0.31	2	16	0.13	2.40	1.37	4
9 408 10 449	Pine Forest High Ramsey Street	High	Yes	525 Andrews Rd 117 Quincy St	Fayetteville		2	1762	1552			0.548324742 90% or Greater 0	72	0.17 202	81	12.2	13.5	0 2016	2018	1	2018	2018 8100 2022 35000	8100	0.98	0.8	1.8	55	39	0.48 0.27	2	3	0.67	2.13	1.04	4
10 445	Reid Ross Classical	High Mid\High	Yes	3200 Ramsey St	Fayetteville		2	436	566	CEP		0.659010601 0	0	0.36 719	368	13.1	14.6	4 2017	2018	6	2013	2019 38000	30000	3.87	1.3	5.1	45	30	1.86 0.36	5	12	0.42	2.00	1.02	4
12 424	Seventy-First High	High	Yes	6764 Raeford Rd	Fayetteville		7	1645	1359		771 80	0.626195732	64	0.24 335	142	12.5	14.2	0		7	2013	2021 30500	30500	1.52	1.3	2.8	45	37	0.63 0.22	5	4	1.25	3.46	1.99	4
13 446	Terry Sanford High	High		2301 Fort Bragg Rd	Fayetteville		5	1310	1177		515 52	0.48173322	51	0.35 1123	646	10.4	11.1	0		4	2013	2021 26500	7700	5.69	1.2	6.9	45	28	2.01 0.29	1	15	0.07	1.75	1.02	4
14 455	Westover High Anne Chestnutt Middle	High Middle		277 Bonanza Dr 2121 Skibo Rd	Fayetteville		4	1441	1088	CEP :			38	0.09 201	80	14.5	14.8	2 2013	2014	2	2013	2017 14000	14000	0.44	0.3	0.8	45	33	1.04 1.38 1.13 0.43	3	2	0.25	2.50	1.02	4
15 336	Douglas Byrd Middle	Middle	res	1616 Ireland Dr	Fayetteville		5	1033	553	CEP	553 Less than 10		75	0.19 458	230	12.5	13.4	0	2014	5	2014	2019 40000	9900	2.07	0.8	2.7	35	28	0.98 0.34	3	6	0.50	1.73	1.40	4
16 321 17 413	Howard Learning Academy	Middle		1608 Camden Rd	Fayetteville		2	19	120	CEP	120 Less than 10	90% or Greater 0	0	0.42 812	386	14.9	16.3	1 2017	2017	8	2015	2022 9200	6200	6.61	1.2	7.8	45	28	2.84 0.37	2	12	0.17	2.12	1.27	4
18 369	John Griffin Middle	Middle		5551 Fisher Rd	Fayetteville			1051	1194			0.319095477 0	0	0.23 464	149	12.4	12.9	1 2016		2		2018 17000	17000	2.42	0.7	3.1	45	30	0.20 0.06	1	3	0.33	1.53	0.98	4
19 372	Lewis Chapel Middle	Middle		2150 Skibo Rd	Fayetteville		7	629	629	CEP			9	0.19 331	170	15.8	16.6	2 2013	2014	9	2013	2020 45500	35000	0.73	1.1	1.8	45	37	1.31 0.72	2	4	0.50	3.00	1.65	4
20 358 21 383	Luther N Jeralds Middle Mac Williams Middle	Middle		2517 Ramsey St 4644 Clinton Rd	Fayetteville		2	1174	611			0.515151515 0	11	0.27 501	237	14.1	13.5	2 2014	2022	9	2013	2021 30000	6300	0.26	1.0	3.9	45	30	1.14 0.30 0.00 0.00	3	11	0.27	2.00	2.02	4
22 365	Max Abbott Middle	Middle	Yes	590 Winding Creek Rd			5	707	817	CEP		90% or Greater	13	0.21 415	259	10.4	13.4	0		1	2019	2019 31000	0.000	2.56	0.1	2.7	45	28	1.19 0.44	0	1	0.00	2.50	1.37	4
22 365 23 417	New Century International Middle	Middle	Yes	7455 Century Cir	Fayetteville	28306 8	8	355	422		163 26	0.447867299 0	0	0.23 47	15	9.5	10.5	0		0		4500	4500	0.46	0.8	1.3	55	44	0.55 0.43	0	4	0.00	4.00	1.05	4
24 406	Pine Forest Middle	Middle		6901 Ramsey St	Fayetteville			685	804			0.46641791 0	0	0.19 82	34	11.7	11.7	0		4		2021 17500		1.28	0.9	2.2	55	42	0.00 0.00	0	3	0.00	2.25	1.35	4
26 418	Seventy First Middle Westover Middle	Middle	Yes	6830 Raeford Rd 275 Bonanza Dr	Fayetteville		7	428	477		147 52 801 Less than 10	0.417190776	12	0.24 331	143	11.9	13.7	0	2010	6	2014	2021 30500	30500	1.63	1.2	2.9	45	35	0.25 0.09 1.34 0.51	5	5	1.00	2.93	1.65	4
27 454 28 364	Alderman Rd Elementary	Elementary		2860 Alderman Rd	Fayetteville		4	664	704	CEP			0	0.13 51	1/3	85	10.5	0	2019	0	2015	1700	14000	1.12	0.4	11	45	53	0.00 0.00	0	0	2.00	4.00	3.71	4
29 308	Ashley Elementary	Elementary	Yes	810 Trainer Dr	Fayetteville		5	157	199		199 Less than 10		7	0.30 570	293	8.5	10.2	2 2013	2018	1	2016	2016 30500	2500	4.12	0.9	5.1	45	28	2.16 0.43	0	6	0.00	1.53	1.08	4
30 312	Beaver Dam Elementary	Elementary		12059 NC Hwy 210				105			89 Less than 10		0	0.25 11	6	9.6	9.9	0		0		2000	2000	0.47	1.5	2.0	55	55	0.00 0.00	0	2	0.00	4.00	0.84	4
31 414 32 367	Benjamin Martin Elem Bill Hefner Elementary	Elementary		430 N. Reilly Rd	Fayetteville		4	508		CEP	598 Less than 10 1 733 Less than 10		19	0.29 667	334	14.1	14.9	2 2014	2016	3	2014	2016 16500	16000	4.05	0.8	4.9	45	28	0.98 0.20	3	12	0.25	1.92	1.10	4
32 367 33 320	Bill Herner Elementary Brentwood Elementary	Elementary		7059 Calamar Dr 1115 Bingham Dr	Fayetteville		7	487	513	CEP	513 Less than 10		44	0.13 273	449	8.5	13.5	2 2014	2019	2	2015	2015 1/00 2022 36500	1/00	4.72	0.0	5.4	25	30	0.00 0.00	1	4	0.25	2.00	1.24	4
34 338	Cliffdale Elementary	Elementary		6450 Cliffdale Rd	Fayetteville		9	659	653	CEP			16	0.12 800	453	14.5	14.9	1 2020	2020	3	2014	2019 28000	28000	5.04	1.0	6.0	45	28	1.73 0.29	2	14	0.14	2.08	1.15	4
35 340	College Lakes Elementary	Elementary		4963 Rosehill Rd	Fayetteville		3	480			515 Less than 10		15	0.30 1167	570	10.0	12.0	4 2016		10		2022 21000		3.12	1.5	4.7	55	31	1.71 0.37	2	12	0.17	2.24	0.97	4
36 348 37 352	Cumberland Mills Elem	Elementary		2576 Hope Mills Rd	Fayetteville		-	606			636 Less than 10 1 348 Less than 10		0	0.26 428	175	12.4	14.5	1 2018	2018	3		2020 30500		1.86	1.9	3.7	55	38	1.44 0.39	1	3	0.33	2.50	2.11	4
37 352 38 398	Cumberland Road Elem E E Miller Elementary	Elementary Elementary		2700 Cumberland Rd 1361 Rim Rd	Fayetteville		2	534		CEP			96	0.22 233	561	15.1	16.6	0		4		2022 41500		5.38	1.9	3.0	35	38	0.78 0.26 3.01 0.46	3	10	0.90	3.50	2.10	4
39 397	E Melvin Honeycutt Elem	Elementary	103	4665 Lakewood Dr	Fayetteville	28306	,	842	973	CC1		0.391572456 0	0	0.18 573	182	12.0	12.5	2 2019	2019	0	1015	17000	12000	3.29	0.7	4.0	45	32	0.90 0.23	1	4	0.25	1.75	1.43	4
40 326	Elizabeth Cashwell Elem	Elementary		2970 Legion Rd	Fayetteville			593	639		639 Less than 10		0	0.23 341	143	14.0	14.5	1 2019	2019	2	2014	2016 21000	13000	1.20	1.6	2.8	55	43	1.02 0.37	6	9	0.67	2.80	1.91	4
41 361	Ferguson-Easley Elem	Elementary		1857 Seabrook Rd	Fayetteville		4	397			276 Less than 10		31	0.25 592	291	12.1	14.7	2 2020	2021	3	2014	2021 4900	2800	4.28	0.0	4.3	35	26	0.96 0.22	0	0	2.00	1.88	1.05	3
42 363 43 375	Glendale Acres Elem Gray's Creek Elementary School	Elementary	Yes	2915 Skycrest Dr 2964 School Rd	Fayetteville		5	203		CEP	243 Less than 10 463 Less than 10		9	0.27 719	326	11.1	11.9	0	_	3	2018	2019 28500	1200	3.73	0.6	4.3	45	27	0.87 0.20	2	3	0.67	1.35	1.00	4
44 366	Howard Hall Elementary	Elementary		526 Andrews Rd	Fayetteville			554	687	CEP	687 Less than 10		51	0.20 270	108	12.2	13.5	0		1	2018	2018 8100	8100	1.29	0.9	2.2	55	37	0.61 0.28	2	3	0.67	1.82	1.01	4
45 344	J W Coon Elementary	Elementary		905 Hope Mills Rd	Fayetteville	28304 5	5	167	206	CEP	206 Less than 10	90% or Greater	27	0.46 1299	587	15.1	15.1	2 2014	2022	6	2015	2022 27500	27500	6.96	1.0	7.9	45	27	1.07 0.13	3	12	0.25	1.82	1.00	4
46 416	J W Seabrook Elem	Elementary		4619 NC HWY 210 S	Fayetteville			275	292	CEP			0	0.24 73	33	8.8	11.6	0		1	2019	2019 3200	3200	1.46	0.8	2.3	55	46	0.00 0.00	0	6	0.00	4.00	1.78	4
47 407	Lake Rim	Elementary		1455 Hoke Loop Rd 6490 Ramsey St	Fayetteville	28314 8	8	660			754 Less than 10 504 Less than 10 5		0	0.26 956	368	15.3	15.1	0		0		10500		2.38	0.7	3.8	35	27	2.44 0.64 0.87 0.26	1	2	0.50	1.32	0.94	4
48 380 49 310	Long Hill Lovd Auman Elementary	Elementary		6490 Ramsey St 6882 Raeford Rd		28311 1	7	430			504 Less than 10 1		54	0.27 /68 0.29 425	342	12.2	13.3	0		5	2013	25000		2.38	1.0	3.4	45	35	0.87 0.26	5	6	0.00	2.23	1.24	4
50 382	Lucile Sounders Elem	Elementary		128 Hillview Ave	Fayetteville	28301	3	404	437	CEP	437 Less than 10		35	0.26 520	256	12.3	14.2	0		2	2015	2018 30000		2.88	0.6	3.5	45	29	0.89 0.25	2	6	0.33	1.82	0.93	4
51 386	Margaret Willis Elem	Elementary		1412 Belvedere Ave	Fayetteville	28302 2	2	301	338	CEP	338 Less than 10		5	0.20 487	274	13.1	14.4	0		1	2014	2014 26500		2.82	0.6	3.4	45	29	2.06 0.60	2	7	0.29	1.45	0.93	4
52 396	Mary Mcarthur Elem	Elementary	Yes	3809 Village Dr	Fayetteville		5	354	462		462 Less than 10		99	0.44 1178	542	13.6	14.3	1 2015	2015	5	2014	2020 15000		5.68	1.3	7.0	45	28	1.25 0.18	6	12	0.50	2.11	1.18	4
53 400 54 401	Montclair Elementary Morganton Road Elem	Elementary Elementary		555 Glensford Dr 102 Bonanza Dr	Fayetteville		9	43/		CEP	464 Less than 10 544 Less than 10 5		75	0.32 1030	4/9	12.2	13.9	1 2015	2015	2	2018	2017 34500 2021 21000		3.9/	0.6	4.6	45	- UL	3.15 0.69 4.60 0.96	3	2	0.83	2.03	1.72	4
55 403	New Century International Elem	Elementary	Yes	7465 Century Cir	Fayetteville		8	608			725 Less than 10		0	0.19 34	11	9.5	10.5	0	2.520	0	1015	4500	4500	0.27	0.6	0.9	55	45	0.52 0.61	0	3	0.00	4.00	0.79	4
56 410	Ponderosa	Elementary		311 Bonanza Dr	Fayetteville		4	368	416	CEP	416 Less than 10	90% or Greater	57	0.43 1258	521	14.4	14.9	3 2013	2020	9	2013	2021 22000	14000	4.90	1.5	6.4	45	30	4.95 0.77	5	13	0.38	1.95	1.39	4
57 426	Sherwood Park	Elementary		2115 Hope Mills Rd	Fayetteville		6	299	336	CEP	336 Less than 10		101	0.43 1182	505	13.5	14.7	2 2017	2022	3	2013	2019 30500		5.70	0.9	6.6	45	28	0.98 0.15	2	7	0.29	1.55	0.95	4
58 434	Stoney Point	Elementary		7411 Rockfish Rd	Fayetteville d Fayetteville			827	1023	650	184 61 348 Less than 10	0.239491691 0	0	0.16 280	110	10.0	11.9	0	2014	1	2015	2015 13500 2020 6300	3000	1.18	0.3	1.5	45	30	0.94 0.62 0.00 0.00	2	2	1.00	3.00	1.04	4
59 440 60 448	Sunnyside Vanstory Hills	Elementary Elementary		3876 Sunnyside School Ro 400 Foxhall Rd	5 Fayetteville Fayetteville		5	426	348	CEP			0	0.32 247	425	9.6	12.4	0 2014	2014	1	2020	2020 6300 2900	3000	6.33	0.0	5.8	25	25	0.00 0.00	0	0	2.00	3.29	0.95	4
61 404	William H Owen Elem	Elementary	Yes	4533 Raeford Rd	Fayetteville		5	265		CEP	423 Less than 10		41	0.18 429	208	14.7	15.0	3 2013	2017	6	2013	2017 35500	35500	1.88	0.5	2.3	45	29	0.95 0.41	1	2	0.50	1.90	1.20	4
62 405	Walker Spivey Elem	Elementary		500 Fisher St	Fayetteville		2	327		CEP	269 Less than 10	90% or Greater	127	0.33 1051	507	16.2	17.6	0		3		2021 19000	2600	5.29	1.4	6.7	55	29	4.12 0.62	4	16	0.25	2.23	1.23	4
63 450	Warrenwood	Elementary		4618 Rosehill Rd	Fayetteville		3	356			398 Less than 10		18	0.33 866	362	10.0		1 2014				2018 12000 2021 32000		3.96	1.1	5.0	45	27	0.96 0.19	1	10	0.10	2.03	1.27	4
64 452 65 302	Westarea Alma Eason Elementary	Elementary		941 Country Club Dr 1610 Westlawn Ave	Fayetteville		3	5/8		CEP	553 Less than 10 1		22	0.26 523	254	12.4	13.4	4 2013				2021 32000 2016 14500		2.75	1.0	3.7	45	30	4.20 0.34	2	32	1.00	2.24	1.26	4
03 302	Allita Eason Elementary	Generically		AUTO WESTIGMITAVE	ayestevnie	***303	~	430	1 434	uer	Less mari 10	Jone or Gleater U	U V	0.45 156/	07/	3.2	10.0	1 2019	2017	4	PAT3	14500	2300	1.33	1.0	7.3	43	±0	0.4/	4	33	0.00	4.24	1.00	4

In Image:Image:Process<	Demographics Sco 9.08 8.91 8.91 8.31 8.68 8.7 8.64 7.49 8.58 7.37 7.64 7.80 7.164 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	Score 52.29 51.29 53.27 51.54 50.78 56.02 50.38 51.14 51.37 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	Z-Score Ranking 5 11 3 9 14 1 1 16 12 6 15 13 20 10 2 22 17 25
12 Under landis blaide schold N/T Satory N 2 7000 11.57 15.80 15.70 15.74 15	8.91 8.31 8.68 8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	52.29 51.29 53.27 51.54 50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	11 3 9 14 1 16 12 6 15 13 20 10 2 22 17 25
16 M. Con-Dementing Mode 0.50 Hore with School 0.50 Hore with School 0.15 Hope Minis Research, School <th0.15 hope="" minis="" research,="" school<="" th=""></th0.15>	8.91 8.31 8.68 8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	51.29 53.27 51.54 50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	11 3 9 14 1 16 12 6 15 13 20 10 2 22 17 25
19 Usen: Output Mode: Scheni 2150 Make M 7 2834 10.44 24.04 24.07 28.07 44 38.00 11.08 </td <td>8.68 8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02</td> <td>51.54 50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98</td> <td>9 14 1 16 12 6 15 13 20 10 2 22 17 25</td>	8.68 8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	51.54 50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	9 14 1 16 12 6 15 13 20 10 2 22 17 25
150 Penderson litements shoul 11 arms product 11 arms product 93.00 </td <td>8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02</td> <td>50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98</td> <td>14 1 16 12 6 15 13 20 10 2 22 17 25</td>	8.57 8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	50.78 56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	14 1 16 12 6 15 13 20 10 2 22 17 25
1 A. W. Wales Right Stool 1425 Stool 9 2530 0.44 28.20 28.00 9.60 9.63 0.64 15.10 12.00 13.60	8.17 8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	56.02 50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	1 16 12 6 15 13 20 10 2 22 17 25
1b Aner Derstmit Middle School 213 bin of distance 11.81 19.81 19.81 19.80 98.89 7.7 10 10.90	8.64 7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.55 7.08 8.91 8.27 7.50 11.02	50.38 51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	16 12 6 15 13 20 10 2 22 17 25
29 Collegiate Elementary School 690 (miles) 8 9.38 18.78 13.80 29 Mary Muchan Elementary School 304 Wigson 5 28404 15.87 15.84 17.66 18.77 85.33 9.0 8.8 18.85 18.85 64 Westare Elementary School 433 Refred for A 28604 11.34 20.16 16.81 9.12 86.33 10.0 9.81 18.85 18.83 18.83 33< Bernove Elementary School 433 Refred for A 28004 11.84 20.06 16.0 12.0 </td <td>7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02</td> <td>51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98</td> <td>12 6 15 13 20 10 2 22 17 25</td>	7.49 8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	51.14 51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	12 6 15 13 20 10 2 22 17 25
19 May/Acching: formering School 240 Migg. fm 5 280 Mig. 1 15.8 17.66 10.37 98.70 9 1 13.80 14.86 15.54 64 William K. Overt Elementary School 453 afferior Rid 5 2801 112.83 2810 15.05 17.7 95.23 11.0 10.02.5 145.3 18 Bretwood Elementary School 1315 Migg. hm Pr 7 2804 13.88 15.00 19.90 88.0 57.46 12.2 10.66 14.8 15.8 12 Severity-First High School 17.1 Gurrey State 28001 0.78 28001 16.8 28.50 13.2 12.29 16.1 13.58 13.4 12.29 14.1	8.58 7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	51.87 50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	6 15 13 20 10 2 22 22 17 25
9 Weaksare Elementary School 91.420 12.23 23.88 14.465 7.77 82.28 10 9.81 9.81 11.53 14.39 13 Beretwood Elementary School 115 Bingham Dr 7 28.84 11.14 9.016 15.61 9.12 5.73 11.0 9.025 15.63 15.34 13 Beretwood Elementary School 115 Bingham Dr 7 28.84 13.84 15.69 15.64 15.0 5.63 13.0 12.33 15.11 15.11 15.11 12 Servers/Int High School 110 Junn of X 2 2.83 0.08 0.08 12.93 13.49 5.63 13.4 14.83 15.11 15.11 13 Berney Street High School 13.04 Keiner 2 2.83 13.04 13.49 5.63 33.33 14.8 13.43 13.00 34 Dedge School 2.00 Banney	7.37 7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	50.64 50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	15 13 20 10 2 22 22 17 25
61 William IL Owner Einerentary School 533 Bandword flag 5 238 4 11.12 11.24 20.26 15.59 15.69	7.64 7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	50.80 49.89 51.33 54.13 49.11 50.29 48.10 49.98	13 20 10 2 22 17 25
33 Ierrivoid Elementary School 115 Bingham Dr 7 2334 1 3.89 15.90 13.89 8.80 57.48 12.2 12.66 14.61 12 Security Firth High School 13.7 Gancy Street High School 13.6 J. 13.8	7.80 7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	49.89 51.33 54.13 49.11 50.29 48.10 49.98	20 10 2 22 17 25
12 Seventy-First High School 07/4 Ageford Ad 7 28304 17.4 16.44 16.19 6.63 56.34 13.4 12.93 16.11 151.14 10 Baray Street High School 117 Quinty Str. 2 29304 12.22 12.15 20.25 11.19 58.80 15.4 88.80 15.4 18.43 18.30 15.00 30 Bed Martin Elementary School 45.02 High Migh School 40.02 Name 17.02 18.42 18.64 18.43 18.00 15.05 17.0 9.59.3 18.43 15.00 41 bed Martin Elementary School 652 Redot 8d. 7 28.30 14.06 18.45 8.09 53.55 18.8 11.09 18.48 15.60 16.66 11 Reide School 30.20 Densey St. 2 2.830 14.05 19.82 8.02 10.00 10.07 18.49 11.77 13 terry Sardrof High School 20.20 Fort Sengt 4d 5.73 8.88 18.29 10.23 48.81	7.14 9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	51.33 54.13 49.11 50.29 48.10 49.98	10 2 22 17 25
10 Ransey Street High School 117 Quincy 3: 2 2820 13.49 98.23 14.4 18.81 18.65 17.24 4 Oldale Itemenary School 1624 Ireland Dr 5 23304 13.68 15.15 14.21 66.6 54.10 16 13.14 14.83 16.07 11 Bern March Itementary School 6302 Merly Add 7 23304 12.06 14.43 16.75 14.21 56.66 54.10 16 13.34 14.83 16.07 13 Bern March School 6302 Merly Add 7 23304 14.07 14.43 15.74 15.83 15.06 15.84 15.06 15.68 15.06 14 Merly School 200 Farenses 2 2330 16.47 16.43 15.74 16.37 15 Under School 200 Farenses 2 2330 16.37 16.32 17.24 15.34 15.37 15.34 15.33 16.33 16.33 16.33 16.33 16.33 16.33	9.76 8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	54.13 49.11 50.29 48.10 49.98	2 22 17 25
14 Cliffade Elementary School 6450 Cliffade Rd 9 2304 12.22 12.15 20.25 11.19 55.80 15 1 9.64 14.09 14.09 14.09 10 Ben Martin Elementary School 330 N Reliv Md 4 2833 12.06 14.05 18.45 8.09 53.56 17 9.59 14.83 15.00 11 Ben Martin Elementary School 6822 Relevol Ad 7 28.34 12.06 14.45 18.45 8.09 53.56 17 9.59 14.88 15.00 15.66 15.66 11 Berd Ross Classical Middle/High School 3200 Ramey St 2 28.01 16.66 15.82 60.00 53.88 10.70 16.64 15.77 13 Terry Sanford High School 305 fort Brag Rd 5 73.03 11.82 14.83 14.83 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82 14.82	8.31 7.32 7.55 7.08 8.91 8.27 7.50 11.02	49.11 50.29 48.10 49.98	22 17 25
5 Dougles Byrd High School 1024 Fredm Or 5 23304 18808 15.15 14.21 6.66 94.10 15 13.48 14.89 15.00 11 Bern Martin Ementary School 6582 Redroft Adt 7 23304 14.67 14.49 18.74 5.63 53.33 18 10.99 15.08 16.66 11 Berd Korcinscui Middlerlight School 100 Bannary St 2 23031 14.05 19.82 80.02 10.00 51.82 21 10.70 16.40 11.77 13 Terry School 201 Gravard High School 100 Bannary St 2 23031 16.127 8.83 18.80 7.93 51.22 21 10.70 16.32 13.74 16.82 20 Walker Spicey Tementary School 130 Im Red 7 23314 10.07 15.11 18.10 4.93 12.02 14.07 13.27 15.06 26 Seventy-First Clascal Middle School 630 Reford Rd 7 23314 10.007 15.1	7.32 7.55 7.08 8.91 8.27 7.50 11.02	50.29 48.10 49.98	25
9 Upd Auman Elementary School 6882 Reform Rd 7 28301 24301 24407 18.44 56.3 53.33 18 1 10.9 15.16 15.66 11 Red Res Classical Middle/High School 102 Bonara Dr 4 28301 14.05 13.92 13.00 55.88 20 10.70 16.69 11.77 13 Terry Sanford High School 2301 For Bragg Rd 5 28303 16.34 8.56 18.50 7.33 51.32 2.1 11.196 13.74 16.62 20 Warker Sprey Elementary School 500 Fisher St 2 28301 16.27 8.83 11.83 11.83 11.83 11.83 11.95 13.62 13.62 36 E.f. Miller Hennstary School 6800 Releord Rd 7 28344 10.72 8.83 13.81 14.42 9.81 2.3 12.03 13.62 13.62 13.62 13.62 13.62 13.62 13.62 13.62 13.62 13.62 13.63 13.63	7.08 8.91 8.27 7.50 11.02	49.98	
11 Reid Ross Classical Middly/high School 3200 Rams 935 2 2800 2266 21.99 17.42 19.32 19 6.68 17.42 16.38 15 Morganon Road Generalary School 2201 Font Brag Rd 5 28301 16.62 8.83 17.80 51.32 2.1 11.66 13.74 16.32 26 Walker Sphey Elementary School 105 Fehrer St. 2 28301 16.62 8.83 11.83 16.13 5.0 2.0 11.67 13.62 13.62 28 E.F. Miller Elementary School 1361 Rin Rd 7 2814 17.53 8.08 13.97 10.23 49.81 2.3 12.73 13.71 15.06 28 Serephyrikin Clasical Middle School 1020 Murchison Rd 2 28311 13.65 13.41 47.80 2.5 48.64 16.0 13.41 16.06 13.41 16.06 13.41 16.06 13.41 16.80 17.42 14.02 14.02 14.02 14.02 14.02 1	8.91 8.27 7.50 11.02		
54 Morganton Road Elementary School 102 Bonara Dr 4 2833 14.05 19.82 8.02 10.00 51.88 20 1 10.70 16.49 11.77 13 Torry Sindrof High School 200 Fisher St. 2 2333 16.34 8.56 185.00 7.93 51.20 2 13.01 16.24 16.24 38 E. Miller Elementary School 136 Bin Pd 7 2834 10.07 15.21 18.10 4.92 48.29 2.4 9.10 15.12 16.23 36 E. Miller Elementary School 1300 Marchison H 2 2834 10.07 15.21 18.10 4.92 48.29 2.4 9.10 15.22 16.23 37 Cumberland Elementary School 1000 Marchison H 2 2834 10.07 15.21 18.10 4.92 48.29 2.4 8.45 19.29 10.55 44.42 2.83 14.02 11.94 14.50 11.52 36 Mordale Elementary School 15	8.27 7.50 11.02	= 1 60	18
13 Terry Sanford High School 2301 For Bragg Bd 5 28031 16.44 8.56 18.50 7.93 51.32 21 11.405 13.74 15.12 62 Walker Spiver Elementary School 1364 Nim Rd 7 2831 16.77 8.83 11.83 14.13 51.05 22 14.067 13.62 13.82 88 E.E. Miller Elementary School 6304 Rafrod Ad 7 28314 10.07 15.21 18.10 42.2 48.29 24 9.19 15.22 16.23 3 Cumberland International Early Colleg High School 1000 Murchion Rd 2 28301 0.56 22.33 11.60 13.4 47.80 25 8.45 19.29 14.23 3 Cumberland International Early Colleg High School 6901 Ramsey St 0 28311 10.65 19.21 15.47 45.96 27 9.36 13.94 14.02 3 Montclair Elementary School 555 Glenford Dr 9 28314 10.02 11.99 4.46 4.75 29 12.67 14.24 14.41 14.14 14.15	7.50 11.02	51.60	7
62 Walker Spive Permentary School 500 Faher St 2 2830 1 16.27 8.83 11.83 14.13 51.05 22 2 14.07 13.62 13.82 38 E.K. Miller Elementary School 1351 Rim Rd 7 2834 17.53 8.08 13.97 10.23 49.81 23 12.73 13.71 15.06 36 Comberland International Early College High School 1200 Murchison Rd 2 28304 10.07 15.21 18.10 4.92 48.29 24 9.19 15.52 16.623 37 Cumberland International Early College High School 1200 Murchison Rd 2 28301 0.55 22.33 11.60 13.41 47.80 25 8.45 19.29 14.02 42 Pine Forst Middle School 6501 Ramsey St 0 28311 10.63 10.65 19.21 5.47 45.96 27 9.36 13.94 14.50 11.47 16 Douglas Byrd Middle School 1616 Ireland Dr 5 28304 11.73 17.97 15.52 5.74 44.43 30 9.98	11.02	47.22	33
B E. Miller Elementary School 184 Im Rd 7 2834 17.53 8.08 13.97 10.23 49.81 23 12.73 13.71 15.66 26 Sewer/First Gassian Midde School 6300 Renord Rd 7 2830 10.05 12.21 11.810 49.23 49.81 47.80 25 8.45 19.29 14.02 24 Pine Forest Middle School 6500 Ramey St 0 28311 3.65 14.86 28.87 2.06 46.44 2.6 8.45 19.29 14.02 36 Warrewood Elementary School 6501 Ramey St 0 28311 10.65 13.21 14.86 28.87 2.06 46.44 2.6 8.45 19.29 13.66 30 Montclair Elementary School 155 feinsford Dr 9 28314 10.65 11.91 44.85 28.7 2.06 44.83 30 9.98 14.94 14.02 16 Douglas Byrd Middle School 1357 Sebrook Rd 4 28301 11.98		49.32	21
26 seenty-first Classical Middle School 880 Reford Rd 7 2830 10.07 15.21 18.10 4.92 48.29 24 9.19 15.52 16.23 3 Cumberland International Early College High School 600 Nurchison Rd 2 28011 0.56 22.23 11.60 13.44 47.80 25 8.45 19.29 14.02 4 Pine Forst Middle School 600 Namey St 0 28311 10.65 10.486 25.87 2.06 46.44 26 8.98 15.59 17.55 63 Warrewood Elementary School 4618 Rosehill Rd 3 28311 10.63 10.65 19.21 5.47 45.96 27 9.36 11.94 14.50 11.47 16 Douglas Byrd Middle School 1616 Ireland Dr 55 Giensford Dr 9.830 11.78 11.02 11.99 4.36 44.73 30 9.88 14.54 12.25 36 Cumberland Mils Elementary School 2576 Hope Mils Rd 0 28301 12.30	8 46	52.54	4
3 Cumberland International Early College High School 1200 Murchison Rd 2 28301 0.56 22.23 11.60 13.41 47.80 25 1 8.45 19.29 14.02 24 Pine Forest Middle School 6901 Ramsey St 0 28311 3.65 14.86 25.87 2.06 46.44 26 7 8.98 15.59 17.55 63 Warrenwood Elementary School 555 Glensford Dr 9 28314 10.63 10.65 19.21 5.47 45.45 2.8 11.94 14.50 11.47 16 Douglas Byrd Middle School 1616 (reland Dr 5 28304 17.38 110.2 11.99 4.36 44.43 30 9.98 14.54 12.25 16 Douglas Byrd Middle School 187 Seabrook Rd 4 28301 11.98 12.61 9.29 10.55 44.43 30 9.98 14.54 12.25 15 Umberland Mils Elementary School 128 Hilvew Ave 3 28301 12.30		49.96	19
24 Pine Forst Middle School 601 Ramsey St 0 28311 3.65 14.86 25.87 2.06 46.44 2.6 8.98 15.59 17.55 63 Warrenwood Elementary School 4618 RoseMiRd 3 28311 10.63 10.65 19.21 5.47 45.96 2.7 9.36 13.34 16.06 53 Mortical Elementary School 155 Elementary School 151 Filerland Dr 5 28304 11.32 14.06 6.28 9.20 44.85 28 11.94 14.50 11.47 16 Douglas Byrd Middle School 1151 Filerland Dr 5 28304 11.98 12.61 9.29 10.55 44.43 30 9.98 14.54 12.55 36 Cumberland Mills Elementary School 128 Hillwew 3 28301 12.30 6.43 15.25 9.76 43.33 32 10.16 13.25 15.59 10 Lucle Souders Elementary School 3276 Sunnyside School Rd 0 28312 1.90 15.15	6.83	47.77	29
63 Warrenwood Elementary School 4618 Rosehill Rd 3 28311 10.63 10.65 19.21 5.47 45.96 27 2 9.36 13.94 16.06 53 Montclair Elementary School 555 Glensford Dr 9 2814 15.32 14.06 6.28 9.20 44.85 28 11.94 14.50 11.44 16 Douglas Byd Middle School 165 Ireland Dr 5 28304 17.38 11.02 11.99 43.6 44.55 28 11.94 14.50 11.44 41 Ferguson-Fasley Elementary School 1857 Seabrook Rd 4 28301 11.98 12.61 9.29 10.55 44.43 30 8 8.88 15.64 12.25 36 Curle Souders Elementary School 128 Hillwew Ave 3 28301 12.30 6.43 15.25 9.76 43.37 32 10.16 31.35 15.69 50 Lucie Souders Elementary School 128 Hillwew Ave 3 28311 17.78 9.	9.79	51.55	8
53 Montclair Elementary School 555 Glensford Dr 9 28314 15.32 14.06 6.28 9.20 44.85 28 11.94 14.50 11.47 16 Douglas Byrd Middle School 1616 reland Dr 5 2804 17.38 11.02 11.99 4.36 44.75 29 12.67 14.24 14.23 36 Cumberland Mills Elementary School 2576 Hope Mills Rd 0 28306 3.17 17.97 16.52 6.74 44.39 31 8 88.8 15.64 16.16 50 Lucile Souders Elementary School 128 Hillytew Ave 3 28301 12.30 6.43 15.25 9.76 43.33 32 10.16 13.25 15.59 59 Sunnyide Elementary School 3876 Sunnyide School Rd 0 28312 1.90 15.15 20.24 5.71 42.99 34 8.66 15.41 16.27 59 Sunnyide Elementary School 555 Fisher Md 0 28314 17.78 9.46 <	5.87	47.98 46.36	28 39
16 Douglas Byrd Middle School 1616 Ireland Dr 5 28304 17.38 11.02 11.99 4.36 44.75 29 12.67 14.24 14.41 41 Ferguson-Easley Elementary School 1857 Seabrook Rd 4 28301 11.98 12.61 9.29 10.55 44.43 30 9.98 14.24 12.61 36 Cumberland Mills Elementary School 1257 Hope Mills Rd 0 28306 3.17 17.97 16.52 6.74 44.39 31 8.88 15.64 12.61 50 Lucile Souders Elementary School 128 Hillview Ave 3 28301 12.30 6.43 15.25 9.76 43.73 32 10.16 13.25 15.59 17 Howard Learning Academy 1608 Camden Rd 2 28306 0.00 16.69 13.98 12.81 43.04 33 8.17 15.61 14.80 9 Pine Forest High School 525 Andrews Rd 0 28311 17.78 9.46 11.67 3.88 42.79 35 13.42 14.24 14.24 18 <td>8.07</td> <td>45.98</td> <td>44</td>	8.07	45.98	44
41 Ferguson-Easley Elementary School 1857 Seabrook Rd 4 28301 11.98 12.61 9.29 10.55 44.43 30 9.98 14.54 12.25 36 Cumberland Mills Elementary School 2576 Hope Mills Ad 0 28306 3.17 17.97 16.52 6.74 44.39 31 8.88 13.5.64 15.64 16.16 50 Lucile Souders Elementary School 128 Hillwiew Ave 3 28301 12.30 6.43 15.25 9.76 43.73 32 10.16 13.25 15.59 17 Howard Learning Academy 1608 Camdera Rd 2 28306 0.00 16.69 13.98 12.38 43.04 33 8.17 15.76 14.80 59 Sunnyside Elementary School 3876 Sunnyside School Rd 0 28312 19.09 15.15 20.24 5.71 42.99 34 8.66 15.41 16.27 21 Mac Williams Middle School 644 Clinton Rd 0 28312 4.44 10.04 22.62 4.52 41.62 36 9.57 14.26 16.57	6.75	43.38	26
36 Cumberland Mills Elementary School 2576 Hope Mills Rd 0 28306 1 17.97 16.52 6.74 44.39 31 1 8.88 15.64 16.16 50 Lucile Souders Elementary School 128 Hillview Ave 3 28301 12.30 6.43 15.25 9.76 43.73 32 1 10.16 13.25 15.59 17 Howard Learning Academy 1608 Camden Rd 2 28306 0.00 16.69 13.98 12.38 43.04 33 1 8.17 16.57 14.80 59 Sunnyside Elementary School 3876 Sunnyside School Rd 0 28312 1.90 15.15 20.24 5.71 42.99 34 3 8.17 14.20 9 Pine Forest High School 525 Andrews Rd 0 28312 4.44 10.04 22.62 4.52 41.62 36 9.57 16.31 16.57 21 Mac Williams Middle School 810 Trainer Dr 5 28304 7.22 <	8.16	44.93	51
50 Lucile Souders Elementary School 128 Hillview Ave 3 28301 12.30 6.43 15.25 9.76 43.73 32 10.16 13.25 15.59 17 Howard Learning Academy 1608 Camden Rd 2 28306 0.000 16.69 13.98 12.38 43.04 33 4 8.17 15.67 14.80 59 Sunnyside Elementary School 3876 Sunnyside School Rd 0 28312 1.900 15.15 20.24 5.71 42.99 34 6 8.66 15.40 14.20 9 Pine Forest High School 525 Andrews Rd 0 28312 1.900 15.15 20.24 5.71 42.99 34 6 8.66 15.20 10 Mac Williams Middle School 4644 Clinton Rd 0 28312 4.44 10.04 22.62 4.52 41.62 36 9.57 16.31 16.57 18 John R.Griffin Middle School 551 Fisher Rd 0 28304 12.13 3.45 <	7.31	47.99	27
59Sunnyside Elementary School3876 Sunnyside School Rd02831211.9015.1520.245.7142.993448.6615.4116.279Pine Forest High School525 Andrews Rd02831117.789.4611.673.8842.7935413.4214.2614.2221Mac Williams Middle School4644 Clinton Rd0283124.4410.0422.624.5241.623649.5716.3116.5729Ashley Elementary School810 Trainer Dr55283047.2211.0117.465.7941.473748.6614.3415.6218John R. Griffin Middle School555 Fibker Rd02830444.3712.7719.613.6540.393849.4514.1316.5422Max Abbott Middle School550 Fibker Rd02830512.133.4516.987.7740.333949.5712.9415.5437Cumberland Road Elementary School1800 Seabrook Rd22830613.5514.9214.389.6640.054114.9012.9415.4837Cumberland Road Elementary School1800 Seabrook Rd32830613.5414.9213.4914.389.6640.054114.9012.9415.4837Cumberland Road Elementary School1800 Seabrook Rd32830613.5414.921	8.51	47.51	30
9 Pine Forest High School 525 Andrews Rd 0 28311 17.78 9.46 11.67 3.88 42.79 35 1 14.20 14.22 21 Mac Williams Middle School 4644 Clinton Rd 0 28312 4.44 10.04 22.62 4.52 41.62 36 0 9.57 16.31 16.57 29 Ashley Elementary School 810 Trainer Dr 5 28304 7.22 11.01 17.46 5.79 41.47 37 0 8.64 14.34 15.62 18 John R. Griffin Middle School 5551 Fisher Rd 0 28304 4.37 12.77 19.61 3.65 40.39 38 0 9.42 14.13 16.54 20 Max Abottt Middle School 509 Winding Creek Rd 5 28305 12.13 3.45 16.98 7.77 40.33 39 0 9.57 12.94 15.54 37 Cumberland Road Elementary School 200 Cumberland Rd 2 28306 1.3.5	8.75	47.38	32
21Mac Williams Middle School4644 Clinton Rd0283124.4410.0422.624.5241.623609.5716.3116.5729Ashley Elementary School810 Trainer Dr5283047.2211.0117.465.7941.473708.6414.3415.6218John R. Griffin Middle School5551 Fisher Rd02830444.3712.7719.613.6540.393809.4214.1316.5422Max Abbott Middle School590 Winding Creek Rd528305112.133.4516.987.7740.333909.5712.9415.5437Cumberland Road Elementary School2700 Cumberland Rd22830611.3514.9214.389.6040.244008.5515.4815.076E. E. smith High School1800 Seabrook Rd328301119.361.639.709.3640.0541014.9012.2912.3439E. Melvin Honeycutt Elementary School4665 Lakewood Dr0283064.1313.4917.944.2839.834209.1714.6615.8027Westover Middle School275 Bonanza Dr42830313.648.1010.018.0139.754310.2313.5813.86	6.74	47.08	35
29Ashley Elementary School810 Trainer Dr5283047.2211.0117.465.7941.47378.6414.3415.6218John R. Griffin Middle School5551 Fisher Rd02830444.3712.7719.613.6540.393.89.4214.1316.5422Max Abbott Middle School590 Winding Creek Rd528305212.133.4516.987.7740.333.99.9.5712.9415.5437Cumberland Road Elementary School2700 Cumberland Rd228306114.9214.389.6040.24408.5515.4815.076E. E. Smith High School1800 Seabrook Rd328301119.361.639.709.3640.054114.9012.2912.3439E. Melvin Honeycutt Elementary School4665 Lakewood Dr0283064.1313.4917.944.2839.83429.1714.6615.8027Westover Middle School275 Bonanza Dr42830313.648.1010.018.0139.754310.2313.5813.86	6.54	48.44	24
18John & Griffin Middle School5551 Fisher Rd02830402830412.7719.61 3.65 40.39 38 9.42 14.13 16.54 22Max Abbott Middle School590 Winding Creek Rd52830512.13 3.45 16.98 7.77 40.33 39 9.57 12.94 15.54 37Cumberland Rod Elementary School2700 Cumberland Rd2 28306 1 14.92 14.38 9.60 40.24 40 8 8.55 15.48 15.07 6E. E. Smith High School1800 Seabrook Rd3 28301 1 19.36 16.34 9.70 9.36 40.05 41 $9.14.90$ 12.29 12.34 39E. Melvin Honeycutt Elementary School4665 Lakewood Dr0 28306 4.13 13.49 17.94 4.28 39.83 42 9.17 14.66 15.80 27Westover Middle School275 Bonanza Dr4 28303 13.64 8.10 10.01 8.01 39.75 43 10.23 13.58 13.86	6.59	49.04	23
22Max Abbott Middle School590 Winding Creek Rd528305212.133.4516.987.7740.333999.5712.9415.5437Cumberland Rod Elementary School2700 Cumberland Rd2283061.3514.9214.389.6040.244008.5515.4815.076E. Smith High School1800 Seabrook Rd328301219.361.639.709.3640.0541014.9012.2912.3439E. Melvin Honeycutt Elementary School4665 Lakewood Dr0283064.1313.4917.944.2839.834209.1714.6615.8027Westover Middle School275 Bonanza Dr42830313.648.1010.018.0139.7543010.2313.5813.86	6.57	45.17	49
37 Cumberland Road Elementary School 2700 Cumberland Rd 2 28306 1.35 14.92 14.38 9.60 40.24 40 8.55 15.48 15.07 6 E. Smith High School 1800 Seabrook Rd 3 28301 19.36 1.63 9.70 9.36 40.05 41 14.90 12.29 12.34 39 E. Melvin Honeycutt Elementary School 4665 Lakewood Dr 0 28306 4.13 13.49 17.94 4.28 39.83 42 9.17 14.66 15.80 27 Westover Middle School 275 Bonanza Dr 4 28303 4 31.04 8.10 10.01 8.01 39.75 43 10.23 13.58 13.86	6.58	46.67	37
6 E. Smith High School 1800 Seabrook Rd 3 28301 1 9.0 9.36 40.05 41 14.90 12.29 12.34 39 E. Melvin Honeycutt Elementary School 465 Lakewood Dr 0 28306 4.13 13.49 17.94 4.28 39.83 42 9.17 14.66 15.80 27 Westower Middle School 275 Bonaza Dr 4 28303 8.10 10.01 8.01 39.75 43 10.23 13.58 13.86	7.59	45.63	46
39 E. Melvin Honeycutt Elementary School 4665 Lakewood Dr 0 28306 4.13 13.49 17.94 4.28 39.83 42 9.17 14.66 15.80 27 Westover Middle School 275 Bonanza Dr 4 28303 13.64 8.10 10.01 8.01 39.75 43 10.23 13.58 13.86	8.04	47.13	34 31
27 Westover Middle School 275 Bonanza Dr 4 28303 13.64 8.10 10.01 8.01 39.75 43 10.23 13.58 13.86	6.60	46.23	43
	7.51	45.18	48
	8.44	46.26	48
44 Howard Hall Elementary School 526 Andrews Rd 0 28311 14.59 8.73 11.51 4.04 38.87 45 11.04 13.99 14.15	6.63	45.81	45
14 Westover High School 277 Bonanza Dr 4 28303 15.47 10.20 5.88 7.21 38.76 46 11.55 14.06 9.91	7.23	42.75	61
40 Elizabeth Cashwell Elementary School 2970 Legion Rd 0 28306 3.10 17.12 12.22 6.27 38.70 47 8.87 15.88 14.56	7.18	46.49	38
48 Long Hill Elementary School 6490 Ramsey St 1 28311 2.06 7.33 22.86 5.87 38.12 48 8.68 13.78 17.08	7.17	46.71	36
4619 NC Highway 210 S 0 28312 0.87 11.06 21.90 3.65 37.48 49 8.48 15.33 16.30	6.17	46.28	40
2 Cross Creek Early College High School 1200 Murchison Road 2 28301 0.63 14.44 9.54 10.63 35.23 50 8.45 15.32 13.38	8.22	45.37	47
32 Bill Hefner Elementary School 7059 Calamar Dr 8 28314 16.90 1.63 11.51 4.52 34.56 51 13.14 12.29 13.01	5.79	44.23	54
65 Alma Easom Primary School 1610 Westlawn Ave 5 28305 0.71 10.66 13.98 8.57 33.91 52 8.46 13.93 14.67	7.93	45.00	50
42 Glendale Acres Elementary School 2915 Skycrest Dr 5 28304 7.62 6.01 13.50 6.27 33.38 53 8.78 13.27 15.03	6.99	44.07	55
51 Margaret Willis Elementary School 1412 Belvedere Ave 2 28302 7.85 5.14 10.88 9.44 33.31 54 8.73 13.00 14.08 4 Cumberland Polytechnic High School 201 Hull Rd 5 28303 1.03 9.44 15.33 6.98 32.77 55 8.51 13.80 15.52	7.97	43.78	57
4 Cumberland Polytechnic High School 2201 Hull Rd 5 28303 1.03 9.44 15.33 6.98 32.77 55 8.51 13.80 15.52 30 Beaver Dam Elementary School, Roseboro 12059 NC Highway 210 0 28382 0.16 10.04 21.11 1.34 32.64 56 8.27 16.31 16.19	5.48	44.83	42
30 Beaver Dam Lementary School, Rosebord 1203 NC regimal 210 0 2832 0.16 10.04 21.11 1.34 32.04 56 8.27 16.31 16.19 7 Jack Britt High School 7403 Rockfish Rd 0 28306 5.00 10.33 10.80 2.22 28.34 57 10.58 14.14 14.08	6.02	46.25	53
7 Jack Bitt High School 7403 Nockhish du 0 2800 3.00 10.35 10.60 2.22 28.34 57 10.36 14.14 14.06 28 Alderman Road Elementary School 2860 Alderman Rd 0 28306 3.57 9.88 11.51 2.53 27.49 58 8.95 16.03 13.01	5.79	44.85	56
26 Aldemain Road Literientary School 2806 Aldemain Rd 0 2806 3.57 3.68 11.51 2.53 27.49 58 8.85 10.03 13.01 55 New Century International Elementary School 7465 Century Cir 8 28306 3.25 9.32 13.81 0.31 26.69 59 8.88 14.96 13.84	5.39	43.07	59
23 New Century International Middle School 7455 Century Cir 8 28306 1.51 9.09 15.08 0.47 26.14 60 8.58 14.81 14.62	0.00	43.41	58
43 Gray's Creek Elementary School 2964 School Rd 0 28348 2.30 9.72 10.96 2.37 25.35 61 8.70 15.53 13.00	5.41	43.01	60
47 Lake Rim Elementary School 1455 Hoke Loop Rd 8 28314 3.49 1.41 9.21 8.96 23.07 62 8.95 12.54 13.21	5.41	42.62	62
58 Stoney Point Elementary School 741 Rockfish Rd 0 28306 4.05 7.05 7.62 2.69 21.40 63 9.15 13.35 12.50		41.16	63
60 Vanstory Hills Elementary School 400 Foxhall Rd 5 28303 2.38 0.05 10.09 6.18 18.70 64 8.72 12.02 12.80	5.78	40.62	64

Cluster Analysis

ScopeID	Name	Cluster	Z-Score Based Score	Rank	Percentile Based Score	Rank	Enrollment	NonTransZone	PedCrashes	BikeCrashes	BikeLTS	PedLOC	AvgSpeedLim	MaxAADT	CrossAADT	idewalkRoadRati	CrosswalkIntRatic	TDI	ZeroCar	WalkshedPop
1	Alger B Wilkins High	1	56.02	1	59.05	6	138	0	18	5	3.12	3.45	39	38000	35500	0.66	0.00	16.05	0.16	126
3	Cumberland Int'l Erly Col	1	51.55	8	47.80	25	251	0	8	6	1.78	1.97	28	19000	19000	0.66	0.43	14.79	0.23	1296
10	Ramsey Street	1	54.13	2	56.23	14	30	0	16	2	1.67	2.60	29	35000	33000	0.30	0.10	16.16	0.22	1047
11	Reid Ross Classical	1	51.60	7	53.42	19	436	0	6	4	1.73	2.06	30	38000	30000	0.36	0.42	14.65	0.21	719
12	Seventy-First High	1	51.33	10	56.34	13	1645	64	7	0	2.77	3.46	37	30500	30500	0.22	1.25	14.20	0.05	335
15	Anne Chestnutt Middle	1	50.38	16	58.95	7	849	11	2	2	1.95	1.75	31	40000	35000	0.43	0.25	15.38	0.19	483
19	Lewis Chapel Middle	1	51.54	9	59.57	4	629	9	9	2	2.80	3.00	37	45500	35000	0.72	0.50	16.61	0.18	331
20	Luther N Jeralds Middle	1	52.29 47.77	5	63.01 48.29	1	798	11	9	2	1.75	2.00	30	30000 30500	29000	0.30	0.27	15.51 13.68	0.24	501
26 34	Seventy First Middle Cliffdale Elementary	1	49.11	29 22	55.80	24 15	428 659	12 16	3	1	2.55 1.54	2.93 2.08	35 28	28000	30500 28000	0.29	1.00 0.14	13.88	0.03	331 800
34	College Lakes Elementary	1	51.14	12	58.91	8	480	15	10	4	2.00	2.08	31	21000	10500	0.29	0.14	12.03	0.03	1167
36	Cumberland Mills Elem	1	47.99	27	44.39	31	606	0	3	1	2.62	2.50	38	30500	26000	0.39	0.33	14.47	0.05	428
37	Cumberland Road Elem	1	47.13	34	40.24	40	334	0	4	0	2.94	3.50	38	41500	5800	0.26	0.90	16.56	0.11	233
45	J W Coon Elementary	1	51.29	11	60.54	2	167	27	6	2	1.37	1.82	27	27500	27500	0.13	0.25	15.11	0.09	1299
49	Loyd Auman Elementary	1	49.98	18	53.53	18	485	54	5	0	2.45	2.52	35	30500	30500	0.07	0.83	13.85	0.04	425
61	William H Owen Elem	1	50.80	13	57.93	11	265	41	6	3	1.59	1.90	29	35500	35500	0.41	0.50	14.99	0.08	429
64	Westarea	1	50.64	15	58.23	10	578	22	10	4	1.77	1.63	30	32000	24000	0.34	1.00	13.37	0.08	523
												1								
	Cluster Average		50.86	14.06	54.84	14.59	516.35	16.59	7.53	2.24	2.14	2.44	32.47	32529.41	27370.59	0.35	0.49	14.84	0.12	616.06
4	Cumberland Polytechnic	2	44.83	52	32.77	55	298	0	2	1	1.50	1.68	27	23000	1100	0.30	0.13	11.64	0.08	601
5	Douglas Byrd High	2	50.29	17	54.10	16	1242	80	5	1	1.81	1.65	27	9900	9900	0.23	0.44	13.42	0.04	698
6	E E Smith High	2	47.45	31	40.05	41	1295	119	1	0	1.00	1.00	25	2800	2800	0.18	1.00	14.54	0.11	569
8	Massey Hill Classical	2	46.26	41	39.22	44	294	0	4	0	1.84	2.40	29	10000	8700	0.31	0.13	15.97	0.11	649
9	Pine Forest High	2	48.44	24	42.79	35	1762	72	1	0	2.37	2.13	39	8100	8100	0.27	0.67	13.50	0.02	202
13	Terry Sanford High	2	49.32	21	51.32	21	1310	51	4	0	1.55	1.75	28	26500	7700	0.29	0.07	11.11	0.08	1123
16	Douglas Byrd Middle	2	48.07	26	44.75	29	1033	75	5	0	1.89	1.54	28	9900	9900	0.34	0.50	13.11	0.02	458
18	John Griffin Middle	2	46.67	37	40.39	38	1051	0	2	1	1.69	1.53	30	17000	17000	0.06	0.33	12.94	0.00	464
22	Max Abbott Middle	2	45.63	46	40.33	39	707	13	1	0	1.52	2.50	28	31000	1500	0.44	0.00	13.39	0.13	415
29	Ashley Elementary	2	45.17	49	41.47	37	157	7	1	2	1.56	1.53	28	30500	2500	0.43	0.00	10.23	0.08	570
31	Benjamin Martin Elem	2	48.10	25	53.65	17	508	19	3	2	1.53	1.92	28	16500	16000	0.20	0.25	14.89	0.03	667
32	Bill Hefner Elementary	2	44.23	54	34.56	51	487	101	1	0	1.00	1.00	25	1700	1700	0.00	1.00	8.53	0.08	273
33	Brentwood Elementary	2	49.89	20	57.46	12	495	44	2	2	1.72	2.00	30	36500	1500	0.13	0.25	13.51	0.07	882
38	E E Miller Elementary	2	49.96 46.23	19	49.81 39.83	23 42	692 842	86	4	0	1.52	1.50	28	32500 17000	11500 12000	0.46	0.43	14.55 12.50	0.06	1274 573
39 42	E Melvin Honeycutt Elem	2	46.23	43 55	39.83	53	203	9	3	2	2.00	1.75 1.35	27	28500	12000	0.23	0.25	12.50	0.00	719
42	Glendale Acres Elem Howard Hall Elementary	2	44.07	45	33.38	45	554	51	3	0	2.20	1.35	37	28500 8100	8100	0.20	0.67	11.94	0.05	270
44 48	Long Hill	2	45.81	45 36	38.87	45	436	51	0	0	2.20	2.23	37	25000	24000	0.28	0.67	13.50	0.02	768
40 50	Lucile Sounders Elem	2	47.51	30	43.73	32	436	35	2	0	1.54	1.82	29	30000	1500	0.25	0.33	13.20	0.02	520
52	Mary Mcarthur Elem	2	51.87	6	58.57	9	354	99	5	1	1.72	2.11	28	15000	15000	0.18	0.50	14.20	0.10	1178
57	Sherwood Park	2	53.27	3	59.89	3	299	101	3	2	1.42	1.55	28	30500	26000	0.15	0.29	14.74	0.05	1182
60	Vanstory Hills	2	40.62	64	18.70	64	476	0	0	0	1.00	1.00	25	2900	1500	0.06	1.00	10.68	0.04	1094
63	Warrenwood	2	46.36	39	45.96	27	356	18	2	1	1.67	2.03	27	12000	12000	0.19	0.10	12.24	0.01	866
65	Alma Eason Elementary	2	45.00	50	33.91	52	258	0	2	1	1.56	2.24	28	14500	2900	0.47	0.06	10.56	0.08	1567
	Cluster Average		47.16	34.71	43.07	34.71	646.38	40.83	2.25	0.67	1.64	1.75	29.04	18308.33	8504.17	0.25	0.38	12.89	0.06	732.58
2	Cross Creek Early College	3	45.37	47	35.23	50	252	0	3	3	1.33	1.72	26	19000	19000	0.65	0.75	14.64	0.12	712
14	Westover High	3	42.75	61	38.76	46	1441	38	2	0	2.25	2.50	33	14000	14000	1.00	1.50	14.84	0.07	201
17	Howard Health & Life Sci	3	47.38	32	43.04	33	19	0	8	1	1.69	2.12	28	9200	6200	0.37	0.17	16.27	0.12	812
27	Westover Middle	3	45.18	48	39.75	43	746	27	1	1	1.45	2.00	28	14000	14000	0.51	0.60	14.60	0.06	485
41	Ferguson-Easley Elem	3	44.93	51	44.43	30	397	31	3	2	1.22	1.88	26	4900	2800	0.22	1.00	14.71	0.13	592
47	Lake Rim	3	42.62	62	23.07	62	660	0	0	0	1.53	1.32	27	10500	10500	0.64	0.50	15.12	0.02	956
51	Margaret Willis Elem	3	43.78	57	33.31	54	301	5	1	0	1.59	1.45	29	26500	1500	0.60	0.29	14.36	0.13	487
53 54	Montclair Elementary Morganton Road Elem	3	45.98 47.22	44 33	44.85 51.88	28 20	437 523	75 44	2	1 3	2.18	2.03	30	34500 21000	1500 14000	0.69	1.50 0.83	13.91 14.68	0.07	1030 1103
54	Ponderosa	3	50.78	33 14	51.88	20 5	368	57	9	3	1.55	1.56	30	21000	14000	0.96	0.83	14.68	0.06	1103
62	Walker Spivey	3	52.54	14 4	59.37	22	368	127	3	3	1.84	2.23	29	19000	2600	0.77	0.38	14.92	0.06	1258
02		3	52.54	4	51.05		32/	12/	3	U	1.04	2.23	29	19000	2000	0.62	0.25	17.30	0.34	1051
	Cluster Average		46.23	41.18	42.25	35.73	497.36	36.73	3.45	1.27	1.66	1.89	28.64	17690.91	9100.00	0.64	0.71	15.06	0.11	789.73
			.0.20		12.20		.07.00	00.70	0.40	/	2.00	2.00	20.04	1,000.01	0100.00	0.04		10.00	0.11	
	1					1 1	1	1					1			1				1
7	Jack Britt High	4	44.83	53	28.34	57	2005	0	2	0	2.30	3.50	33	13500	13500	0.49	0.50	11.73	0.01	196
21	Mac Williams Middle	4	49.04	23	41.62	36	1174	0	0	0	4.00	4.00	55	6300	6300	0.00	0.00	13.57	0.05	51
23	New Century Int'l Mid	4	43.41	58	26.14	60	355	0	0	0	2.92	4.00	44	4500	4500	0.43	0.00	10.50	0.00	47
24	Pine Forest Middle	4	47.98	28	46.44	26	685	0	4	0	2.79	2.25	42	17500	17500	0.00	0.00	11.73	0.01	82
28	Alderman Rd Elementary	4	43.79	56	27.49	58	664	0	0	0	3.80	4.00	53	1700	1700	0.00	1.00	10.50	0.05	51
30	Beaver Dam Elementary	4	46.25	42	32.64	56	105	0	0	0	4.00	4.00	55	2000	2000	0.00	0.00	9.86	0.04	11
40	Elizabeth Cashwell Elem	4	46.49	38	38.70	47	593	0	2	1	2.84	2.80	43	21000	13000	0.37	0.67	14.45	0.05	341
43	Gray's Creek Elem	4	43.01	60	25.35	61	453	0	0	0	3.66	4.00	47	1700	1500	0.00	1	10.50	0.05	46
46	J W Seabrook Elem	4	46.28	40	37.48	49	275	0	1	0	3.08	4.00	46	3200	3200	0.00	0.00	11.61	0.06	73
55	New Century International	4	43.07	59	26.69	59	608	0	0	0	3.04	4.00	45	4500	4500	0.61	0.00	10.50	0.00	34
50	Stoney Point	4	41.16	63	21.40	63	827	0	1	0	1.88	3.00	30	13500	13500	0.62	1.00	11.90	0.01	280
58	Sunnyside	4	47.08	35	42.99	34	426	0	1	1	2.81	3.29	40	6300	3000	0.00	0.07	12.35	0.08	247
58 59				ιT													T		1	
						· · · · · · · · · · · · · · · · · · ·													<u> </u>	
	Cluster Average		45.20	46.25	32.94	50.50	680.83	0.00	0.92	0.17	3.09	3.57	44.42	7975.00	7016.67	0.21	0.35	11.60	0.04	121.58
	Cluster Average		45.20	46.25	32.94	50.50	680.83	0.00	0.92	0.17	3.09	3.57	44.42	7975.00	7016.67	0.21	0.35	11.60	0.04	121.58
	Cluster Average		45.20	46.25	32.94	50.50	680.83	0.00	0.92	0.17	3.09	3.57	44.42	7975.00	7016.67	0.21	0.35	11.60	0.04	121.58

School	Feedback from Schools
A.B. Wilkins High School Anne Chestnutt Middle School	
	We have no sidewalk except for when you turn into our school driveway. Students who walk to school have to walk on the grass on Bingham Drive, which is very busy. We have two crossing guards at the front of the school for walkers, however we do not have one in the back of the school where our walkers go through our field to the back road and walk.
Brentwood Elementary School	Casey Yates, Principal Brentwood Elementary School
	We need a crossing guard for both Rosehill Road and McArthur Roads.
College Lakes Elementary School	Brenda Ware-McAllister, Principal College Lakes Elementary
	The initial improvement ideas look great for JWCES. I would also add that additional training for crossing guards or a light out of the school or something for left turners onto the 5 lane road would be greatly appreciated. There are no sidewalks for students who walk home after they leave school grounds behind the school. Increased side walks or paths for students in these neighborhood areas would be great because students who live within the 1 mile radius of the school are not routed a bus. We have many walker and bike rider students within these neighborhood communities.
J.W. Coon Elementary School Lewis Chapel Middle School	
Lewis Craper model School	Sidewalks in the back of our school stop abruptly. The traffic and construction on Raeford Rd. has made it more difficult for our crossing guards. Taking a right out of LAES from about 12:30 to 3:30 is a huge concern- not being able to see around the stopped traffic on Raeford Rd. due to our car rider line. A lot of our school signs are crooked and unreadable (handicap space signs were replaced summer 2024) Dr. Taisha Lee Monge, Principal Loyd E. Auman Elementary School
Loyd Auman Elementary School Luther Jeralds Middle School	
	The sidewalks around our school are fine. However, most pedestrians choose to cut through the school parking lot or front yard when walking the comer of Village and Ireland Drives.
Mary McArthur Elementary School	Mary McArthur Elementary School
	We currently have one ramp on the front side of the school adjacent to Ramsey Street. It is accessible however it is a far distance to travel to enter the school. We have a ramp on the back side of the school toward Triniy however when you enter the building you will need to go down some steps. The lift is not operable at this time. The lower level parting lot needs to be paved. Currently it has been smoothed over with gravel and rock, however sometimes maintenance has to drive in the back and it makes the gravel uneven. Pavement would do good so that when teachers enter the basement of the school, there is not a potential for a trip hazard. We have crossing guards for this year which is good, however! do believe a flashing light will also be beneficial off Ramsey Street. Last, the Breezeway could use some built in timber steps to get to the hut. The hill has a major slope and can be slipper, When we have fit entils, staff want to go through the building to the sidewalk, however the expectation to meet fire safety rules is to never re-enter a building. I do worry about trip hazards going down the hill doing a standard "practice" drill. Lawrence L. Smalls II, Principal
Ramsey Street High School Reid Ross Classical Middle/High School	Ramsey Street High School
Seventy-First High School Sherwood Park Elementary School	
	The sidewalk addition on Lakecrest drive would be a plus, especially for our walkers. The current sidewalk lines need to be resurfaced and painted.
	We have concerns about the lines on the school property, particularly the front of the school. The sidewalk lines and caution lines are faded. It presents problems when parents are attempting to cross the curb.
Westarea Elementary School William H. Owen Elementary School	Timberly Jones, Principal Westarea Elementary
Douglas Byrd High School	
	It would be great for someone to provide additional training for our new crossing guards. This is a very busy area during morning drop-off and atternoon pick-up. Experienced crossing guards will be most helpful. Additionally, we have several areas in which students walk home at the end of the day; front of school, back of school, side of school, and towards Westover High. Creating additional walkways/sidewalks would be great. Waylinda Williams, Principal Pronderosa Elementary School
Ponderosa Elementary School	
Cliffdale Elementary School Ben Martin Elementary School	
Morganton Road Elementary School Cumberland International Early College High School	
	There are sidewalks on both sides of Rim Road in front of our school. The sidewalk ends right past the school on Rim Road. I would suggest that the sidewalk needs to continue all the way from Cliffdale to Reaford on Rim Road. We have two crossing guards as we have two sets of walkers who have to cross Rim Road on either side of our campus. Often crossing guards do not show up and we do not know until it is arrival or diamissal time and staff members often have to fill in to help students cross Rim Road. We have cation lights on either side of the school that hduing arrival and dismissal hours. Not to jump out of my lane, but I do know that there are MAJOR concerns about the school traffic around Lake Rim since folks have been hit more than once on Hoke Loop Road. Hannah Gray, Principal
E.E. Miller Elementary School	E.E. Miller Elementary School
	We have plenty of sidewalks that permit access to Walker Spivey. However there is one side walk that has caused several injuries due to the unlevel concrete. We are in need of a crossing guard at Fisher Street but have spoken to FayPD and they are aware and working to resolve this concern. We may need more pedestrian crossing signs near the two crosswalks (old wilmington rd and Fisher Street). Thank you for this update.
Walker Shivey Elementary Cohool	Rachael Robinson, Principal Walker - Spivey Elementary School
Walker-Spivey Elementary School	This is wondarful naws since we have multiple needs
	This is wonderful news since we have multiple needs. 1. Sidewalk Conditions: Our walking students live in the areas off of Sim Cotton Road. Presently there are no sidewalks for them to walk on.
	2. Crossing Guard Needs: The intersection at Hope Mills Road and Sim Cotton Road is particularly busy during school hours and crossing guards are stationed there, however, we do not have a crossing guard to cross our walking students across Sim Cotton Road. This task is left to a staff member. The walker crossing area does not have a crosswalk on the pavement or any signage.
	 Pedestrian Signage: Additional pedestrian crossing signs and flashing school zone lights would alert drivers to slow down and be cautious in areas with high foot traffic on Sim Cotton Road is necessary.
Cumberland Mills Elementary School	Amy McDowell, Principal Cumberland Mills Elementary
Cumberland Mills Elementary School Cumberland Road Elementary School	
Seventy-First Classical Middle School	

A.B. Wilkins High School

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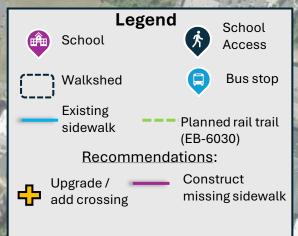
Opportunities:

- Planned Chick-fil-A may include crossing improvements at Swain/Skibo Rd.
- Planned Skibo Rail Trail (EB-6030) on west side may also include improvements.
- Install pedestrian scale lighting on sidewalks, trails, and at crossings
- Consider high visibility treatments at crossings

Improve bus stop and connectivity to school

Install landscape buffer

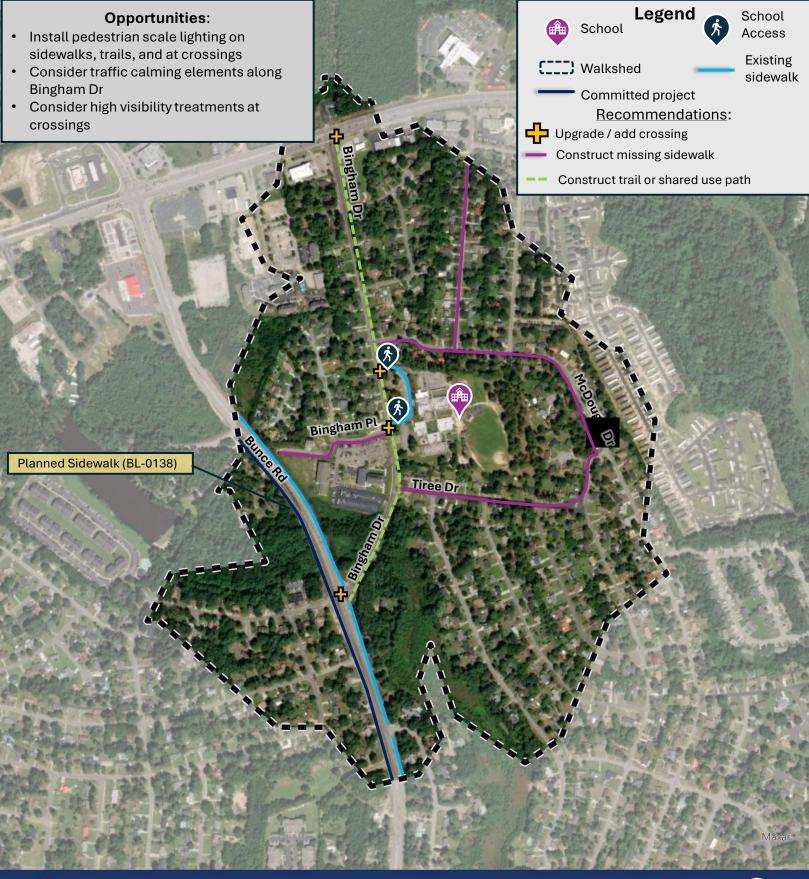
Consider widening existing path north of Swain St to 8-10' to accommodate multi-use when Skibo Rail Trail connection is constructed





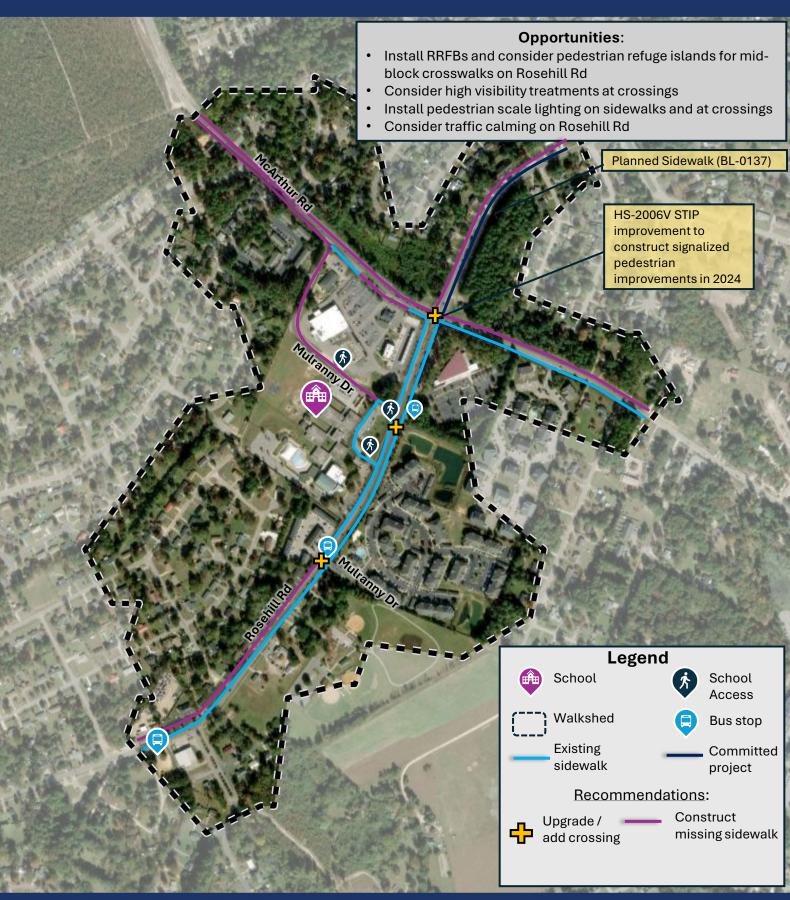


Brentwood Elementary School



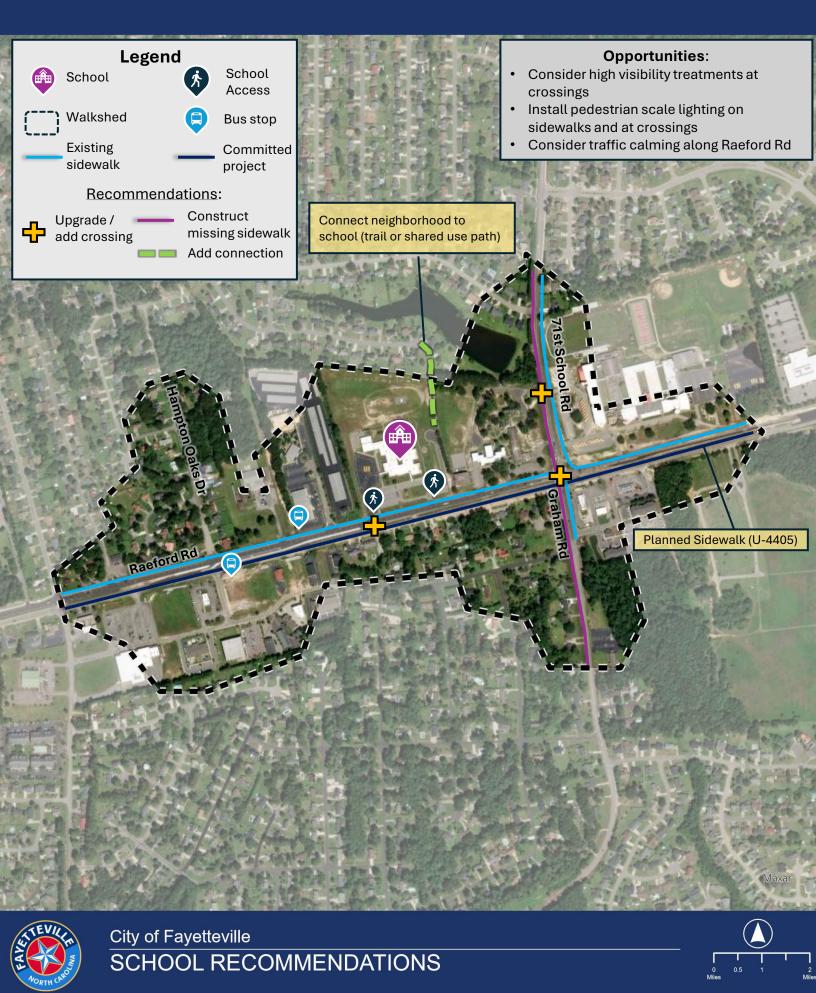


College Lakes Elementary School

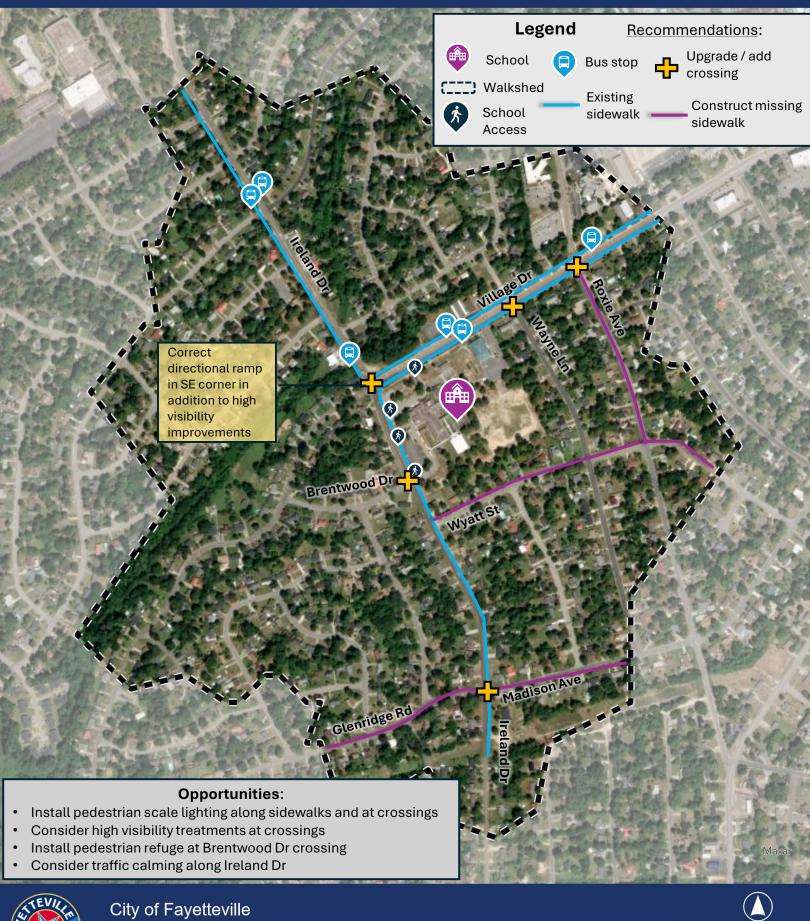




Loyd Auman Elementary School



Recommendations Mary McArthur Elementary School



Ramsey Street High School

Brookwoo

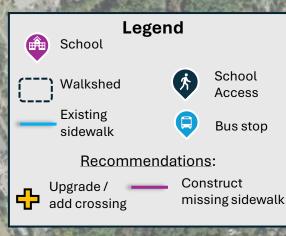
Kensington Cir

Opportunities:

- Install pedestrian scale lighting on surrounding sidewalks and at crossings
- Consider high visibility treatments at crossings
- Consider RRFB and pedestrian refuge island at Ramsey St / Quincy St / Brookwood Ave
- Consider traffic calming on Ramsey St
- STIP Project U-4403B plans to widen Ramsey St. Consider integrating high visibility pedestrian crossing opportunities

Langdon St

Quincy St





City of Fayetteville

SCHOOL RECOMMENDATIONS



Maxar

Ponderosa Elementary School

Opportunities:

- Provide marked, signalized crossing at Santa Fe Dr / Bonanza
- Improve / install sidewalks or provide a trail network to neighborhood streets
- Consider RRFBs and pedestrian refuge at Bonanza Dr / Longhorn
- Install pedestrian scale lighting on surrounding sidewalks and at crossings
- Consider high visibility treatments at crossings





City of Fayetteville

E.E. Miller Elementary School



Walker-Spivey Elementary School





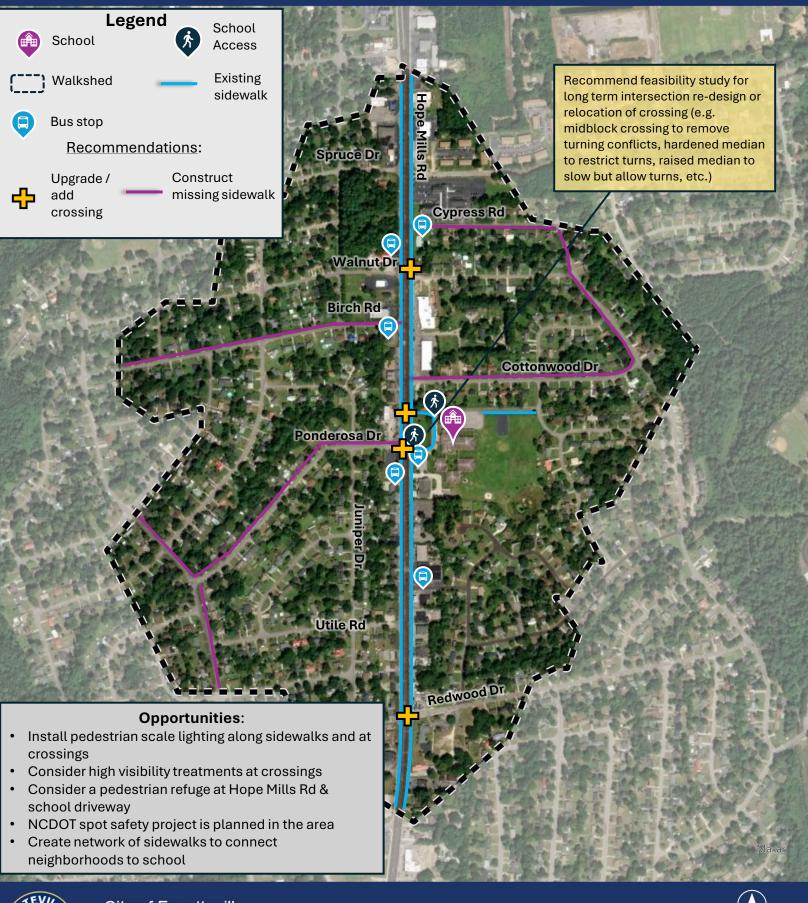
Recommendations Cumberland Mills Elementary School



NORTH CARD



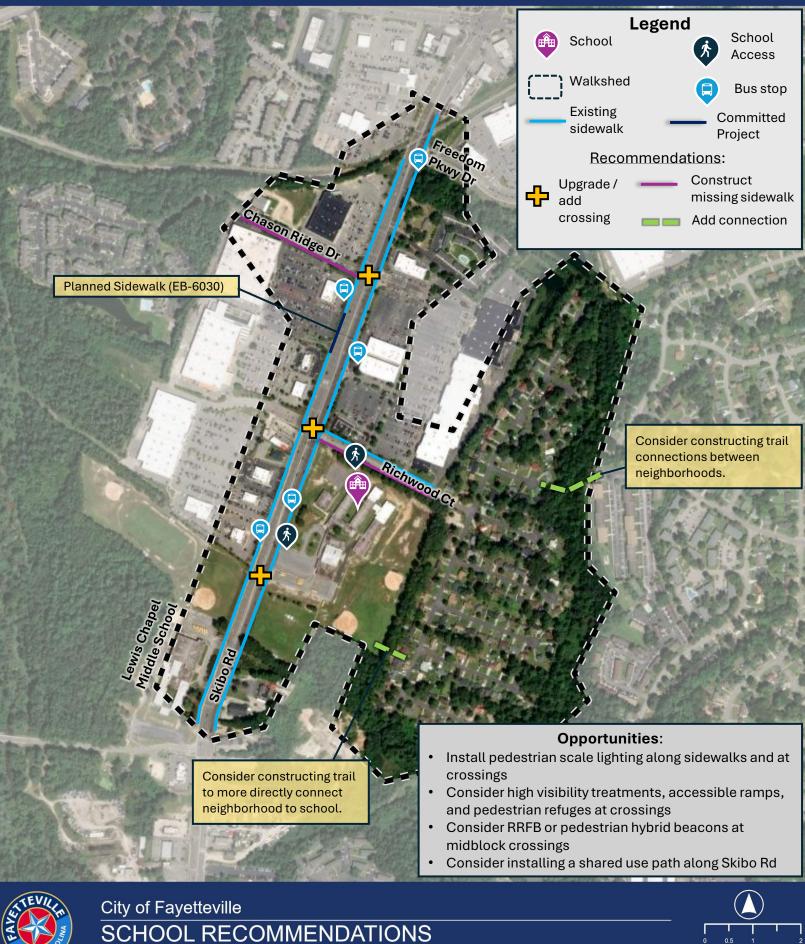
J.W. Coon Elementary School





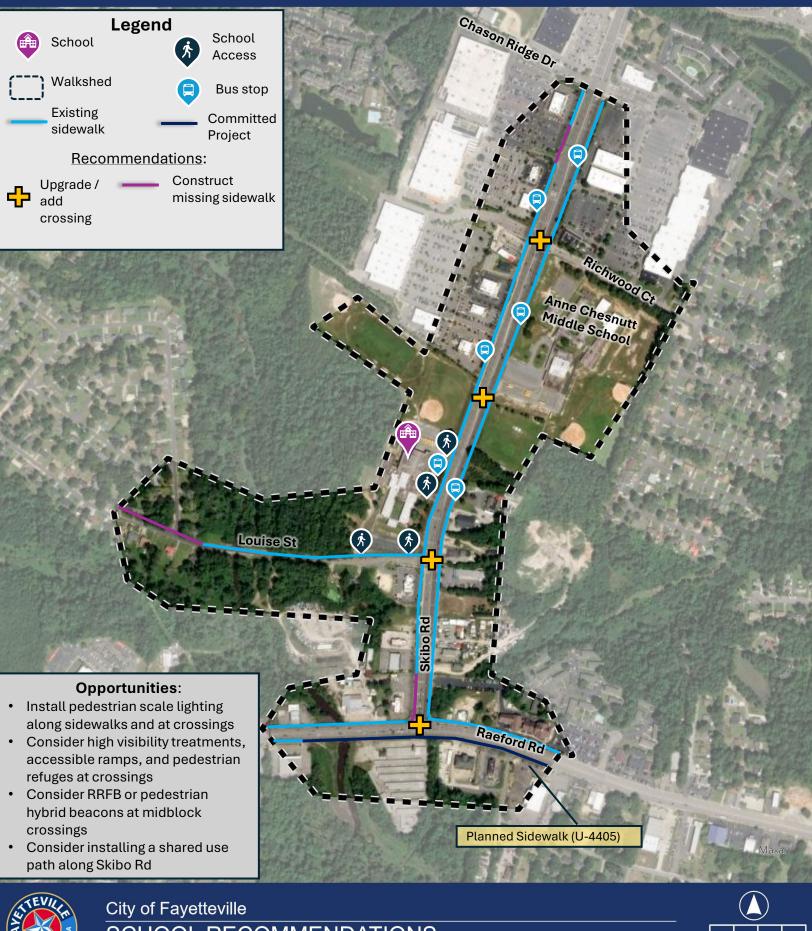
City of Fayetteville

Anne Chesnutt Middle School





Lewis Chapel Middle School



Luther Jeralds Middle School



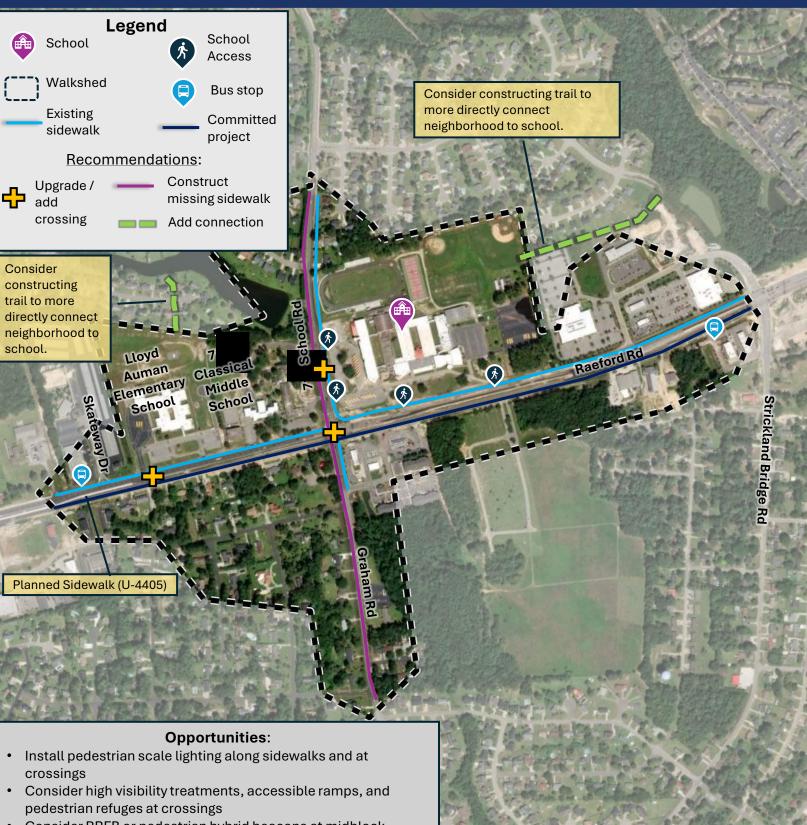


Reid Ross Classical Middle/High School





Seventy-First High School

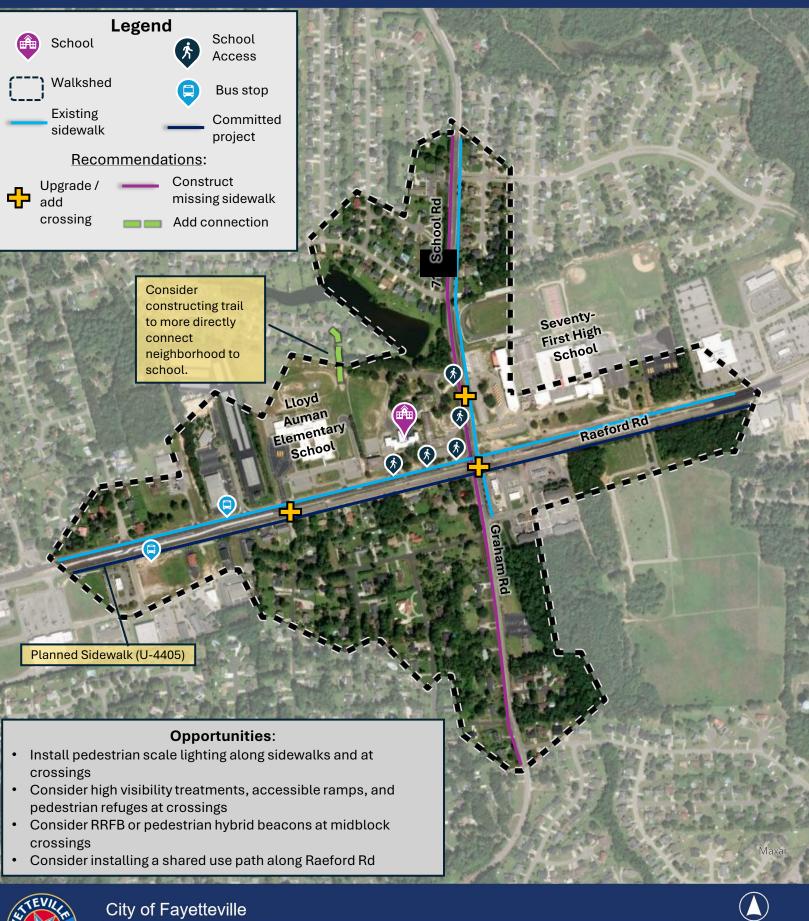


- Consider RRFB or pedestrian hybrid beacons at midblock crossings
- Consider installing a shared use path along Raeford Rd

City of Fayetteville

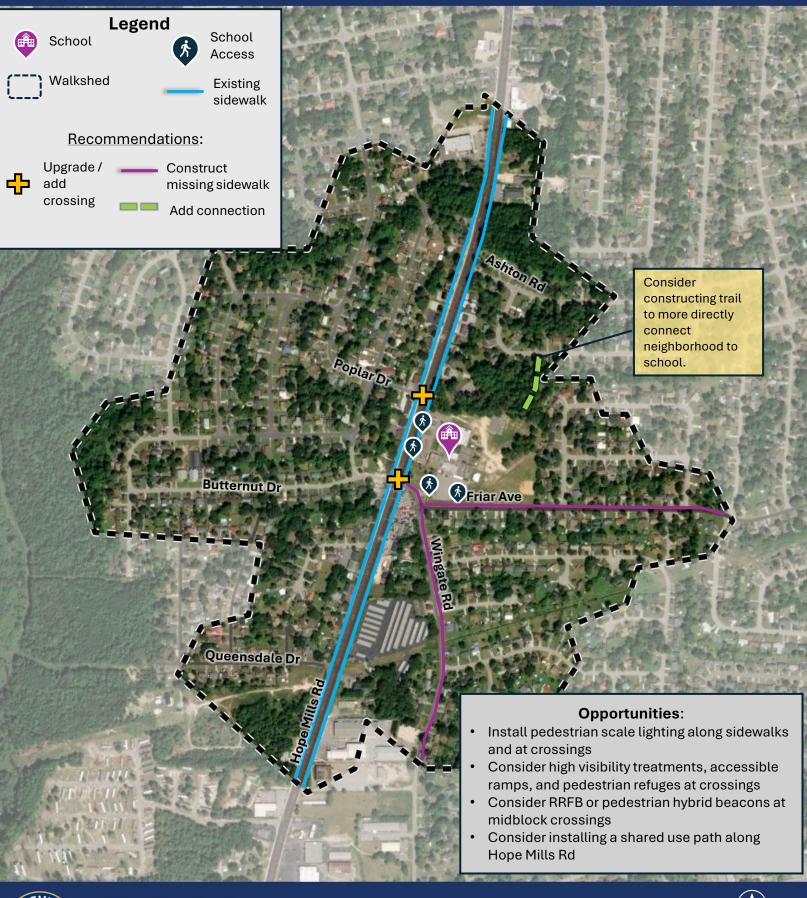


Recommendations Seventy-First Classical Middle School



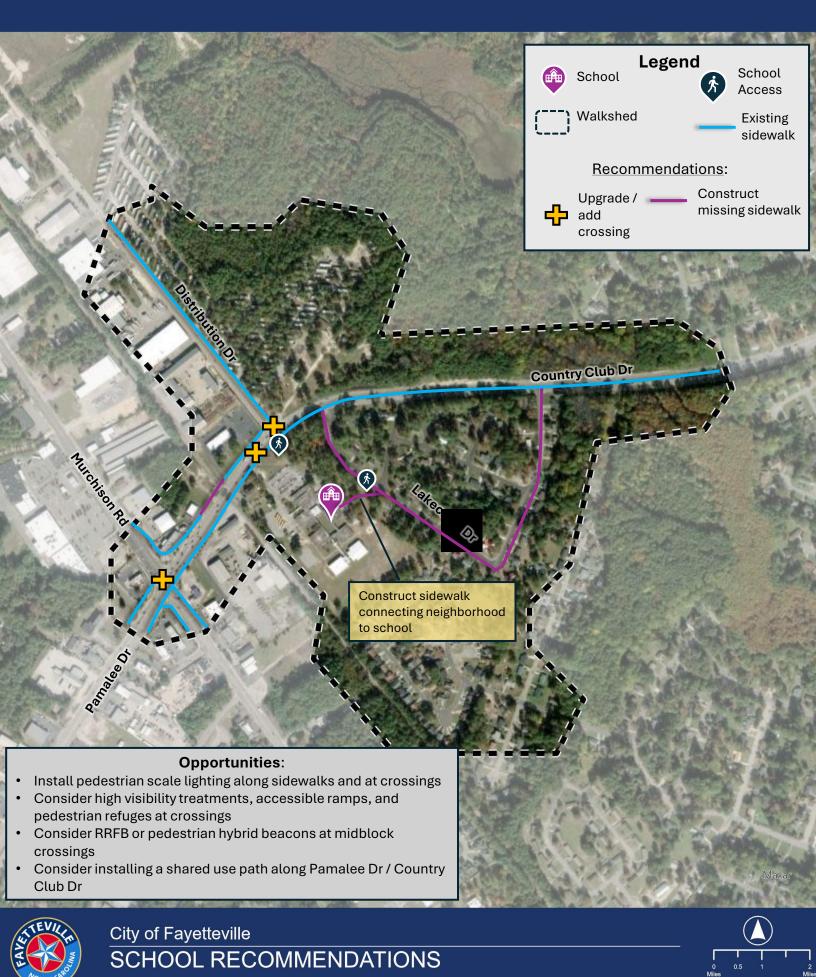
Recommendations Sherw

Sherwood Park Elementary School

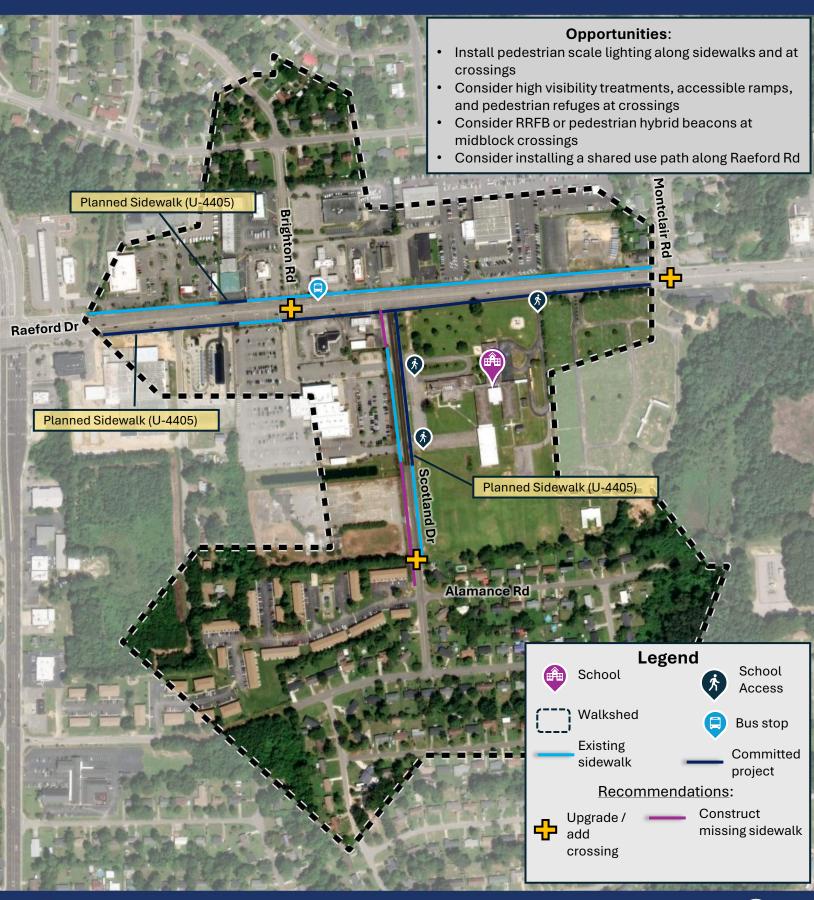




Westarea Elementary School

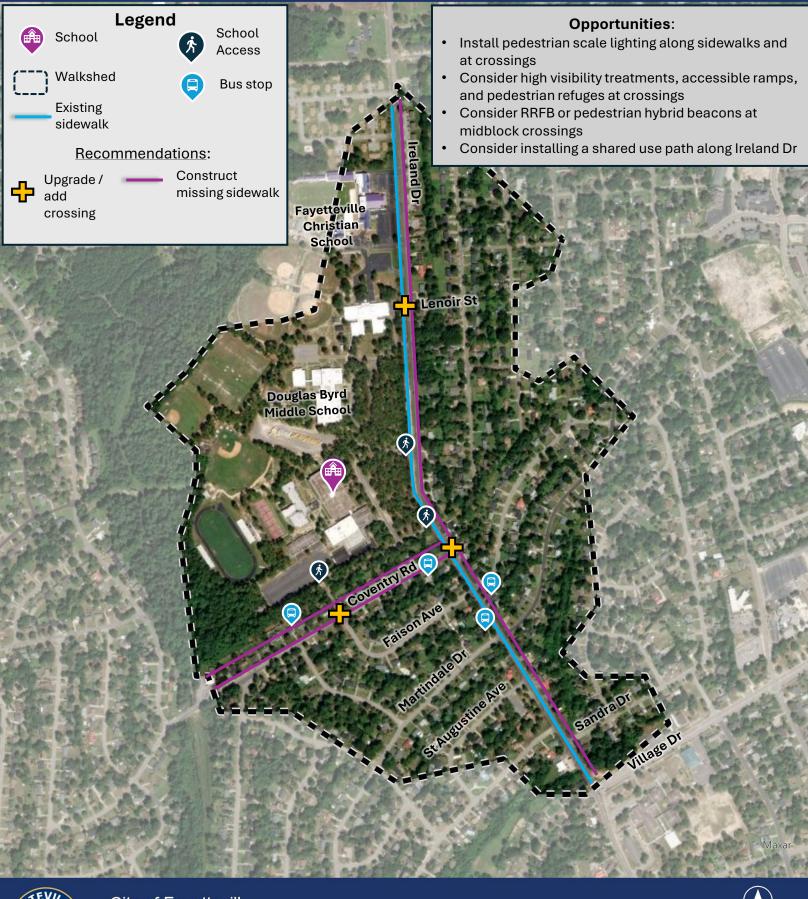


Recommendations William H. Owen Elementary School





Douglas Byrd High School





Cliffdale Elementary School



Recommendations

Cumberland International Early College High School

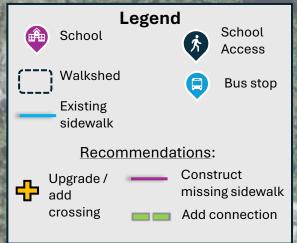
Langdon

N.T. Brown

Opportunities:

- Install pedestrian scale lighting along sidewalks and at crossings
- Consider high visibility treatments, accessible ramps, and pedestrian refuges at crossings
- Consider RRFB or pedestrian hybrid beacons at midblock crossings
- Consider installing a shared use path along Murchison Rd

Consider constructing trail to more directly connect neighborhood to school.



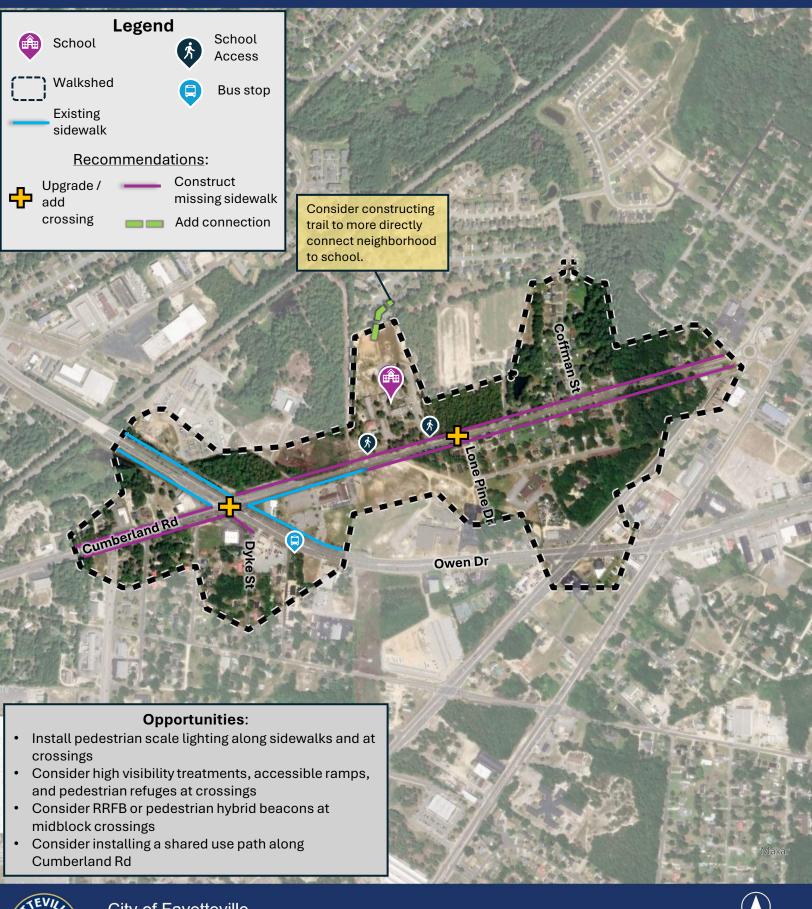


Cumberland St

City of Fayetteville

SCHOOL RECOMMENDATIONS

Recommendations Cumberland Road Elementary School

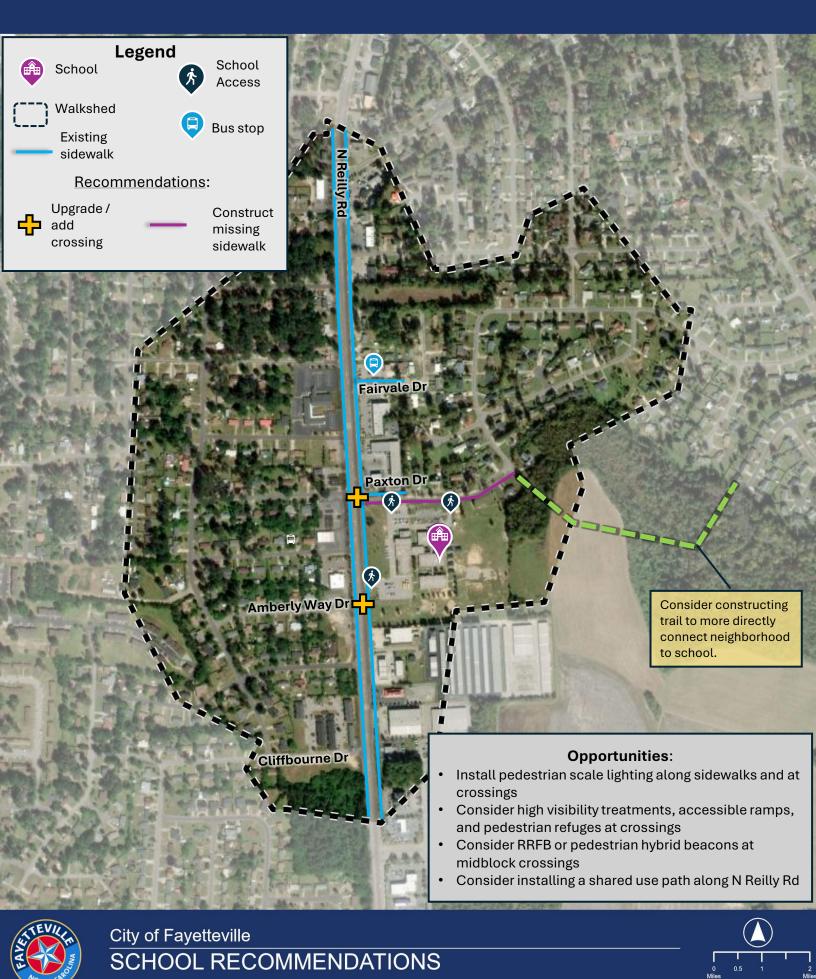


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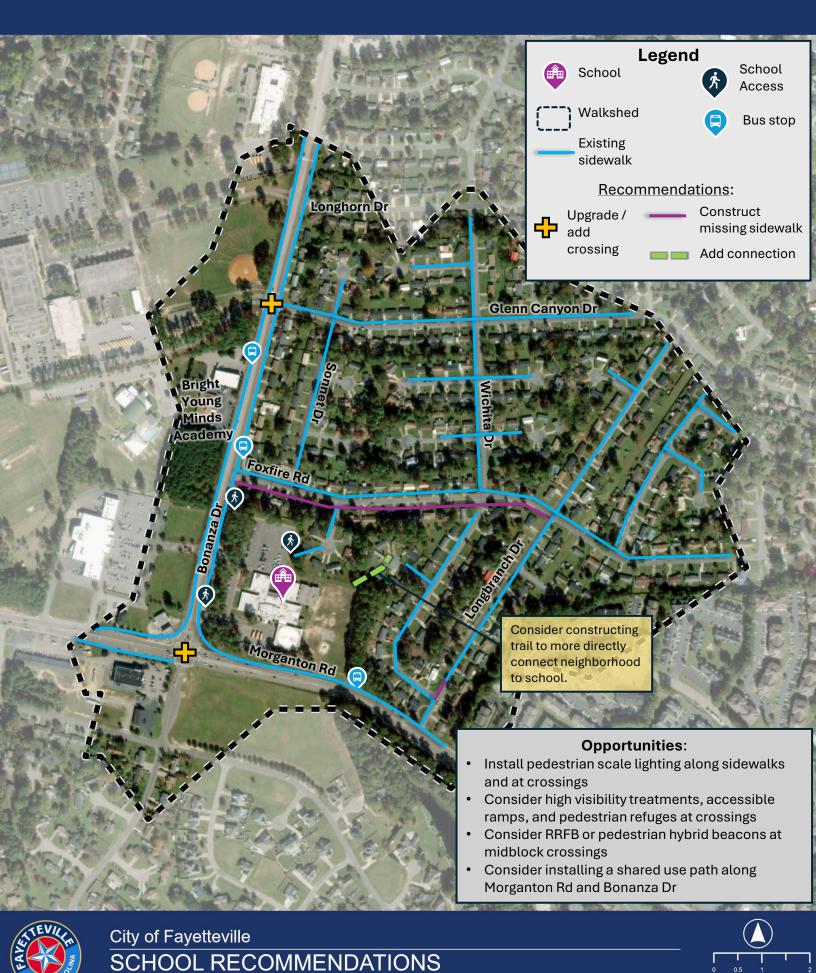
City of Fayetteville

SCHOOL RECOMMENDATIONS

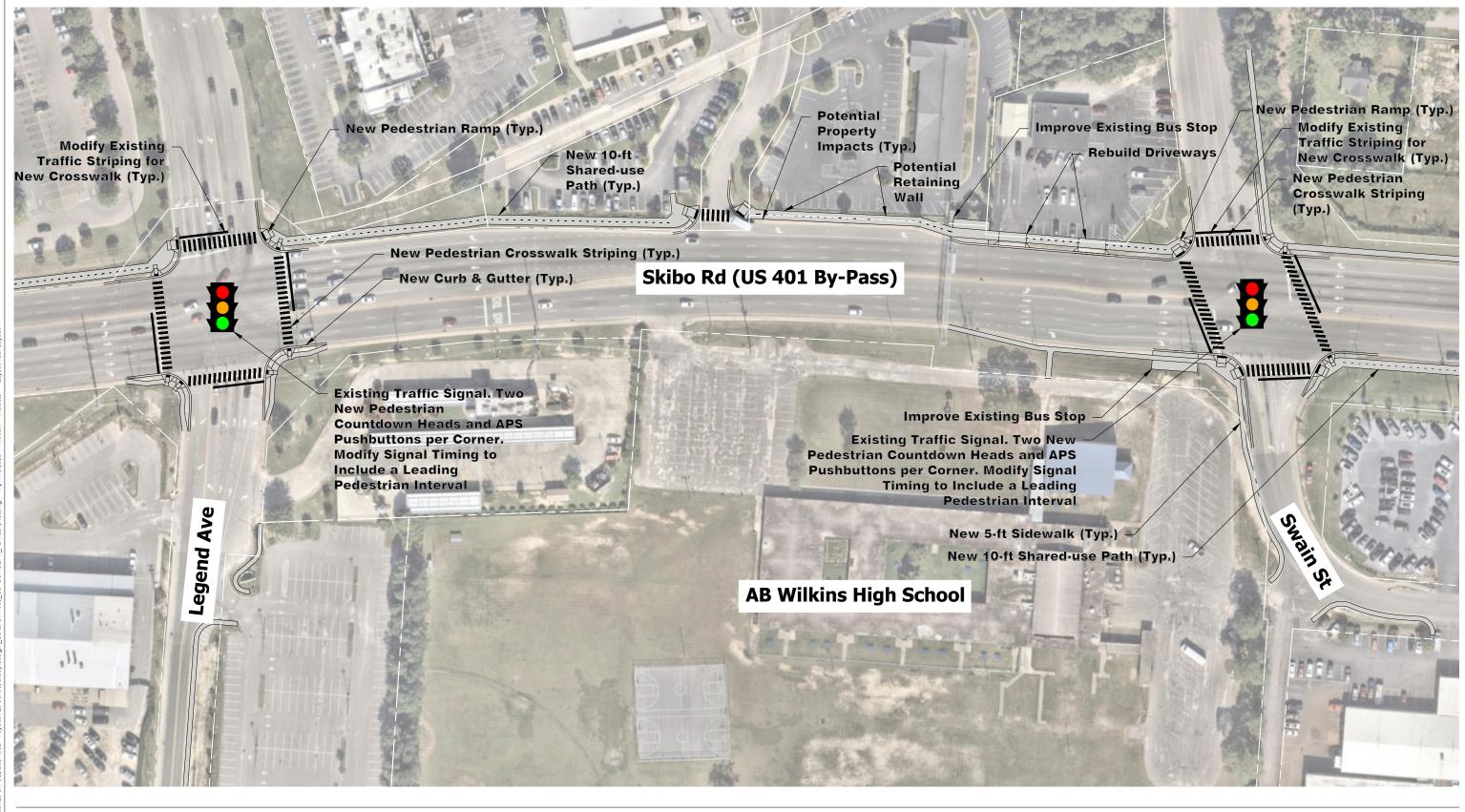
Recommendations Benjamin Martin Elementary School

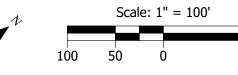


Recommendations Morganton Road Elementary School



Fayetteville Comprehensive Pedestrian Plan



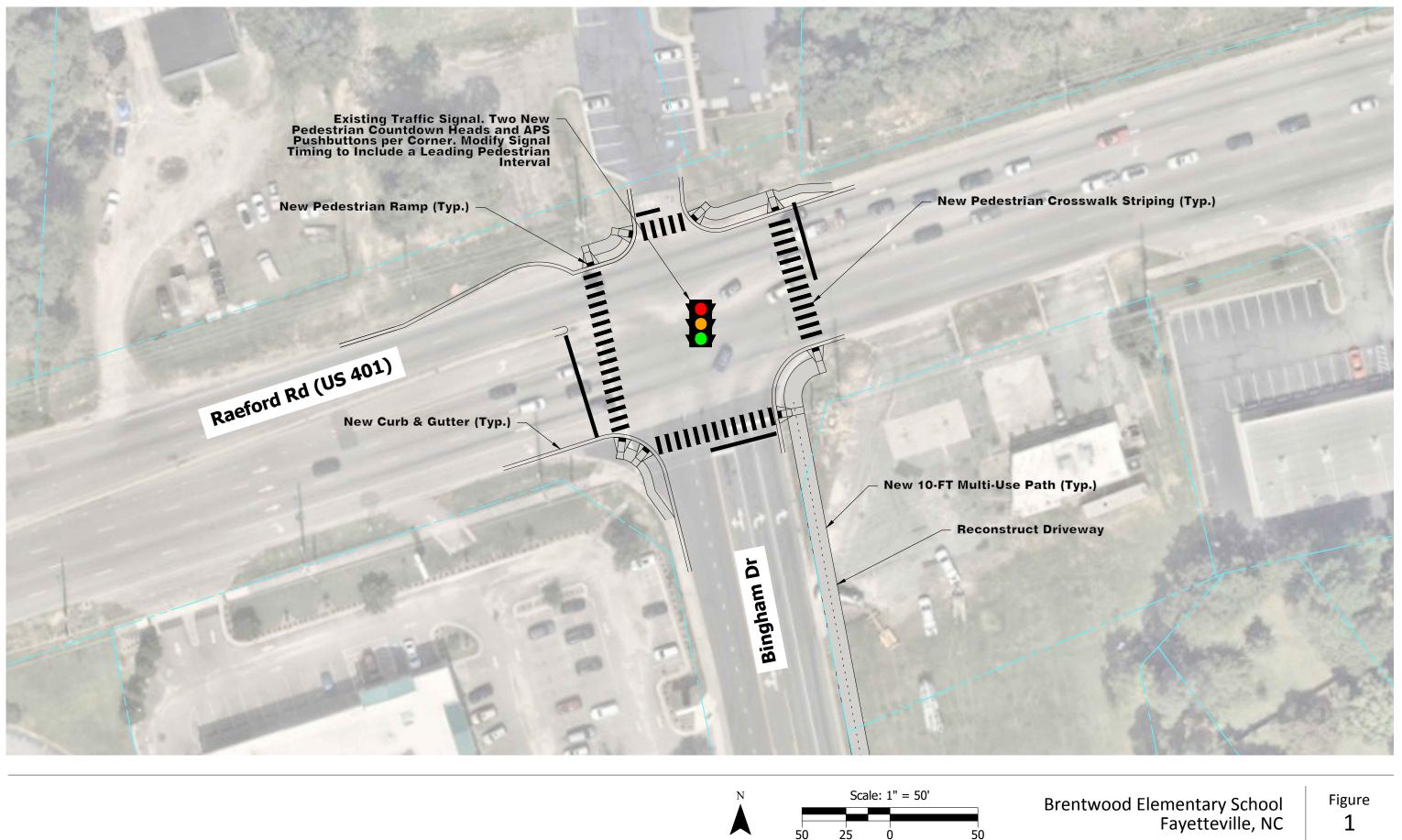




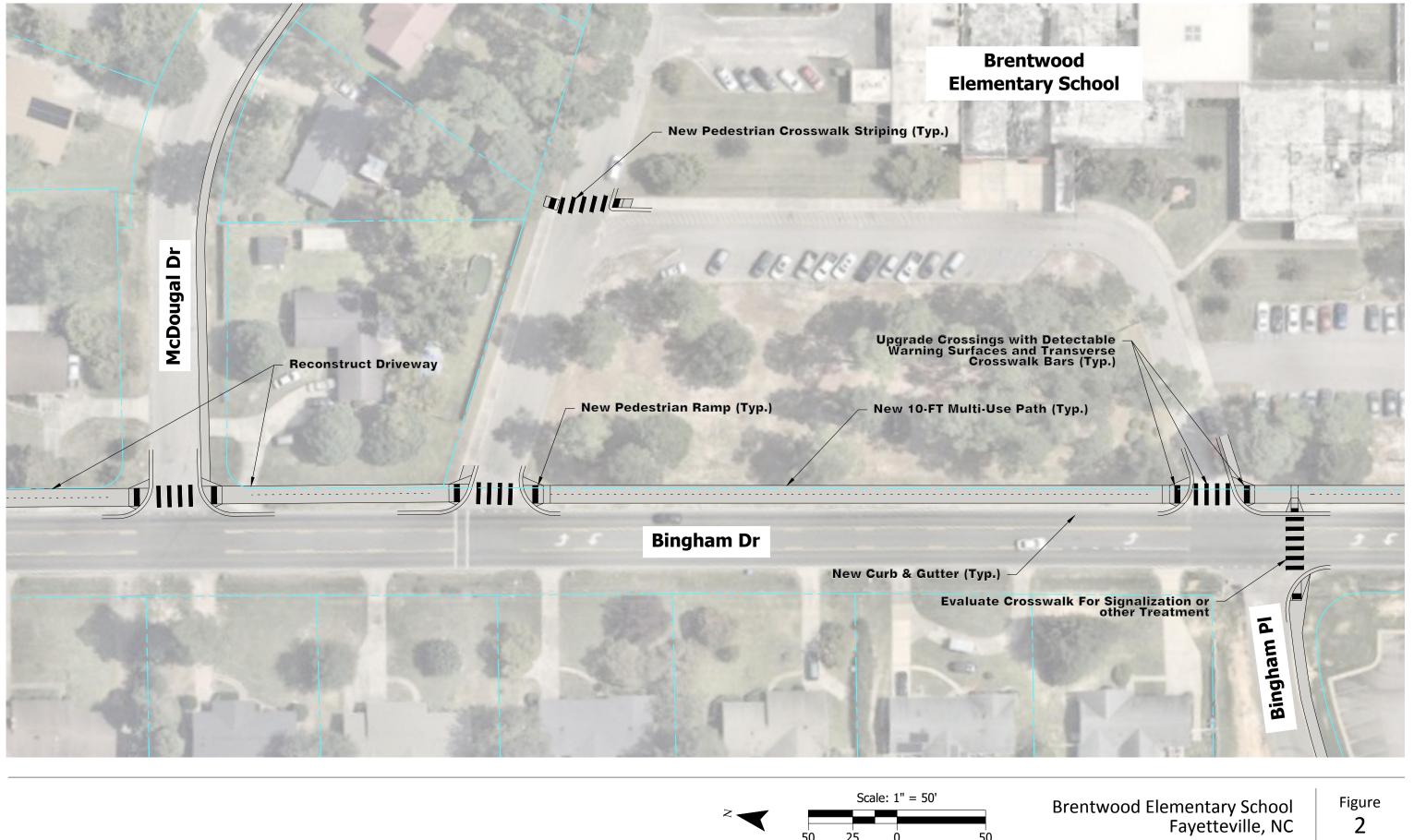
April 2025

AB Wilkins High School Fayetteville, NC

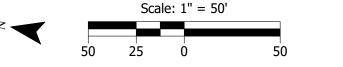
Fayetteville Comprehensive Pedestrian Plan

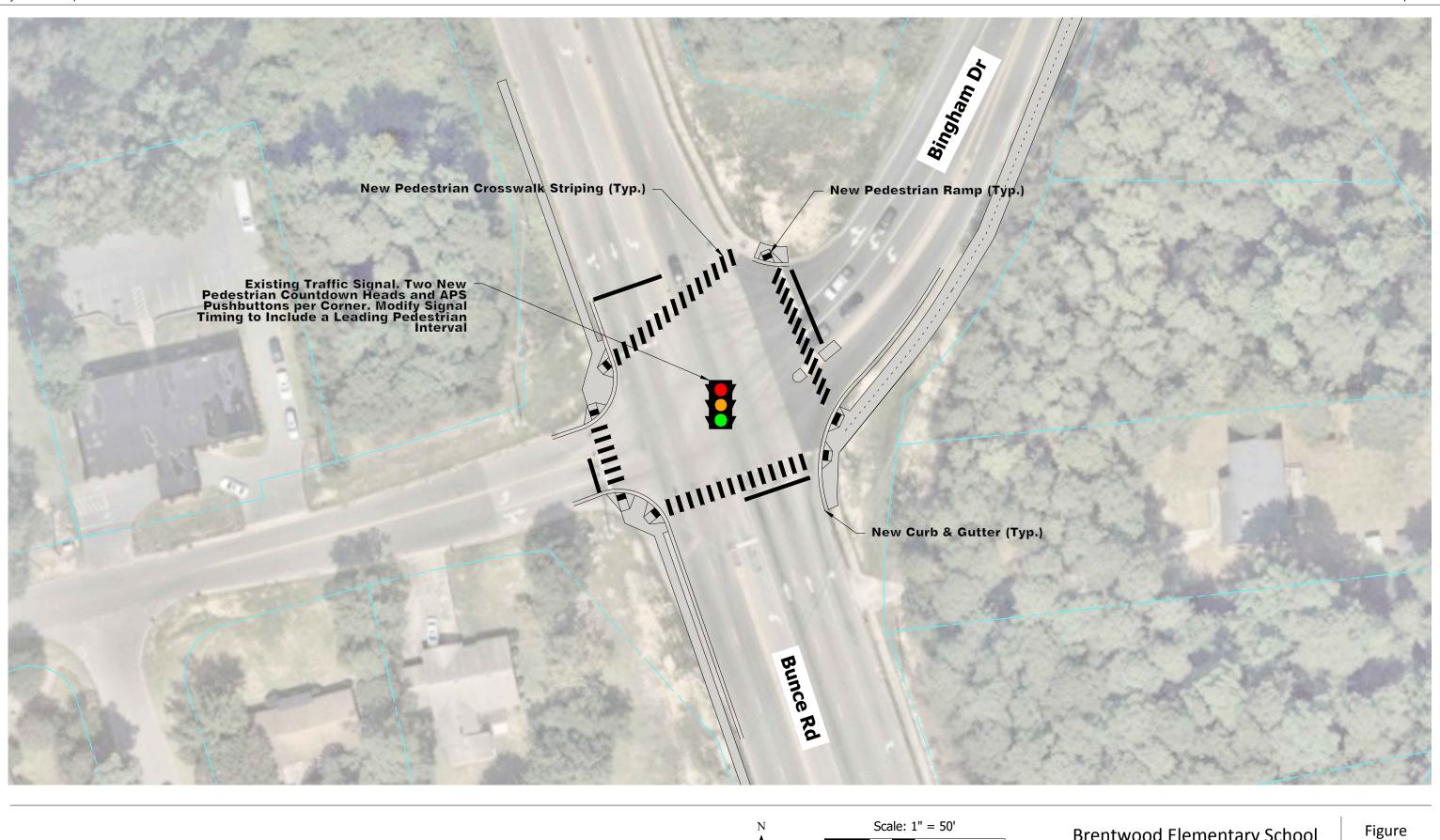












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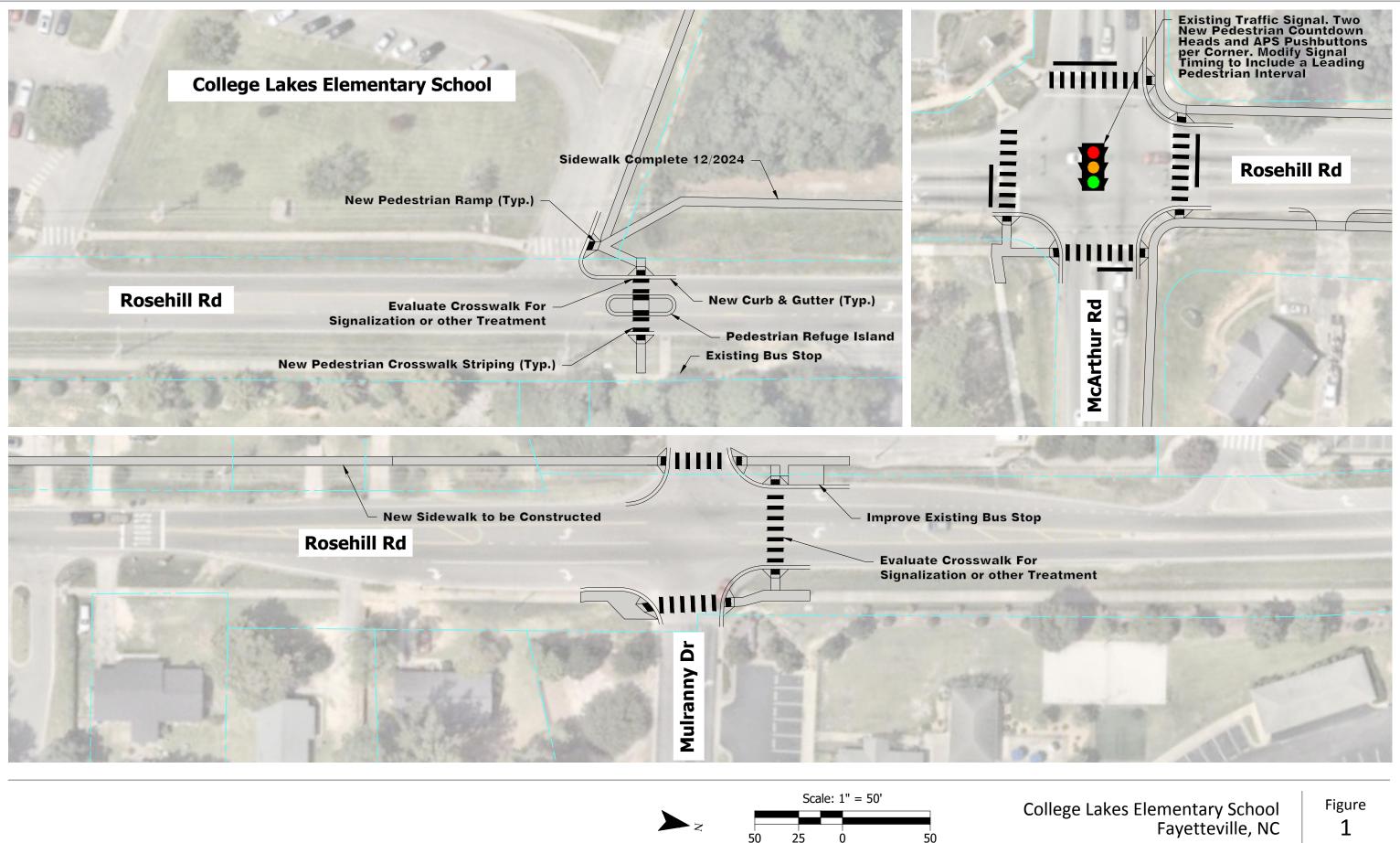
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Brentwood Elementary School Fayetteville, NC

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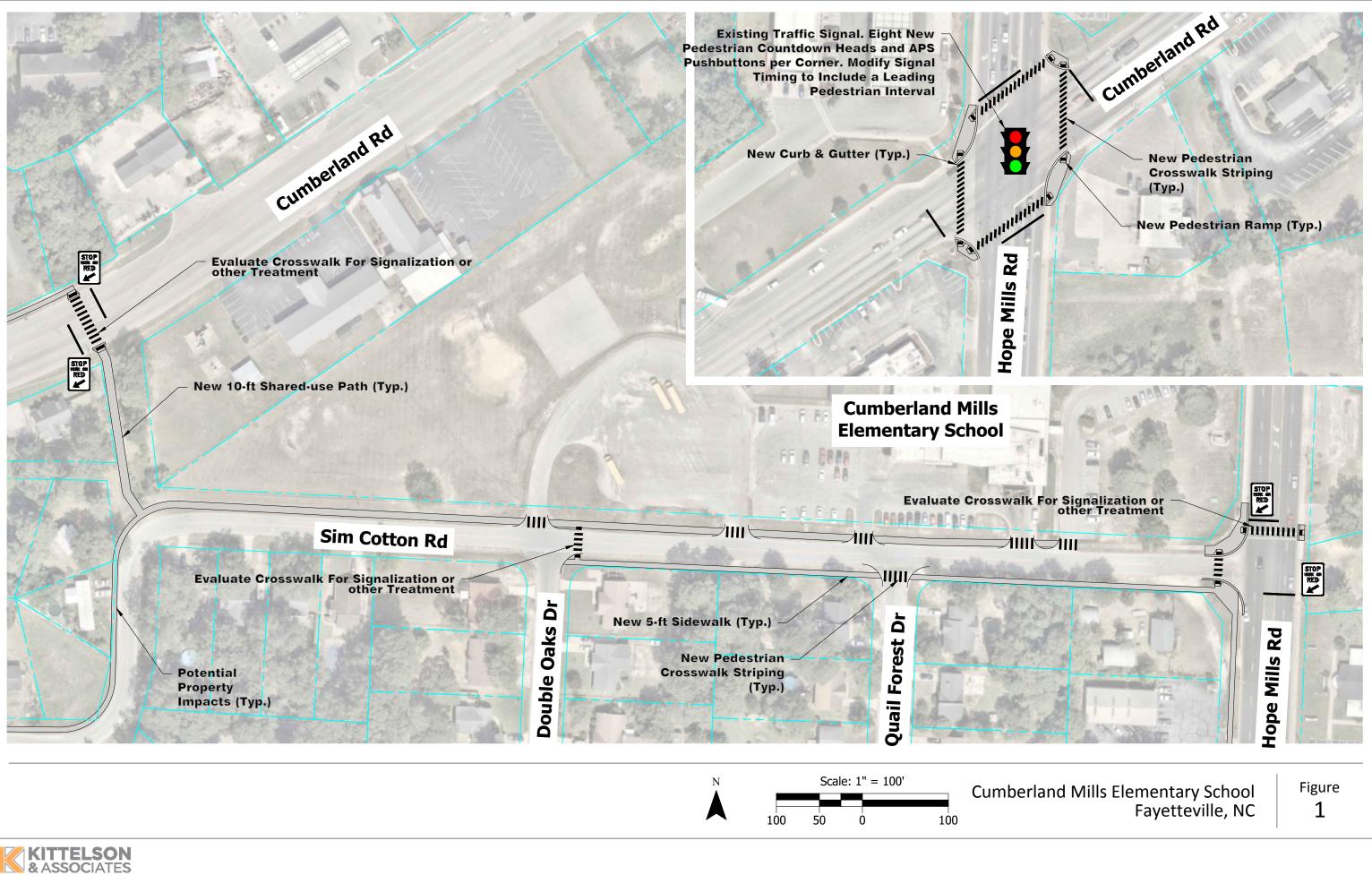




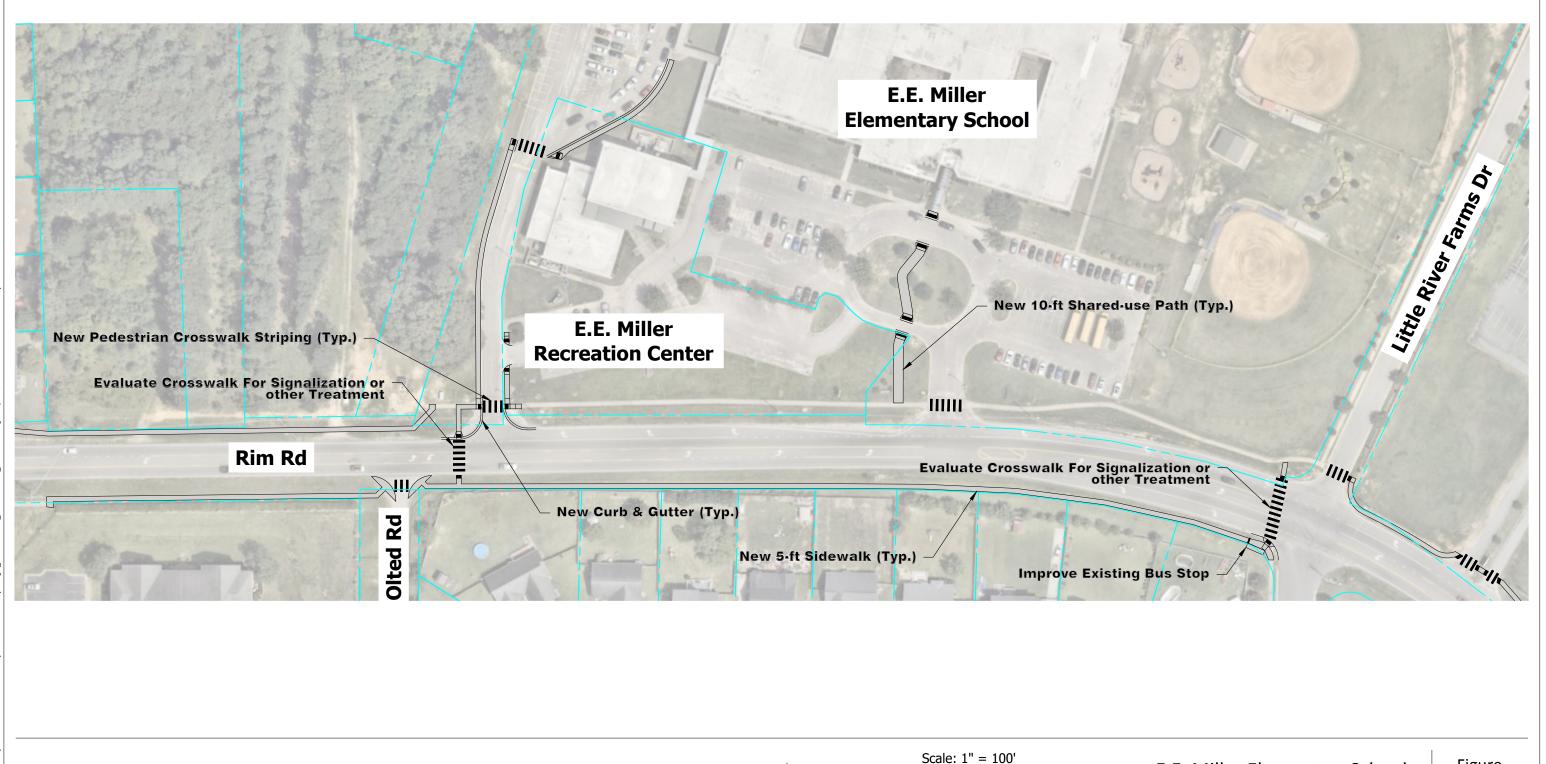
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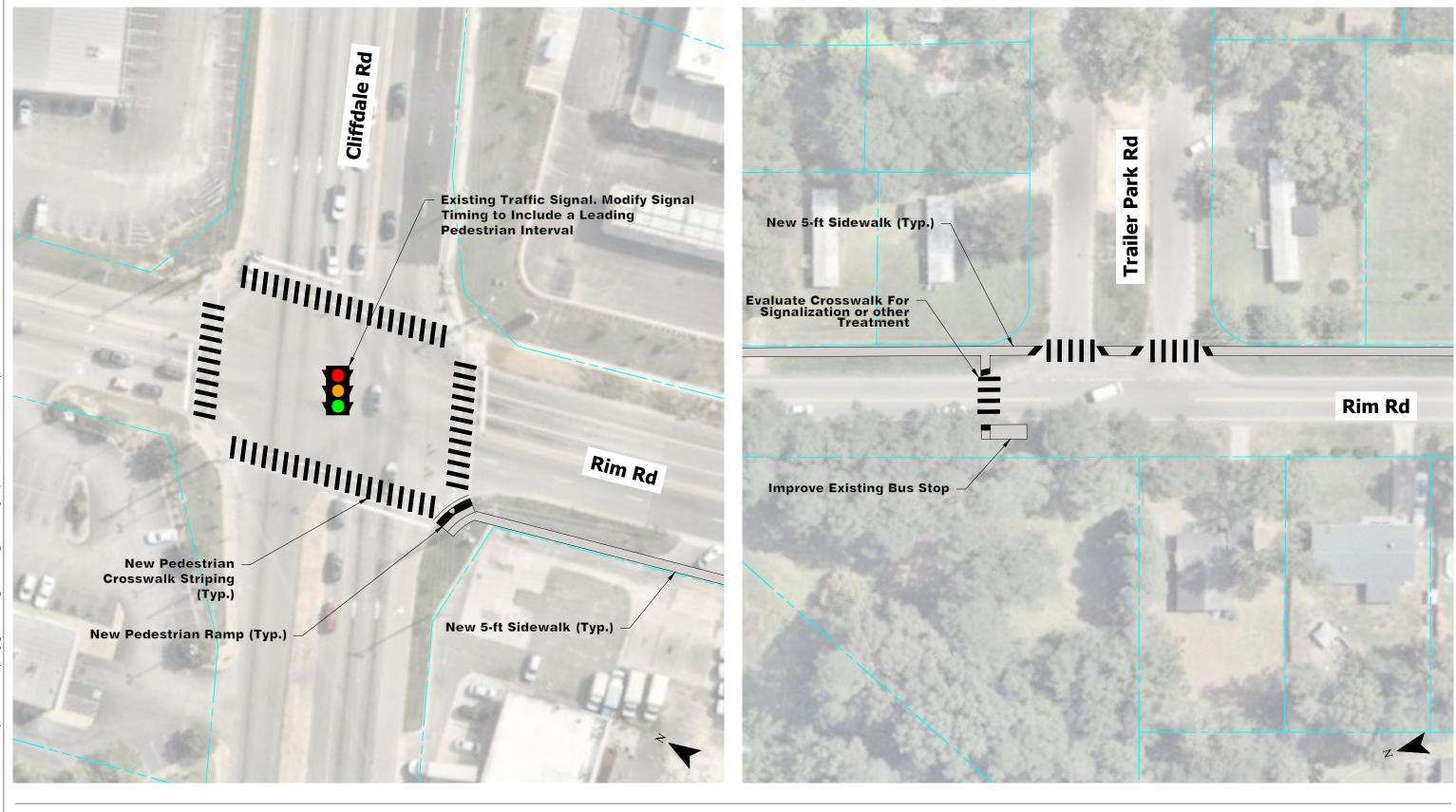
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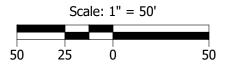
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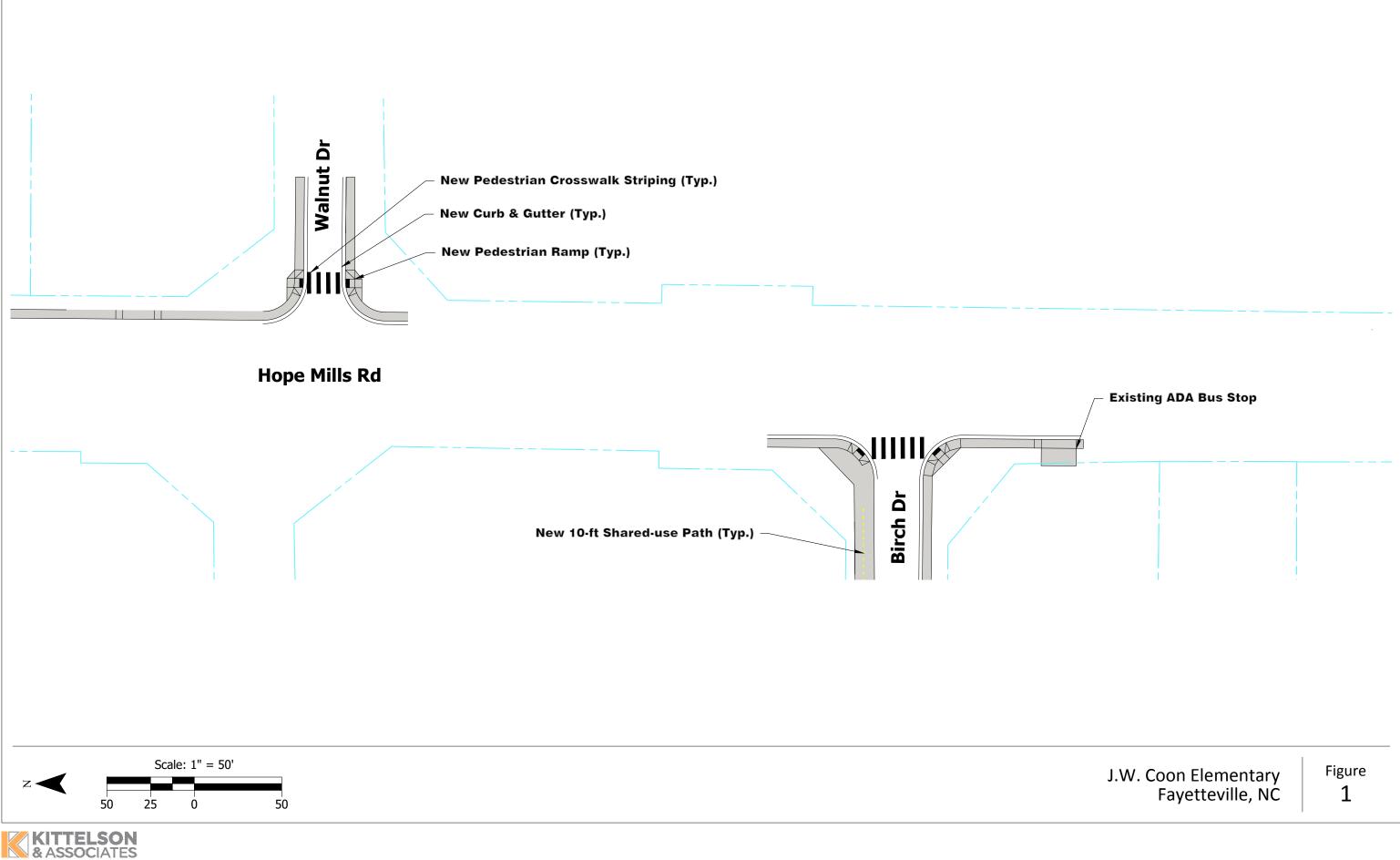
E.E. Miller Elementary School Fayetteville, NC

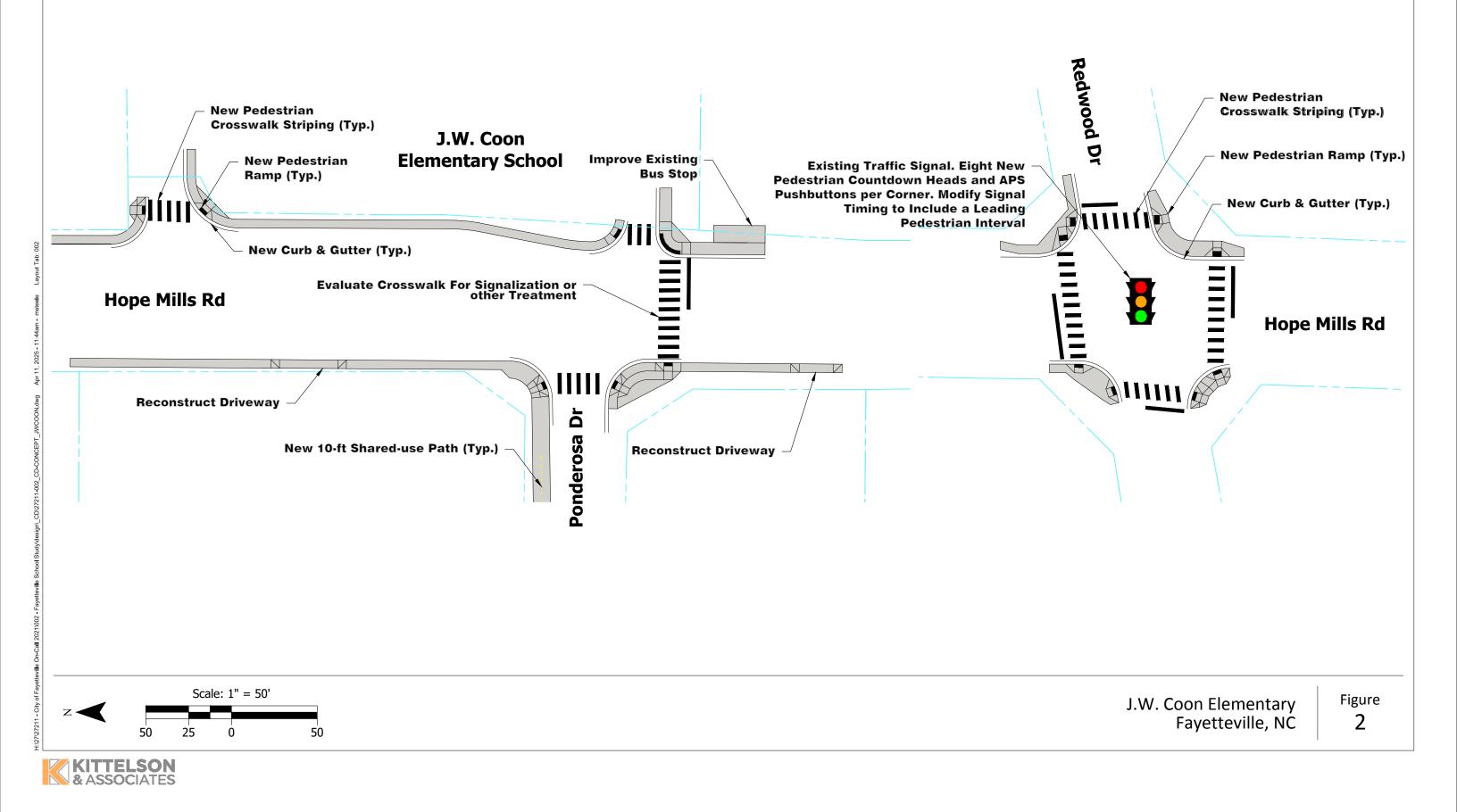


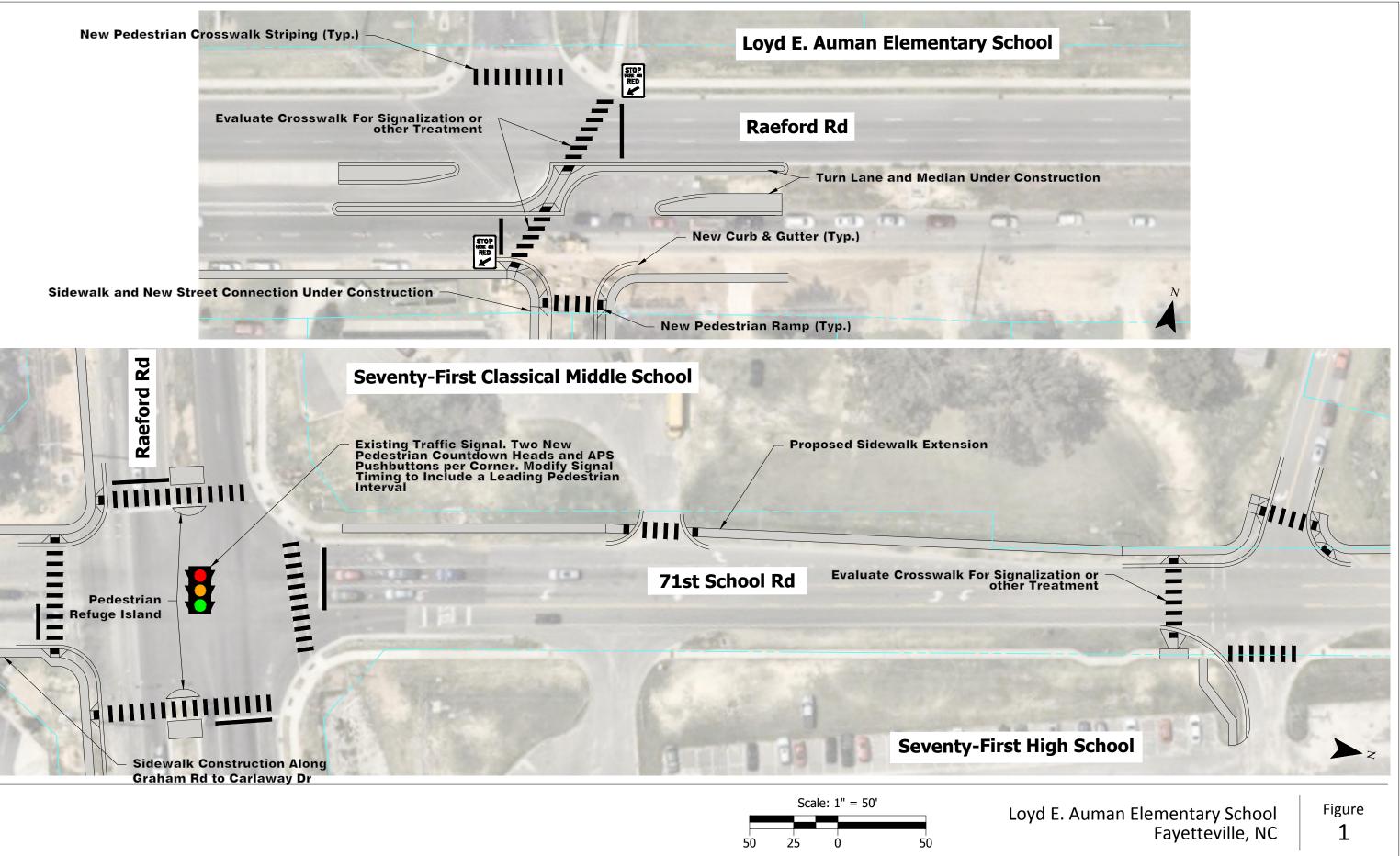




E.E. Miller Elementary School Fayetteville, NC

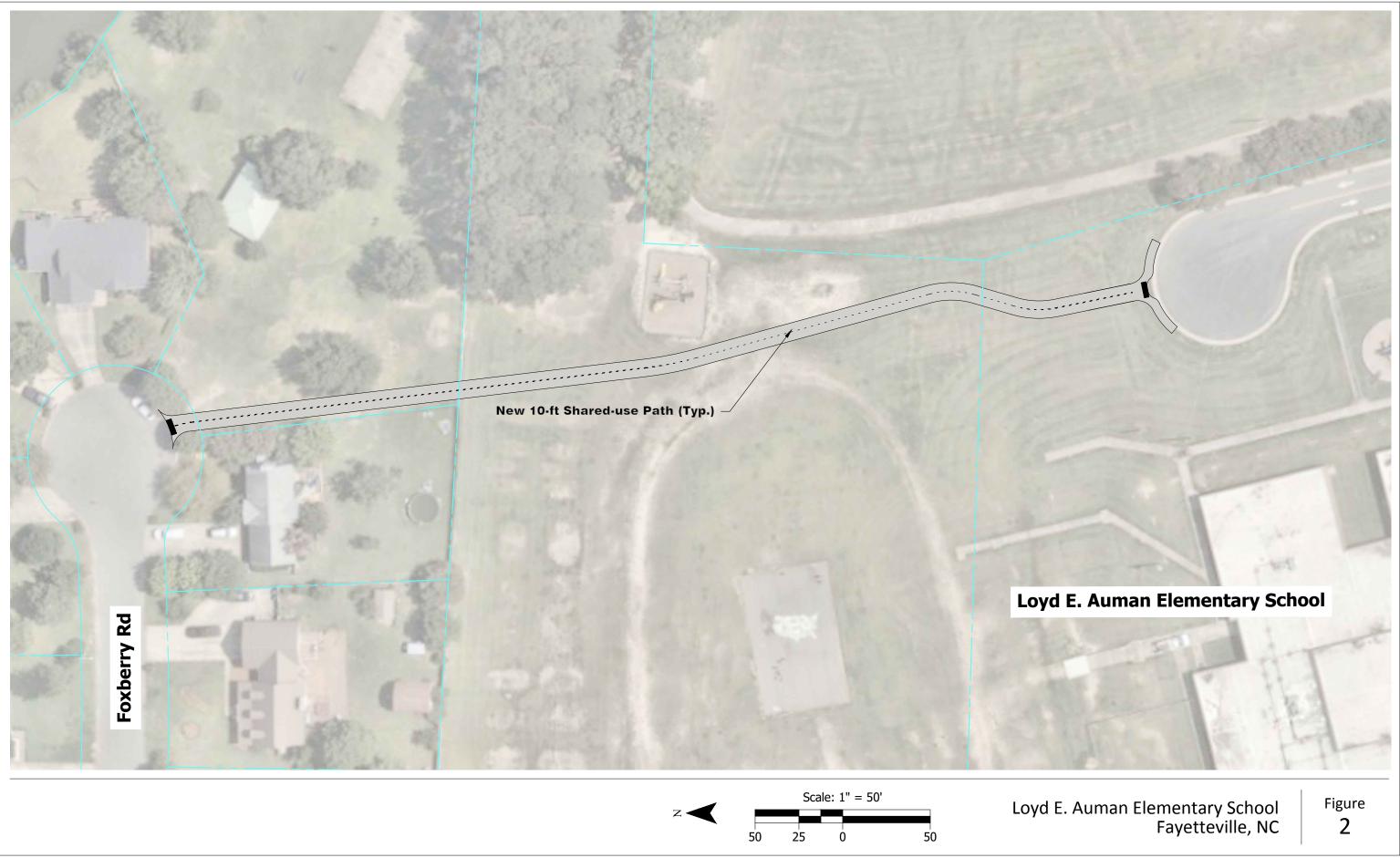




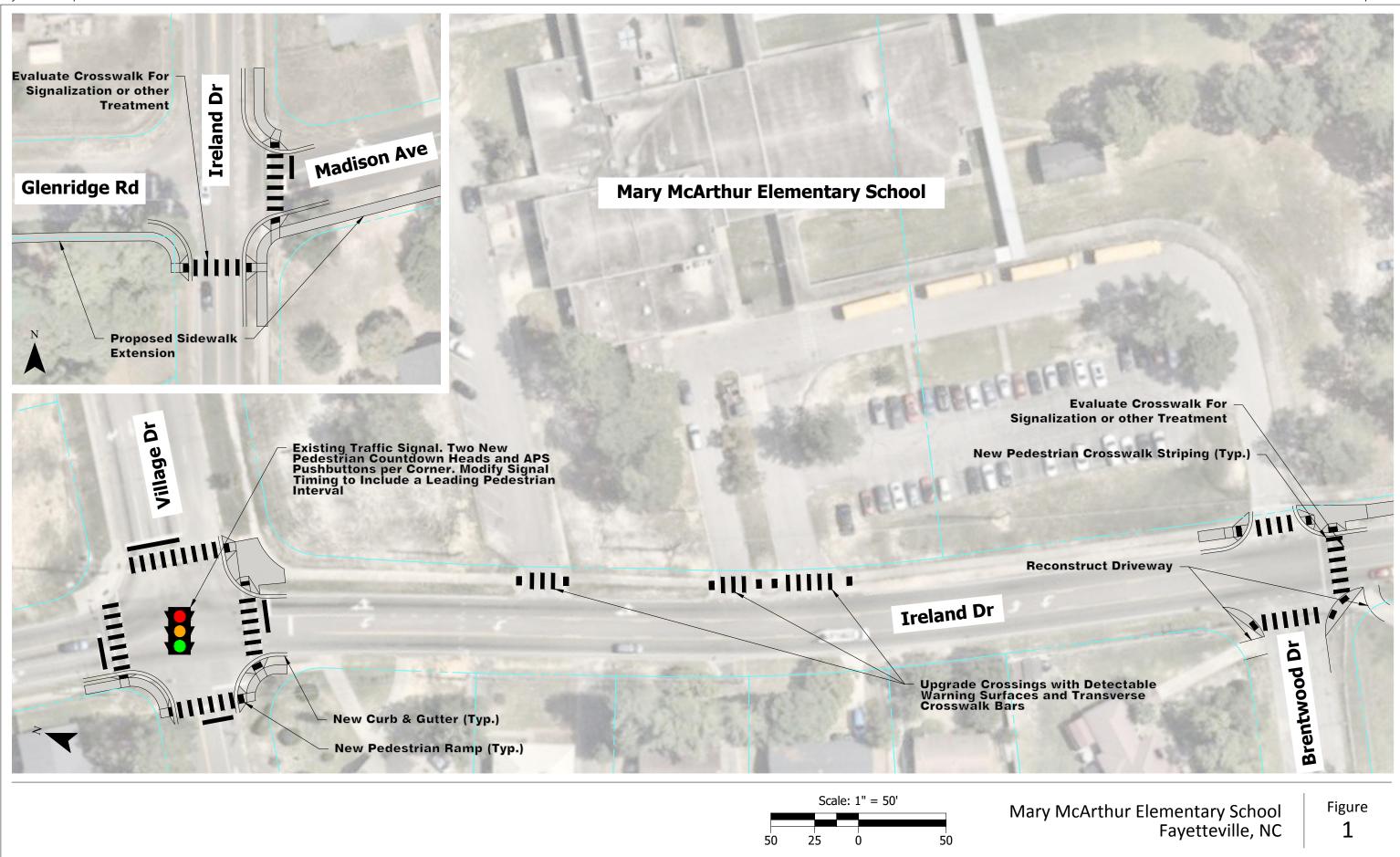


& ASSOCIATES

April 2025











Scale: 1" = 50'

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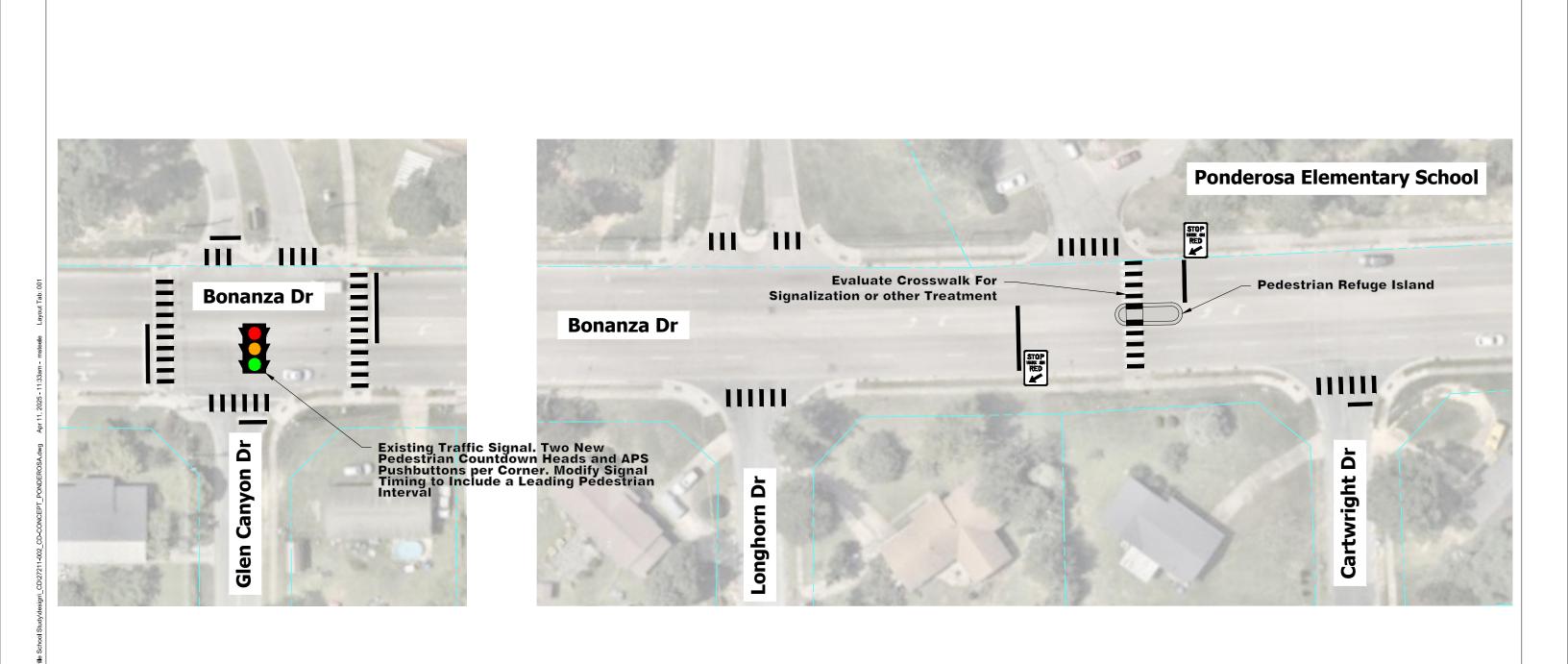
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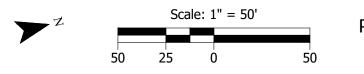
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Mary McArthur Elementary School Fayetteville, NC

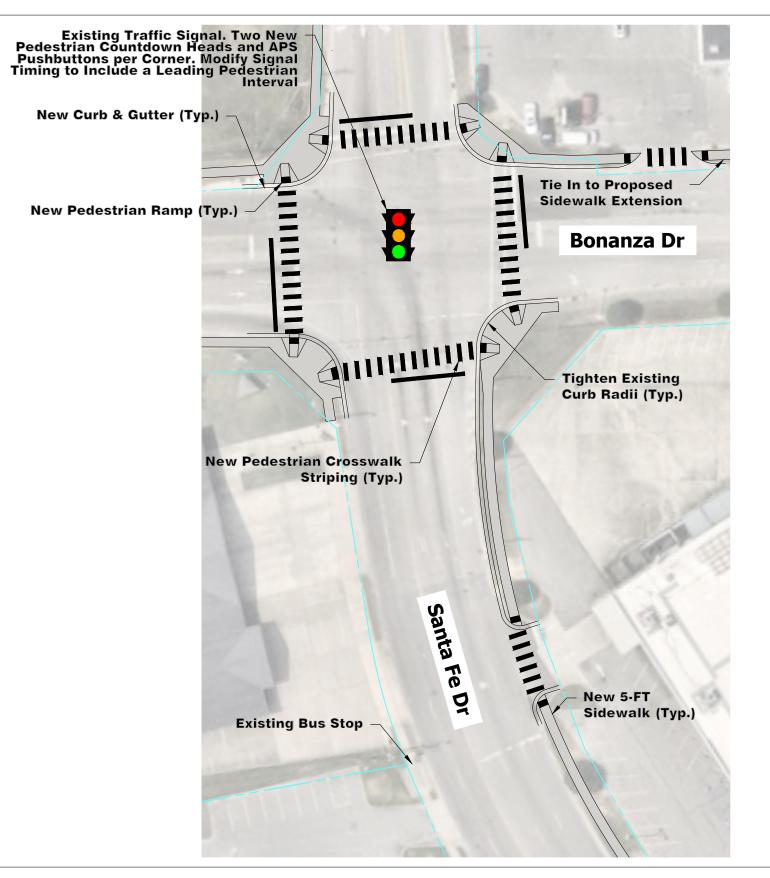


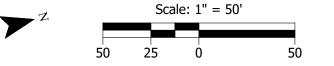






Ponderosa Elementary School Fayetteville, NC



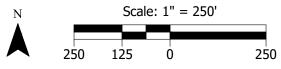




Ponderosa Elementary School Fayetteville, NC



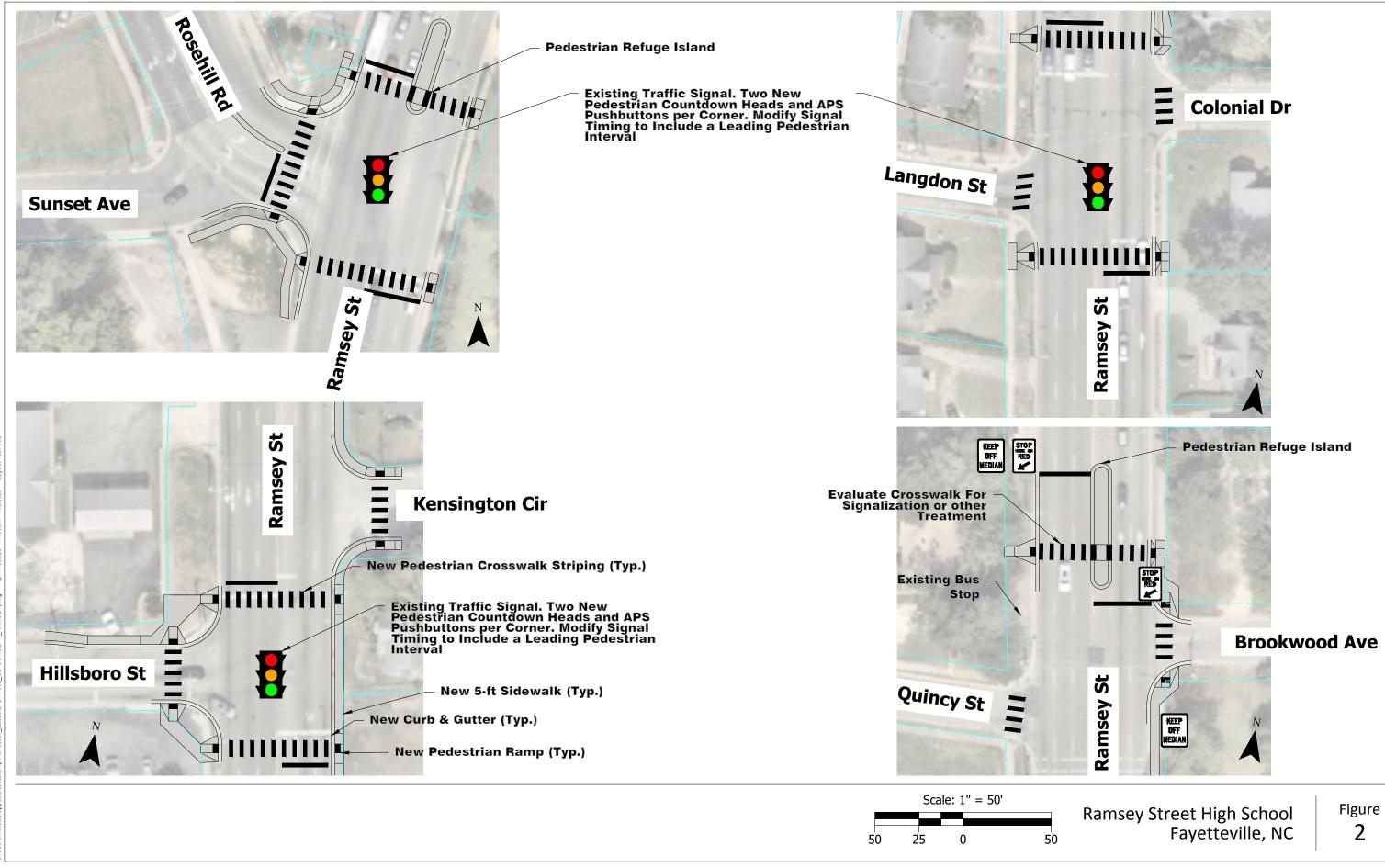






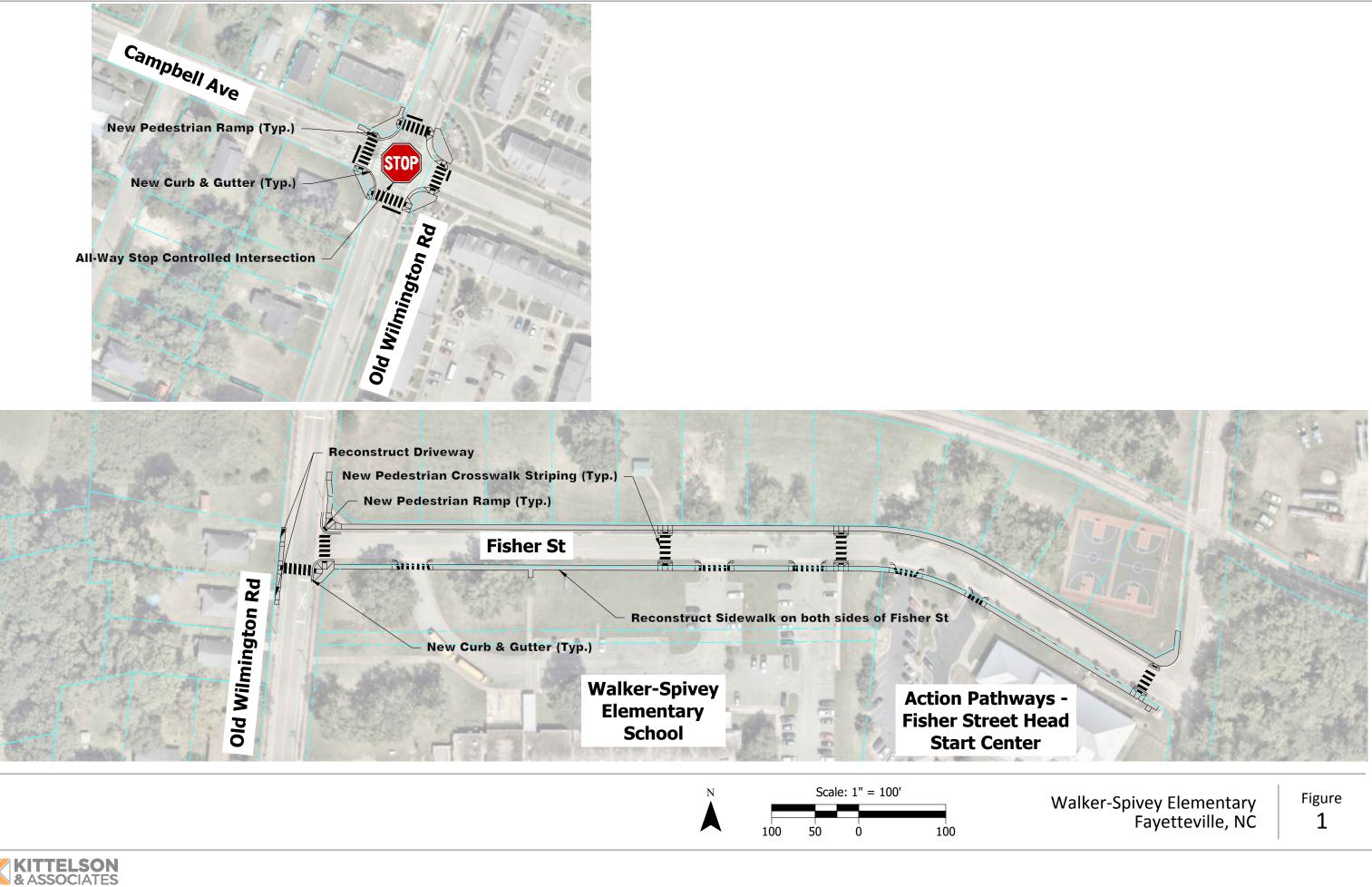
Ramsey Street High School Fayetteville, NC

Fayetteville Comprehensive Pedestrian Plan

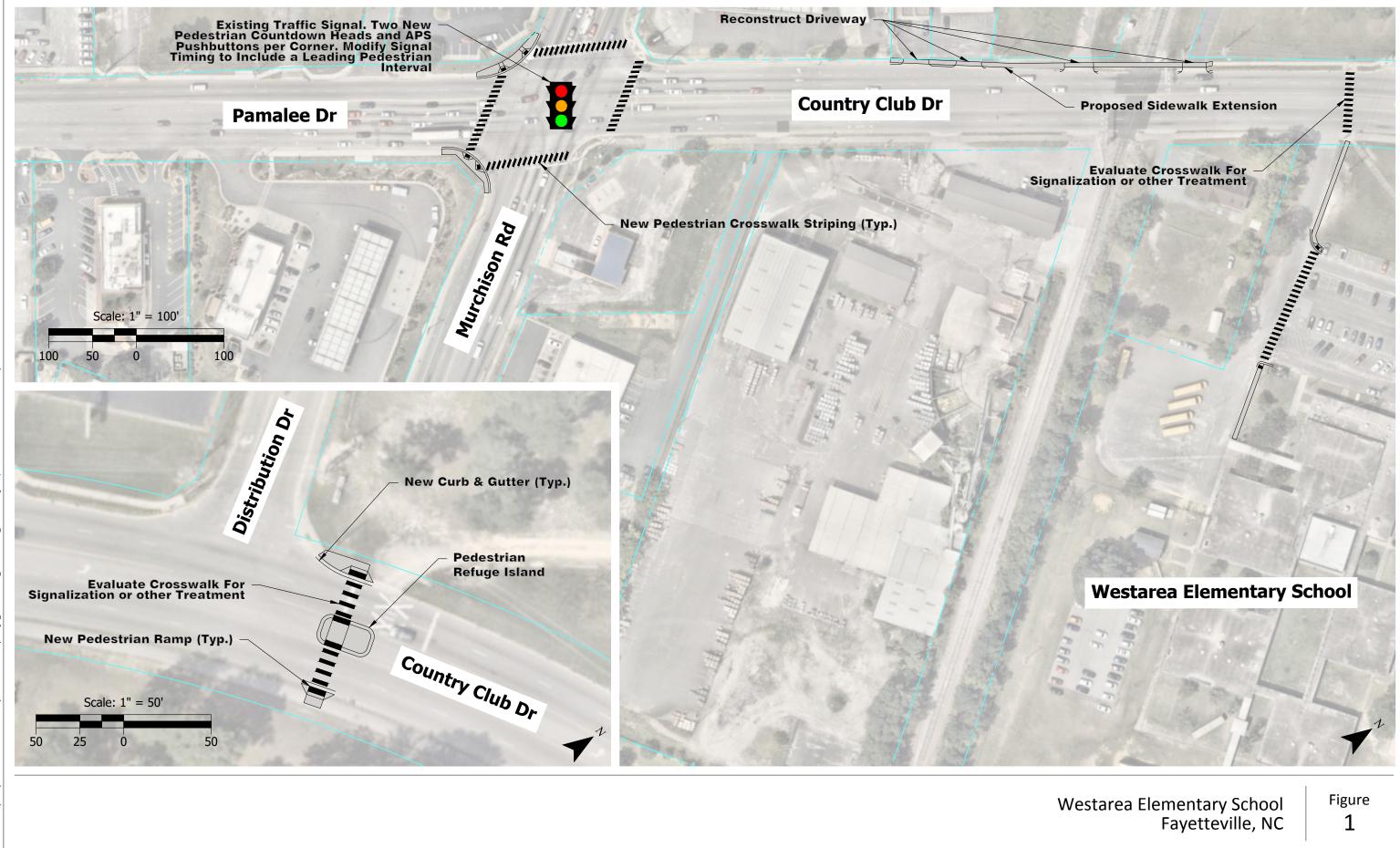




April 2025



Fayetteville Comprehensive Pedestrian Plan





& ASSOCIATES





Westarea Elementary School Fayetteville, NC



The City of Fayetteville Supplemental Pedestrian Plan: School Network Analysis

City Council Work Session

June 2, 2025



Purpose and Need

- Residents and City Council identified concerns over walkability within Fayetteville, especially near schools
- Major roadways create barriers between schools and the communities they service
- Recent planning efforts from FAMPO and City highlight need for pedestrian improvements near schools





Study Overview

- Performed as a supplement to the NCDOT Pedestrian Plan for City of Fayetteville
 - Identified 26 high-priority schools
 - Developed cut sheet recommendations for additional projects near 12 schools
- Recommendations today are presented for Council review and support





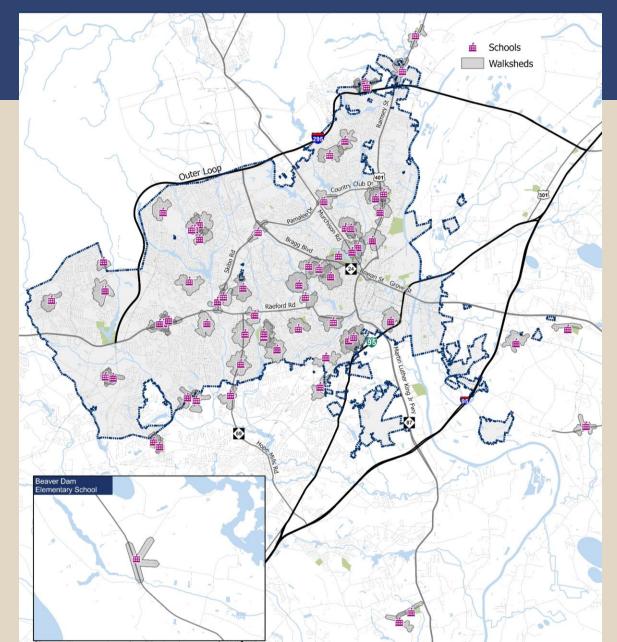
Study Overview

- Kicked off in June 2024
- Focused on K-12 public schools that service City residents
- Prioritized schools based on data-driven performance measures
- Developed cost-effective, implementation-ready project recommendations
- Met biweekly with team from City public services and Cumberland County Schools representatives throughout



Data Collection

- Total of 64 public schools within City limits or that service City population
- Generated a ½-mile walkshed for each based on existing streets/sidewalk





School Prioritization

- Developed a series of four scores:
- **A. School Population**
- **B.** Safety
- **C. Infrastructure**
- **D. Demographics**
 - Scores weighted as follows:

	Weighting		-	
	Comp	ponent	Weight	
		Student Enrollment	5%	
		Students in Non-Transport Zone	15%	
	Total		20%	
		B. Safety Score		
		Bike Crashes	10%	
		Ped Crashes	10%	
		Average Bicycle LTS in Walkshed	5%	
		Average Intersection Ped LOC in Walkshed	5%	
		Average Speed Limit in Walkshed	5%	
	Total		35%	
		C. Infrastructure Score		
		AADT, Max in Walkshed	5%	
		AADT, Access Road	5%	
		Sidewalk to Road Ratio	10%	
		Crosswalk to Intersection Ratio	10%	
	Total		30%	
+				
		D. Demographics Score		
		TDI	5%	
		Zero Car Households	5%	
		Walkshed Population	5%	
l	Total		15%	
		6		



Prioritization

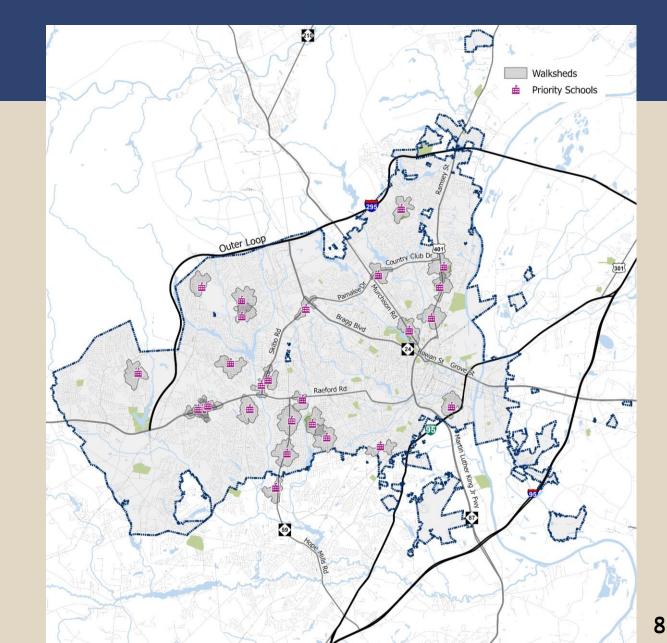
- Utilized three statistical methods to rank the schools:
 - Percentile
 - Z-Score
 - Cluster
- Identified 26 schools that ranked highly within any of the three methods

A.B. Wilkins High SchoolYesYesYesAnne Chestnutt Middle SchoolYesYesYesYesBrentwood Elementary SchoolYesYesYesYesCollege Lakes Elementary SchoolYesYesYesYesJ.W. Coon Elementary SchoolYesYesYesYesLewis Chapel Middle SchoolYesYesYesYesLoyd Auman Elementary SchoolYesYesYesYesLuther Jeralds Middle SchoolYesYesYesYesMary McArthur Elementary SchoolYesYesYesYesRamsey Street High SchoolYesYesYesYesSeventy-First High SchoolYesYesYesYesSherwood Park Elementary SchoolYesYesYesYesWestarea Elementary SchoolYesYesYesYesDouglas Byrd High SchoolYesYesYesYesPonderosa Elementary SchoolYesYesYesYesDouglas Byrd High SchoolYesYesYesYesBen Martin Elementary SchoolYesYesYesYesBen Martin Elementary SchoolYesYesYesYesMorganton Road Elementary SchoolYesYesYesYesWalker-Spivey Elementary SchoolYesYesYesYesWalker-Spivey Elementary SchoolYesYesYesYesWalker-Spivey Elementary SchoolYesYesYes <t< th=""><th>School</th><th>Percentile 🗐</th><th>7 60070</th><th>Cluster 🔻</th></t<>	School	Percentile 🗐	7 60070	Cluster 🔻
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				Yes
Seventy First Classical Middle School	Cumberland Road Elementary School			Yes
Tes Tes	Seventy-First Classical Middle School			Yes



Prioritization

• Top 26 schools





School Engagement

- Reached out to the high-ranking schools for initial ideas and feedback
- Representatives from 11 of the 26 schools responded
 - There was general interest and excitement over safety improvements
 - Several schools mentioned a need for non-infrastructure solutions
- Draft ideas for pedestrian improvements near schools identified and shared with City staff
 - The 11 schools that originally responded agreed with the recommendations



Safety at Schools Toolkit

- Focus on pedestrian safety
- Crossing infrastructure is key
- Vertical and horizontal traffic calming
- Non-infrastructure solutions:
 - Crossing guards
 - School circulation planning
 - Walking and biking school buses
 - Education campaigns

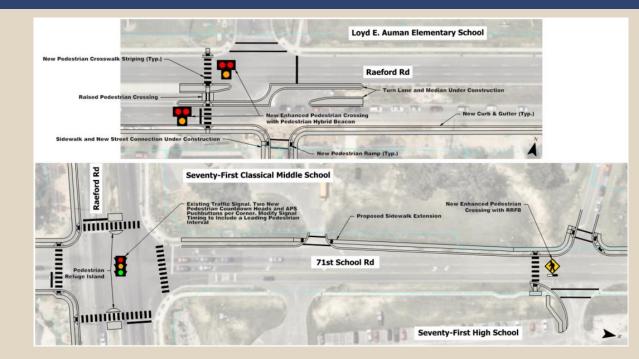






Recommendations Development

- Applied the toolkit as follows:
 - 11 schools that responded
 - One additional school (AB Wilkins HS)
- Based recommendations on:
 - School engagement feedback
 - City Staff discussion
 - Current and ongoing projects
 - NCDOT Ped Plan recommendations
 - Desktop/field review of infrastructure





Results and Cost Estimates

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- Cost estimates include:
 - Construction quantities derived from planning-level concepts for each improvement
 - Right of way = \$10/ft²
 - 50% contingency for utility, SWE, etc.
 - No adjustment for inflation

School	Improvements	Cost
AB Wilkins HS	Crosswalk, sidewalk, trail	\$ 2.8 M
Brentwood ES	Crosswalk, sidewalk, trail	\$ 3.6 M
College Lakes ES	Crosswalk, sidewalk	\$ 2.9 M
umberland Mills ES	Crosswalk, sidewalk, trail	\$ 2.5 M
EE Miller ES	Crosswalk, sidewalk, trail	\$ 2.5 M
JW Coon ES	Crosswalk, sidewalk	\$ 2.5 M
Loyd Auman ES	Crosswalk, sidewalk, trail	\$ 2.0 M
Mary McArthur ES	Crosswalk, sidewalk	\$ 2.5 M
Ponderosa ES	Crosswalk, sidewalk	\$ 2.6 M
Ramsey Street HS	Crosswalk, sidewalk	\$ 2.0 M
Walker Spivey ES	Crosswalk, sidewalk	\$ 0.9 M
Westarea ES	Crosswalk, sidewalk	\$ 1.6 M

Total for 12 schools = \$ 27.9 M



Next Steps

Options:

- **Option 1:** Approve the Supplemental Fayetteville Comprehensive Pedestrian Plan Study and place on a Consent Agenda for adoption.
- **Option 2:** Do not approve the Supplemental Fayetteville Comprehensive Pedestrian Plan Study and provide staff with further direction.

Recommended Action:

• **Option 1:** Approve the Supplemental Fayetteville Comprehensive Pedestrian Plan Study and place on a Consent Agenda for adoption.



Questions / Discussion

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4436

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A16

- TO: Mayor and Members of City Council
- THRU: Adam Lindsay, Assistant City Manager
- FROM: Sheila Thomas-Ambat, Public Services Director Alicia Lanier, Stormwater Project Manager Special Projects

DATE: June 23, 2025

RE:

Approve the Watershed Master Plan Overview and Final Deliverables for Carvers Creek, Bones Creek, and Cross Creek

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Supports Goal 3: City Investment in Today and Tomorrow, through the Strategic Objective 3.1: To enhance City street connectivity, traffic flow, and stormwater systems.

Executive Summary:

Staff seeks the City Council's consent to accept the final deliverables for these watershed studies: Carvers Creek, Bones Creek, and Cross Creek.

The proposed solutions for the Carvers Creek watershed were presented in detail to the City Council at the April 7, 2025, Work Session under agenda item 6.01 and approved to include in the CIP. College Lake Dam evaluation was also presented to the council under agenda item 6.01 at the April 7, 2025, Work Session and the dam redesign and re-build option was approved to include in the CIP.

The proposed solutions for the Bones Creek and Cross Creek watersheds were presented in detail to the City Council at the May 6, 2024, Work Session under agenda items 4.07 and 4.08. Both agenda items were approved to include all proposed solutions in the CIP.

Background:

The Watershed Master Plan program was initiated in FY 2019 to provide a comprehensive City-wide evaluation of the flooding issues in Priority 1 areas and to develop proposed solutions. The first watersheds completed for this round of Priority 1 studies included Little Cross Creek (with Little Cross Creek Pilot), Beaver Creek 3, Cape Fear 2, Rockfish Creek, and Blounts. Final deliverables for the Little Cross Creek (with Little Cross Creek Pilot), Beaver Creek 3, Cape Fear 2, Rockfish Creek Pilot), Beaver Creek 3, Cape Fear 2, and Rockfish Creek (with Little Cross Creek Pilot), Beaver Creek 3, Cape Fear 2, and Rockfish Creek watersheds have been submitted and accepted by Council at the September 25, 2023 meeting under agenda item 7.02, and for Blounts at the May 28, 2024 meeting under agenda item 7.0A3. Additionally, proposed solutions for Beaver Creek 2 and Little Rockfish Creek 1 watersheds have been presented to council and approved at council sessions on Feb 3, 2025 under agenda item 6.01 and May 6, 2024 under agenda item 4.08, respectively.

The final deliverables for Carvers Creek, Bones Creek, and Cross Creek have been reviewed and accepted as complete by staff.

Overall, 364 proposed solutions have been approved for the CIP at a current estimated total cost of \$1.16B.

The Carvers Creek watershed covers 16.6 square miles of the city, and 1.58 square miles have been studied. Through the studies, 18 proposed solutions have been developed for an estimated total cost of \$69,000,000 which includes the College Lake Dam improvements. These proposed solutions collectively mitigate 3 miles of impacted lane length, 12 road-crossing risks, 772 disconnected structures, and up to 23 impacted structures.

The Bones Creek watershed covers 20.97 square miles of the city, and 2 square miles have been studied. Through the studies, 20 proposed solutions have been developed for an estimated total cost of \$65,000,000. These proposed solutions collectively mitigate 7.0 miles of impacted lane length, 10 road-crossing risks, 8 disconnected structures, and up to 105 impacted structures.

The Cross Creek watershed covers 17.8 square miles of the city, and 4.4 square miles have been studied. Through the studies, 83 proposed solutions have been developed for an estimated total cost of \$386,600,000 which includes the downtown channel improvement project representing \$50,000,000. These proposed solutions collectively mitigate 54.7 miles of impacted lane length, 286 road-crossing risks, 36 disconnected structures, and up to 163 impacted structures.

Issues/Analysis:

Budget Impact:

No budget impact.

Options:

- 1. Council provides consensus to approve the final deliverables for the following watershed studies: Carvers, Bones, and Cross Creek.
- 2. Council does not provide consensus to approve the final deliverables for the following watershed studies: Carvers, Bones, and Cross Creek; and remands back to staff with additional guidance.

Recommended Action:

Council provides consensus to approve the final deliverables for the following watershed studies: Carvers, Bones, and Cross Creek

Attachments:

Final CRV Report - 2025.06/ Kimley Horn Bones Creek Watershed Study Report_sealed/ Gradient, PLLC, HDR Engineering Incl of the Carolinas CRO Final Report (rev20250617)/Hazen Sawyer FD for Consent Carvers, Bones, Cross Creek.ppt Watershed Master Plan Final Deliverables:

Carvers Creek Watershed Study Bones Creek Watershed Study Cross Creek Watershed Study

> City Council Regular Session: June 23, 2025





Purpose

- Provide an overview of watershed studies
- Provide a summary on the final deliverables for Carvers, Bones, and Cross Creek watershed studies
- Request consensus on accepting the final deliverables





Comprehensive Vision



Directive in 2018: Accelerate stormwater CIP program through comprehensive city-wide watershed studies

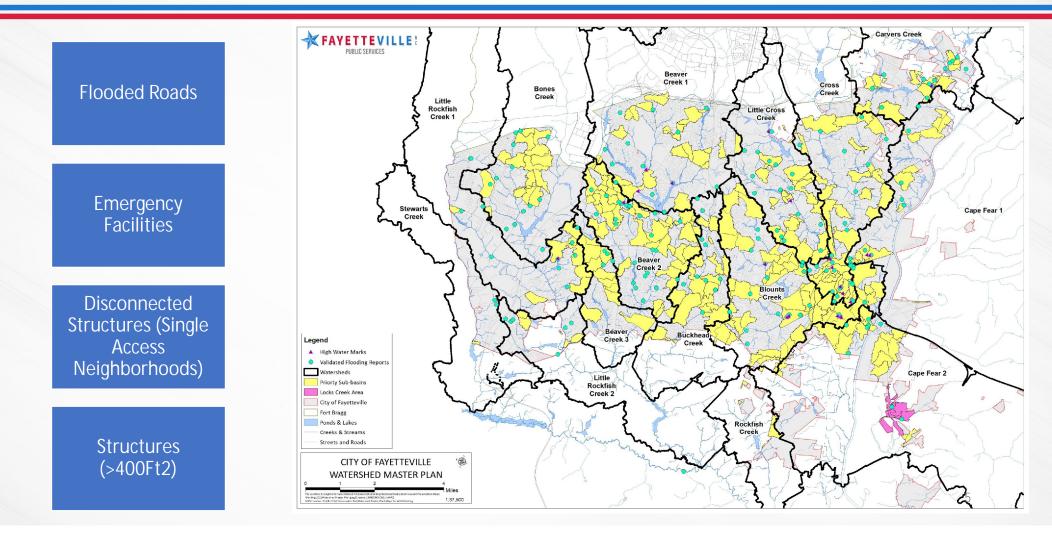
Hurricane Florence

Visualize a Flood Resilient Fayetteville



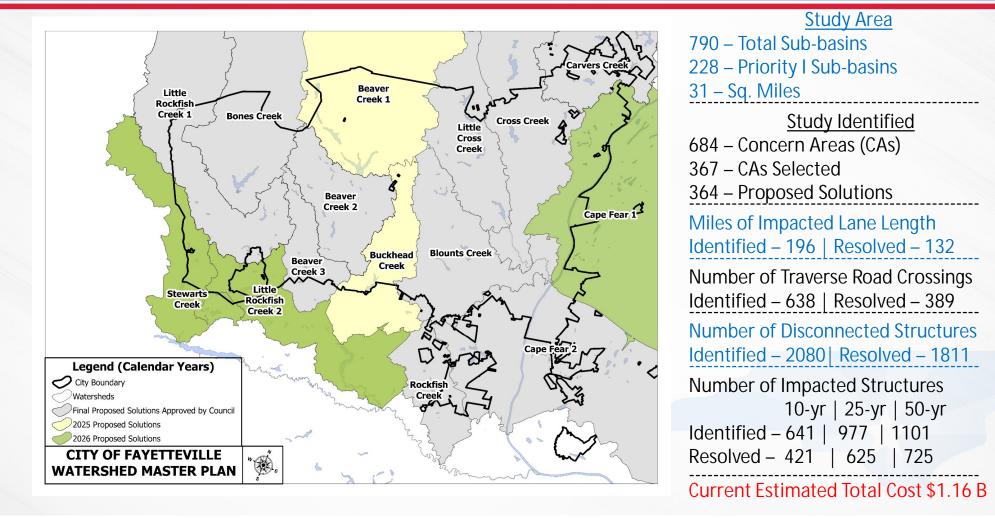


Where? High Priority Study Areas





Preparedness: Proposed Solutions in CIP





Winning Grants!

STORMWATER MANAGEMENT

Fayetteville, North Carolina, awarded with \$3.5 million for stormwater improvement

Fayetteville, North Carolina, was awarded with a 3.5 million grant for stormwater improvement. June 4, 2024

ACHIEVERS & ACCOLADES

Fayetteville's commitment to infrastructure leads to FEMA \$15.4 million grant finalist

BY STAFF REPORT, POSTED 1 YEAR AGO



FAYETTEVILLE: Blounts Creek Solution Impact Area

GOVERNMENT

Golden LEAF Foundation awards City of Fayetteville \$1M

BY STAFF REPORT, POSTED 2 MONTHS AGO

With Wayland Dr BRIC grant (\$3.7M), ARPA (\$10.6M) And several other grants = Over \$26M Awarded to Date!

🚾 City of Fayetteville, NC 🏟 @CityOfFayNC · Jul 26

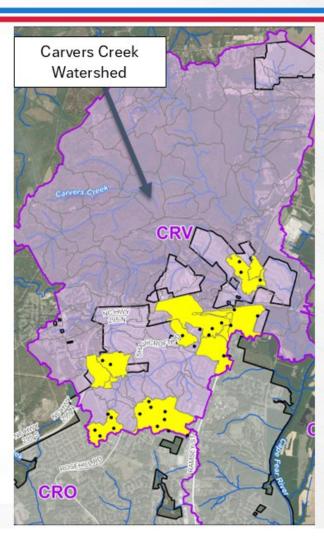
We are thrilled to announce that we were recently awarded the 2024 Association of State Floodplain Managers James Lee Witt Local Award for Excellence for our Watershed Master Planning Program!



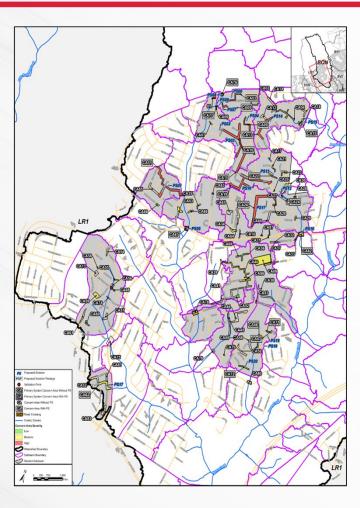
FAYETTEVILLE: Carvers Creek – Proposed Solutions

1 -----

Study Area 103 - Total Sub-basins 12 - Priority | Sub-basins 1.58 - Sq. Miles Study Identified 61 - Concern Areas (CAs) 30 - CAs Selected 18 - Proposed Solutions Miles of Impacted Lane Length Identified - 8.8 | Resolved - 3.0 Number of Traverse Road Crossings Identified - 12 | Resolved - 12 Number of Disconnected Structures Identified - 772 | Resolved - 772 Number of Impacted Structures 10-yr | 25-yr | 50-yr Identified - 14 | 27 | 36 Resolved - 7 | 17 | 23 Current Total Cost (2024) \$69,000,000* *Includes College Lake Dam Improvements

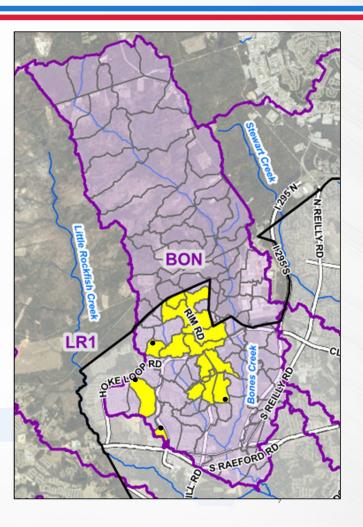


FAYETTEVILLE: Bones Watershed – Proposed Solutions



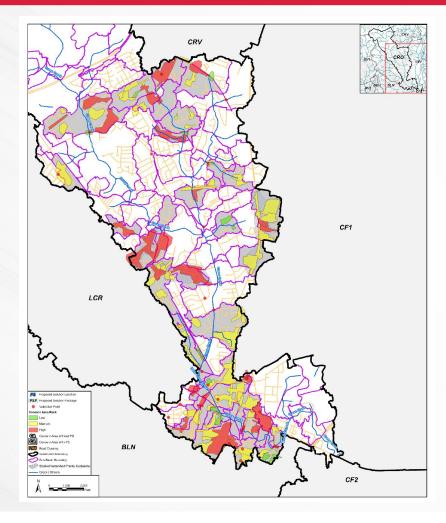
Study Area 101 – Total Sub-basins 15 – Priority I Sub-basins 2 – Sq. Miles Study Identified 88 – Concern Areas (CAs) 21 – CAs Selected 20 – Proposed Solutions Miles of Impacted Lane Length Identified – 9.6 | Resolved – 7.0 Number of Traverse Road Crossings Identified – 34 | Resolved – 10 Number of Disconnected Structures Identified – 9 | Resolved – 8 Number of Impacted Structures 10-yr | 25-yr | 50-yr Identified - 87 | 123 | 136 Resolved - 70| 97 | 105

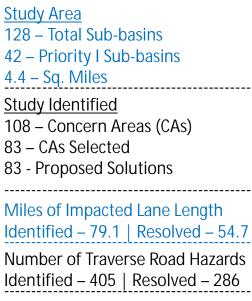
Current Total Cost \$65M



FAYETTEVILLE

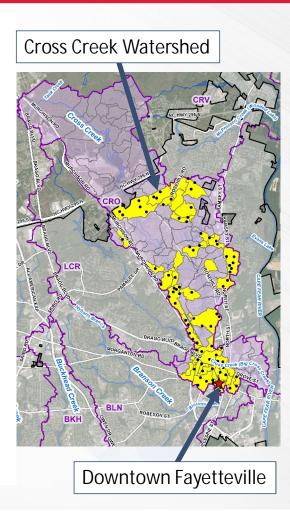
Cross Creek – Proposed Solutions





Number of Disconnected Structures Identified - 72 | Resolved – 36

Number of Impacted Structures 10-yr | 25-yr | 50-yr Identified – 148 | 241 | 290 Resolved – 86 | 147 | 163 Current Total Cost \$386,600,000* * Downtown channel improvement project represents \$50M of total cost





Options and Recommendations

Options:

- 1. Council provides consensus to approve the final deliverables for the following watershed studies: Cross Creek, Bones, and Carvers.
- 2. Council does not provide consensus to approve the final deliverables for the following watershed studies: Cross Creek, Bones, and Carvers, and remands back to staff with additional guidance.

Recommended Action:

Council provides consensus to approve the final deliverables for the following watershed studies: Cross Creek, Bones, and Carvers.

Thank you!





FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4714

Agenda Date:	6/23/2025
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Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A17

- TO: Mayor and Members of City Council
- THRU: Adam Lindsay, Assistant City Manager
- FROM: Sheila Thomas-Ambat, Public Services Director
- DATE: June 23, 2025

RE:

Approve Resolution Authorizing a Supplemental Municipal Agreement with the North Carolina Department of Transportation (NCDOT) for Improvements on (EB-6030) US 401 Byp. Skibo Road from Richwood Court to NC 24 Bragg Blvd.

COUNCIL DISTRICT(S):

7,9

Relationship To Strategic Plan:

Goal IV: Desirable Place to Live, Work and Recreate

Objective 4.3: To improve mobility and connectivity through sidewalk, trail, and bike lane investments.

Executive Summary:

Council is asked to adopt a resolution to authorize a supplemental municipal agreement with the North Carolina Department of Transportation (NCDOT) for grant funds awarded from the Fayetteville Area Metropolitan Planning Organization (FAMPO) Surface Transportation Block Grant (STBG) for sidewalk projects on (EB-6030) US 401 Byp. Skibo Road from Richwood Court to NC 24 Bragg Blvd. This project includes the installation of pedestrian facilities such as sidewalks, multi-use path, pedestrian bridge conversion and accessible curb ramps. The City will fund 20% of the cost to install the sidewalks.

Background:

As part of the FY19 budget and NCDOT Municipal Agreement, the city will construct

project EB-6030 Skibo Road Sidewalk / Multi-Use Path. This project will include sidewalk from Richwood Court to Morganton Road and multi-use path from Morganton Road to Swain Street along the west side of US 401 Byp. Skibo Road. Project will also include converting the existing CSX bridge (250230) to a pedestrian bridge, by adding fencing and an ADA walking surface.

The proposed "draft" supplemental municipal agreement from the NCDOT was received on May 1, 2025, estimating the cost to the City for the sidewalks at \$481,122. Total Funding amount \$2,405,606

Funding for this supplemental municipal agreement was previously appropriated by Council on November 25, 2024, by (CPOA) 2025-32.

Issues/Analysis:

The city is required to administer this project through NCDOT's Locally Administered Process. Upon successful completion of the construction, NCDOT will reimburse the City 80% of the cost. The City is required to maintain the sidewalks upon completion of the project. By approving the resolution to authorize the supplemental municipal agreement, the City is committing to administering the projects and to providing 20% in matching funds.

Budget Impact:

There is no impact to the General Fund. Capital Project Ordinance (CPOA) 2025-32 appropriated funding for the City's share of the municipal agreement for the sidewalks for this project.

Options:

1) Adopt the resolution authorizing the City Manager to execute the supplemental municipal agreements as presented.

2) Do not adopt the resolution and provide further direction to staff.

Recommended Action:

Staff recommends that Council move to adopt the resolution authorizing the City Manager to execute the supplemental municipal agreement as presented.

Attachments:

- Supplemental Municipal Agreement EB-6030 Federal Aid Number# TADA-0401(303) CFDA# 20.205
- Resolution Authorizing Supplemental Municipal Agreement

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE TO AUTHORIZE EXECUTION OF A SUPPLEMENTAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORATION FOR SIDEWALK PROJECTS INCLUDING ACCEPTANCE OF REIMBURSEMENTS WITH SURFACE TRANSPORTATION BLOCK GRANT FUNDS

WHEREAS, the City of Fayetteville has been selected to receive Surface Transportation Block Grant funding from the Fayetteville Area Metropolitan Planning Organization (FAMPO), and;

WHEREAS, the location selected to receive these funds are on (EB-6030) US 401 Byp. Skibo Road from Richwood Court to NC 24 Bragg Blvd. and;

WHEREAS, the City of Fayetteville has been designated as a recipient to receive funds allocated to NCDOT by the Federal Highway Administration (FHWA) for construction of this project, and;

WHEREAS, the total project cost for these improvements is \$2,405,606. The NCDOT will reimburse the City \$1,924,484 (80%) for the cost of these projects. The City will provide the remaining \$481,122 (20%) for these projects, and;

NOW, THEREFORE, BE IT RESOLVED on behalf of the people of Fayetteville, this Council does hereby resolve that the City of Fayetteville, North Carolina, supports this project and agrees to design, construct and maintain the improvements upon completion of the project on (EB-6030) US 401 Byp. Skibo Road from Richwood Court to NC 24 Bragg Blvd. The City Manager is directed to execute the supplemental municipal agreement necessary to pursue these projects.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA, on this, the 23rd day of June, 2025; such meeting was held in compliance with the Open Meetings Act, at which meeting a quorum was present and voting.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, MPA, MMC City Clerk

NORTH CAROLINA	SUPPLEMENTAL AGREEMENT			
CUMBERLAND COUNTY				
	DAT	E: 5/1/2	025	
NORTH CAROLINA DEPARTMENT OF				
TRANSPORTATION				
	TIP #:	EB-603	0	
AND	WBS ELEMENTS:	PE	48751.1.1	
		ROW	48751.2.1	
CITY OF FAYETTEVILLE		CON	48751.3.1	
	OTHER FUNDING:	TADA-(0401(303)	
	FEDERAL-AID #:	TADA-(0401(303)	
	CFDA #:	20.205		
TOTAL SUPPLEMENTAL FUNDS	NCDOT PARTICIPATION]	\$1,444,	484	

THIS AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department", and the City of Fayetteville, hereinafter referred to as the "Municipality."

WITNESSETH:

WHEREAS, the Department and the Municipality on 8/29/2019, entered into a certain Project Agreement for the original scope: construction of sidewalk along US 401 Bypass (Skibo Road) from Richwood Court to NC 24 (Bragg Boulevard) in Fayetteville, programmed under Project EB-6030; and,

WHEREAS, this Supplemental Agreement is to provide additional Surface Transportation Block Grant funding to the project

NOW THEREFORE, the parties wish to supplement the aforementioned Agreement whereby the following provisions are amended:

3. FUNDING

REIMBURSEMENT FOR ELIGIBLE ACTIVITIES

Subject to compliance by the Municipality with the provisions set forth in this Agreement and the availability of federal funds, the Department shall reimburse an additional amount of \$1,444,484 at 80% of eligible expenses incurred by the Municipality up to a maximum of \$1,924,484 of TADA and Surface Transportation Block Grant funds. The Municipality will provide \$481,122 as their local match and all costs that exceed the total estimated cost per the Revised Funding Table below:

Fund Source	Federal Funds Amount		ursement ate	Non-Federal Match \$	Non-Federal Match Rate
TADA	\$480,000	80%		\$120,000	20%
Surface Transportation Block Grant	\$1,444,484	80%		\$361,122	20%
Subtotal	\$1,924,484	80%		\$481,122	20%
Total Estimated Cost			\$2,405,60)6	

REVISED FUNDING TABLE

WORK PERFORMED BY NCDOT

All work performed by the Department on this Project, including, but not limited to, reviews, inspections, and Project oversight, during any phase of the delivery of the Project, shall reduce the funding available to the Municipality under this Agreement. The Department will set aside ten percent (10%) of the total estimated cost, or \$240,560 to use towards the costs related to review and oversight of this Project, including, but not limited to review and approval of plans, environmental documents, contract proposals, engineering estimates, construction engineering and inspection oversight, and other items as needed to ensure the Municipality's appropriate compliance with state and federal regulations.

In the event that the Department does not utilize all the set-aside funding, then those remaining funds will be available for reimbursement to the Municipality at the above reimbursement rate. For all cost of work performed on the Project, whether incurred by the Municipality or by the Department, the Municipality shall provide the non-federal match. The Department will bill the Municipality for the non-

federal match of any costs that the Department incurs on the Project and for any costs that exceed the Total Estimated Cost.

OTHER PROVISIONS

The other party to this Agreement shall comply with Title VI of the Civil Rights Act of 1964 (Title 49 CFR, Subtitle A, Part 21) and related nondiscrimination authorities. Title VI and related authorities prohibit discrimination on the basis of race, color, national origin, disability, gender, and age in all programs or activities of any recipient of Federal assistance.

A copy or facsimile copy of the signature of any party shall be deemed an original with each fully executed copy of the Agreement as binding as an original, and the parties agree that this Agreement can be executed in counterparts, as duplicate originals, with facsimile signatures sufficient to evidence an agreement to be bound by the terms of the Agreement.

Except as hereinabove provided, the Agreement heretofore executed by the Department and the Municipality on 8/29/2019, is ratified and affirmed as therein provided.

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given.

L.S. ATTEST:	CITY OF FAYETTEVILLE
BY:	BY:
TITLE:	TITLE:
DATE:	DATE:

NCGS 133-32 and Executive Order 24 prohibit the offer to, or acceptance by, any State Employee of any gift from anyone with a contract with the State, or from any person seeking to do business with the State. By execution of any response in this procurement, you attest, for your entire organization and its employees or agents, that you are not aware that any such gift has been offered, accepted, or promised by any employees of your organization.

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

(SEAL)

(FINANCE OFFICER)

Federal Tax Identification Number

Remittance Address:

City of Fayetteville

DEPARTMENT OF TRANSPORTATION

BY: _____

(CHIEF ENGINEER)

DATE: ______

APPROVED BY BOARD OF TRANSPORTATION ITEM O: _____ (Date)

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4670

Agenda Dat	te: 6/23/2025	Version: 1	Status: Agenda Ready
In Control:	City Council Regular Meeting		File Type: Consent
Agenda Nu	mber: 7.0A18		
TO:	Mayor and Members of C	City Council	
THRU:	Adam Linsday, Assistant	t City Manager	
FROM:	Sheila Thomas-Ambat, P	ublic Services Director	
DATE:	June 23, 2025		
RE: Approve	the Addition of Certain Stro	eets to the City of Faye	tteville System

COUNCIL DISTRICT(S):

Relationship To Strategic Plan: Goal I: Safe and Secure Community Goal II: High Quality Built Environment

Executive Summary:

The Fayetteville street system includes 753.78 center line miles and is one of the City's largest assets impacting every citizen, employee, emergency service personnel, commuter, and visitor. As new development progresses, new streets are built in accordance with the City's standards and can be designated for private or public ownership and maintenance. When streets are constructed to City standards it requires a Council action to add the streets to the City's system. Streets added to our system qualify for Powell Bill Program allocations, which is a North Carolina funding program for the building and maintenance of major city streets.

Staff has identified ten (10) recently constructed streets for subdivisions throughout the City that are now acceptable for addition to the City of Fayetteville system of streets. These streets and drainage systems within the street rights-of-way have been inspected by staff and are now acceptable for addition to the City of Fayetteville system of streets. The 1.24-mile addition will bring the City's street system total to 755.02 miles.

Background:

Per City Council Policy 160.06 streets that have been designed and constructed in accordance with City standards can only be added to the City's system of streets through a City Council action after the streets have been constructed and recorded. Right-of-ways are dedicated for the streets and the developer identifies early in the development process if intended for private or public ownership and maintenance. As streets are satisfactorily completed, staff provides recommendation to Council for official addition to the City's system of streets.

Issues/Analysis:

Addition of these streets to the City's system of streets does not constitute the acceptance of maintenance responsibilities for drainage systems outside of street rights-of-way.

These streets and drainage systems located within the street rights-of-way need to be officially accepted and added to City of Fayetteville system of streets for the City to begin providing maintenance services and be included in our 2025 Powell Bill appropriation.

Budget Impact:

Street maintenance cost will increase while the funds received from Powell Bill increase as well. As these road segments are newly constructed, significant maintenance cost is not expected for several years.

Options:

- 1. Approve the attached list of streets and associated infrastructure for inclusion in the City of Fayetteville system of streets.
- 2. Do not Approve the attached list of streets and associated infrastructure for inclusion in the City of Fayetteville system of streets.
- 3. Modify the list of streets and associated infrastructure, then approve.

Recommended Action:

Staff recommends that Council accept the attached list of streets and drainage systems located within the street rights-of-way for inclusion in the City's system of streets.

Attachments:

Street Acceptance JUNE 2025

NEW STREETS FOR COUNCIL APPROVAL JUNE 2025

			LENGTH TO		
STREET NAME	FROM	то	BE	SUBDIVISION	
			ACCEPTED		
TALL TIMBERS DR	SW CORNER LOT 104	END MAINTENANCE	0.24		
LOG POND RD	NE CORNER LOT 64	CUL-DE-SAC	0.09	ELLIOT FARMS PH 1C	
SHORT LEAF RD	LOG POND RD	TALL TIMBERS DR	0.20	PB 152 PG 34	
DAWN FLOWER CT	SHORT LEAF RD	CUL-DE-SAC	0.06	1 8 102 1 8 04	
MOSSY POND CT	SHORT LEAF RD	CUL-DE-SAC	0.05		
COPPERLEAF DR	CARSWELL DR	CUL-DE-SAC	0.21	COVENTRY WOODS PH 1	
AUTUMNWOOD LN	COPPERLEAF DR	CUL-DE-SAC	0.04	PB 152 PG 67	
CARSWELL DR	McCLOSKEY DR	SW CORNER LOT 99	0.15	PB 152 PG 67	
BANKERGATE CT	BLACKHILLS RD	CUL-DE-SAC	0.14	THE HILLS AT STONEGATE SECT 1B	
EDWALTON WAY	BANKERGATE CT	CUL-DE-SAC	0.06	PB 152 PG 103	
Beginning Mileage	753.78				
Mileage Added	1.24				
New Mileage	755.02				

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4740

Agenda Da	te: 6/23/2025	Version: 1	Status: Agenda Ready
In Control:	City Council Regular Meeting		File Type: Consent
Agenda Nu	mber: 7.0A19		
TO:	Mayor and Members of City	v Council	
THRU:	Kelly Strickland, Assistant	City Manager	
FROM:	Albert Baker, Interim Direct Jeffrey Morin, Housing	•	munity Development
DATE:	June 23, 2025		
	l to Issue an Updated Conditio ointe, a Low Income Housing	•	

COUNCIL DISTRICT(S):

District 8

Relationship To Strategic Plan:

GOAL IV: The City of Fayetteville will be a highly desirable place to live, work and recreate.

- 4.5: To ensure a place for people to live in great neighborhoods
- 4.6: To reduce poverty and homelessness

Executive Summary:

Council is asked to approve the issuance of an updated Conditional Funding Commitment Letter for the proposed low income housing tax credit development, Aspen Pointe. The update would reflect the reduction of overall affordable units from 48 to 32.

Background:

On April 28, 2025 City Council approved the 2025-2029 U.S. Department of Housing and Urban Development (HUD) Five-Year Consolidated Plan and Annual Action Plan (AAP). This included the issuing of Conditional Commitment Letters for the projects listed below in the amount of \$600,000 from Home Investment Partnership Funds (HOME) to support Low Income Housing Tax Credits (LIHTC) applications submitted to the North Carolina Housing Finance Agency (NCHFA).

Project Name	Council District Tota	al Development Cost	Number of Units	HOME Units
Rosselle Commor	ns District 2 \$16,458,	,934 60 11		
Hidden Grove	District 7 \$16,103,921	57 7		
Aspen Pointe	District 8 \$15,102,458	48 4		

Since that time, in an effort to reduce cost, the developer of Aspen Pointe, SEML, has updated their application to the NCHFA with a reduced total number of affordable units from 48 to 32, while keeping the commitment to producing four (4) HOME rental units on behalf of the City.

The property is a 12.92-acre vacant parcel adjacent to 8086 Raeford Road near West Park and the Vue apartments. Funding in the amount of \$600,000 would come from the City's annual allocation of HOME funds. The development requires a 1% interest loan fully amortized over 20 years and due in full at year 20.

Issues/Analysis:

The updated Conditional Commitment Letter will complete the updated application submitted to the North Carolina Housing Finance Agency.

The developer has submitted the updated application to the State of North Carolina Housing Finance Agency and is awaiting an updated Conditional Commitment Letter from the City of Fayetteville.

Without updated Conditional Commitment Letter, the application will be incomplete and the City will potentially lose the opportunity to gain four (4) HOME funded low income units, it will also lose the addition of the other 28 low income units.

Final funding will only be awarded to developers that are successful in being awarded Low Income Housing Tax Credits (LIHTC) in August of 2025. Routinely, Fayetteville receives one (1) LIHTC award per year.

The reduction in total units does not affect the four (4) HOME-funded units awarded to the city nor does it affect the loan terms listed in the Notice of Funding.

Budget Impact:

The City of Fayetteville annually receives entitlement funding from the HOME Program which currently has approximately \$6M with approximately \$4.2M committed to projects approved or reviewed by City Council.

Options:

- Authorize the updates to the conditional funding commitment letter for Aspen Pointe.
- Do not authorize the updates to the conditional funding commitment letter for Aspen Pointe.
- Direct Staff to some other action.

Recommended Action:

Staff recommends that Council move to authorize the issuance of the updated conditional funding commitment letter for Aspen Pointe.

Attachments:

Updated Aspen Pointe Conditional Funding Commitment Letter



June 23, 2025

Murray O. Duggins, Jr. SEML Development, LLC 2939 Breezewood Ave, Ste 201 Fayetteville, NC 28303

Re: Aspen Pointe

Dear Mr. Duggins:

The City of Fayetteville is pleased to present this loan commitment for the development of a 48-unit apartment development for low- and moderate-income family residents, to be known as Aspen Pointe and located on near 8086 Raeford Rd Road in Fayetteville, North Carolina (the "Project"). <u>This is a contingent commitment based on successful award of Low Income Housing Tax Credits from the North Carolina Housing Finance Agency. compliance with Environmental Review Report (ERR), and adherence to the City of Fayetteville Rental Housing Development Program Guidelines for 9% Low-income Housing Tax Credit (LIHTC) Housing Projects. The terms of the City's commitment detailed below are subject to change at the City's discretion. The purpose of the Ioan and our Ioan conditions are described below:</u>

Borrower:	SEML Development, LLC
Use of Funds:	Construction of a 32-unit apartment development in Fayetteville, NC. Four (4) of these units are to be floating HOME units and four (4) units shall be rented to families at or below 50% of the area median income. Rents for these four (4) HOME units cannot exceed the rent rates as established by the HOME program Rules and Regulations. The units must comply with the HOME Rules and Regulations for the entire Period of Affordability which for this project is twenty (20) years.
Amount:	\$600,000
Interest Rate:	One percent (1%) fixed rate
Term/Payment:	The loan shall be for a 20-year term commencing on the date the loan funds have been disbursed in full and maturing 20 years from such date ("Maturity Date"). The first annual payment is due one year from the anniversary of the project's first lien permanent loan closing (after stabilization is achieved), with payments due annually thereafter. All outstanding principal and interest shall be due and payable in full on the Maturity Date. The payment will be based on cash flow and will comply with NCHFA's 2025 QAP.
Collateral:	The collateral shall consist of an anticipated subordinate lien Deed of Trust and promissory note encumbering the Project. The City of Fayetteville shall execute such subordination agreements as shall be required by senior lenders for the development and will subordinate to other lenders if necessary.
Source of Funds:	City of Fayetteville Housing Trust Fund. Funding may come from HOME Investment Partnerships Program.
Draws:	The loan funds shall be disbursed to Borrower as follows: (i) \$90,000 at 25% construction completion, (ii) \$150,000 at 50% construction completion, (iii) \$150,000 at 75% construction completion, and (iv) \$210,000 at 100% construction completion.
Costs:	All costs pertaining to closing the loan will be borne by the borrower, including recording fees. There shall be no loan fees or prepayment penalties associated with this loan.

433 Hay Street | Fayetteville, NC 28301 | www.fayettevillenc.gov | An Equal Opportunity Employer



Other Conditions: This commitment expires on December 31, 2025. HOME-funded projects must be assessed in accordance with the National Environmental Policy Act of 1960 (NEPA) prior to Ioan closing. This includes a Phase I environmental assessment, and if recommended by the Phase I, a Phase II assessment must be provided before a project will be recommended to the City Council. With the Phase II, applicants must also provide a discussion of mitigation measures, the impact of any recommendations on the project budget, design, etc. Completion of the NEPA required environmental review record, if required, will be done at the developer's expense to the satisfaction of the City.

We look forward to working with you as you develop affordable housing for families in the City of Fayetteville, North Carolina.

Sincerely,

Albert "Alex" Baker Interim Director Economic and Community Development City of Fayetteville, NC

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4729

Agenda Date: 6/23/2025 In Control: City Council Regular Meeting Version: 1

Status: Agenda Ready

File Type: Consent

Agenda Number: 7.0A20

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland, Assistant City Manager
- FROM: Albert A. Baker, Acting Economic and Community Development Director Kimberly Leonard, CLGBO, CLGFO, CPA, MPA, Budget and **Evaluation Director**

DATE: June 23, 2025

RE:

Adoption of Special Revenue Fund Project Ordinance 2026-5 and the Associated Resolution to Appropriate and Direct the Expenditure of \$104,000 of Opioid **Settlement Funds**

COUNCIL DISTRICT(S): All

Relationship To Strategic Plan:

GOAL I: The City of Fayetteville will be a safe and secure community.

1.3: To ensure a low incidence of property and violent crime

GOAL IV: The City of Fayetteville will be a highly desirable place to live, work and recreate.

4.5: To ensure a place for people to live in great neighborhoods

4.6: To reduce poverty and homelessness.

Executive Summary:

The City Council is asked to direct \$104,000 in opioid settlement funds via a resolution and appropriate with a Special Revenue Ordinance (SRO 2026-5) for the continuation of the Fayetteville Police Department Law Enforcement Assisted Diversion (LEAD) Program. The North Carolina Department of Justice requires the resolution as a participant in the National Opioid Settlement. The City of Fayetteville is projected to receive approximately \$3,740,222 from litigation, and these funds must be expended in accordance with a specific strategy. On August 28, 2023, the Council adopted the

Criminal Justice Diversion Program through the North Carolina Harm Reduction Coalition (NCHRC).

Background:

North Carolina is part of a historic opioid settlement that is estimated to be over \$50 billion that brings relief to communities impacted by opioids. These funds must be used to either support treatment, recovery, harm reduction or other life-saving programs and services. A Memorandum of Agreement (MOA) between the State and local governments directs how opioid settlement funds are distributed and used in our state. It is projected that the City of Fayetteville is to receive \$3,740,222 between now and 2038. In August 2023, Council voted to authorize a resolution to fund the Law Enforcement Assisted Diversion (LEAD) program through the North Carolina Harm Reduction Coalition (NCHRC) for a total of \$202,000 during the period of October 1, 2023 through June 30, 2026. The LEAD Specialist will partner with community alliances to support recovery support services, recovery housing, employment-related services, early intervention, and re-entry services. A Budget Ordinance for the same amount is also required. With these actions, the City will fund the NCHRC's LEAD program for one year at \$104,000 and aligning this program with the City's nonprofit funding cycle through Economic and Community Development Department.

Issues/Analysis:

The NCHRC began committing resources to Cumberland County in 2014 and is a non-profit organization that provides outreach services and linkage to care for opioid addiction. Programs provide syringe services, naloxone education and distribution, post-overdose follow-up, peer support, harm reduction education, and overdose prevention. They have partnered with the Fayetteville Police Department and provided technical assistance for the pre-arrest LEAD program but funding is ending for that program. The City may direct its opioid settlement funds to the County or distribute funds to nonprofits or other entities to use in a manner consistent with the terms of the MOA. There are two options for spending funds:

Option A "Short List" - High-impact strategies that are directly related to the current impacts of opioid abuse in our community (Reactive) Option B "Long List" - Longer-term treatment and prevention strategies that have been identified through a prescribed strategic planning process (Proactive)

City Council must first authorize expenditure through a paired resolution and budget ordinance. The resolution must state the specific strategy or strategies funded by identifying each strategy (Option A or B).

Budget Impact:

Opioid funding does not require a General Fund match and can only be used for the purposes outlined within the MOA. The LEAD program will expire without additional funding that could be provided from this fund.

Options:

1. Adopt the resolution to appropriate the funding of Opioid Settlement Funds and the accompanying Special Revenue Ordinance 2026-5.

2. Do not adopt the resolution to direct the expenditure of Opioid Settlement Funds and the accompanying Special Revenue Ordinance 2026-5 and provide staff with further direction to appropriate the funding.

Recommended Action:

Staff recommends that City Council adopt the resolution to direct the expenditure of Opioid Settlement Funds and the accompanying Special Revenue Ordinance 2026-5.

Attachments:

- SRO 2026-5
- Draft Resolution to Direct The Expenditure of Opioid Settlement Funds

CITY OF FAYETTEVILLE

SPECIAL REVENUE FUND PROJECT ORDINANCE ORD 2026-5

WHEREAS, North Carolina is part of a historic opoid settlement that is estimated to be over \$50 billion; and WHEREAS, funds must be used to either support treatment, recovery, harm reduction, or other life-saving programs and services; and

WHEREAS, the City of Fayetteville is projected to receive \$3,740,222 between now and 2038; and

WHEREAS, Council voted in August 2023 to authorize a resolution to fund the Law Enforcement Assisted Diversion (LEAD) Program via the North Carolina Harm Reduction Coalition (NCHRC) during the period of October 1, 2023 through June 30, 2026; and

WHEREAS, the City will continue to fund the LEAD program for one year; and

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following special revenue fund project ordinance is hereby adopted:

- Section 1. The project authorized is for the funding of continuation of the Fayetteville Police Department Law Enforcement Assisted Diversion Program.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various contract agreements executed with the Federal and State governments and within the funds appropriated herein.
- Section 3. The following revenues are anticipated to be available to the City to complete the project:

	Opioid Settlement Funds	\$	104,000
Section 4.	The following amounts are appropriated for the project:		
	Project Expenditures	\$	104,000
Section 5	Coming of this success and available to the hydrogeneous shall be made available to the hydrogeneous	ant office	an and the

- Section 5. Copies of this special revenue project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE TO DIRECT THE EXPENDITURE OF OPIOID SETTLEMENT FUNDS

WHEREAS the City of Fayetteville has joined national settlement agreements with companies engaged in the manufacturing, distribution, and dispensing of opioids, including settlements with drug distributors Cardinal, McKesson, and AmerisourceBergen, and the drug maker Johnson & Johnson and its subsidiary Janssen Pharmaceuticals;

WHEREAS the allocation, use, and reporting of funds stemming from these national settlement agreements and certain bankruptcy resolutions ("Opioid Settlement Funds") are governed by the Memorandum of Agreement Between the State of North Carolina and Local Governments on Proceeds Relating to the Settlement of Opioid Litigation ("MOA");

WHEREAS the City of Fayetteville has received Opioid Settlement Funds pursuant to these national settlement agreements and deposited the Opioid Settlement Funds in a separate special revenue fund as required by section D of the MOA;

WHEREAS section E.6 of the MOA states:

E.6. Process for drawing from special revenue funds.

- a. <u>Budget item or resolution required.</u> Opioid Settlement Funds can be used for a purpose when the Governing Body includes in its budget or passes a separate resolution authorizing the expenditure of a stated amount of Opioid Settlement Funds for that purpose or those purposes during a specified period of time.
- b. <u>Budget item or resolution details.</u> The budget or resolution should (i) indicate that it is an authorization for expenditure of opioid settlement funds; (ii) state the specific strategy or strategies the county or municipality intends to fund pursuant to Option A or Option B, using the item letter and/or number in Exhibit A or Exhibit B to identify each funded strategy, and (iii) state the amount dedicated to each strategy for a stated period of time.

NOW, THEREFORE BE IT RESOLVED, in alignment with the NC MOA, the City of Fayetteville authorizes the expenditure of opioid settlement funds as follows:

- 1. First strategy authorized: Law Enforcement Assisted Diversion (LEAD)
 - a. Name of strategy: Criminal Justice Diversion Programs
 - b. Strategy is included in Exhibit A.
 - c. Item letter and/or number in Exhibit A to the MOA: 10.
 - d. Amounted authorized for this strategy: \$104,000
 - e. Period of time during which expenditure may take place: Start date July 1, 2025 through End date June 30, 2026
 - f. Description of the program, project, or activity: Law Enforcement Assisted Diversion (LEAD) Specialist will partner with community alliances to support recovery support services, recovery housing, employment-related services, early intervention, and reentry services.
 - g. Provider: North Carolina Harm Reduction Coalition

The total dollar amount of Opioid Settlement Funds appropriated across the above named and authorized strategies is \$104,000.

Adopted this the 23rd day of June, 2025.

MITCH COLVIN, Mayor Fayetteville City Council

ATTEST:

JENNIFER AYRE City Clerk

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4721

Agenda Dat	te: 6/23/2025	Version: 1	Status: Agenda Ready
In Control: City Council Regular Meeting			File Type: Consent
Agenda Number: 7.0A21			
TO:	Mayor and Members of City Council		
THRU:	Lachelle Pulliam, City Attor	ney	
FROM:	Kelly Strickland, Assistant Andrew LaGala, A.A.E.,		
DATE:	June 23, 2025		
RE: Approve FY26 Airport Residential Tenant(s) Fair Market Value Rent Adjustments			

COUNCIL DISTRICT(S):

Relationship To Strategic Plan:

Goal IV - Desirable Place to Live, Work and Recreate 4.1 - To maintain public transportation investments with high quality transit and airport services.

Executive Summary:

City Council is asked to approve a one-year phased rental adjustment bringing residential tenants to fair market value. City Council Policy 155.6 dictates that the lease rate for residential properties will reflect fair market value of the property. The City of Fayetteville Real Estate Division reevaluates rents parallel to the Cumberland County Tax revaluation on all rental properties.

The current rates were last established in the year 2019 with a 10% relief for aircraft noise levels as dictated by City policy. In March of 2025, new appraisals were acquired on all the residential properties. There was a significant increase in the rental amounts due to market conditions. In response to the increase, occupants were made aware of the new proposed rates. Staff proposed a phased one-year gradual increase to ease financial impacts.

The current rate produces \$23,508 in annual property rents/non-aeronautical

revenues. The recommended adjustment would produce \$38,070 in annual revenues allotting for the previous relief for noise pollution.

Background:

- On March 17, 2025, City Staff hired Arsenal Appraisal, Incorporated to complete a market rental analysis on the following properties.
 - o 3593 Doc Bennett Road, Fayetteville, NC 28306
 - o 3519 Doc Bennett Road, Fayetteville, NC 28306
 - o 4015 Doc Bennett Road, Fayetteville, NC 28306
- The recommended adjustments resulted in an 80% increase on average. This is a 62% increase in annual property rents/non-aeronautical revenues.
- The adjustments would commence on the dates below.
 - o 1st Adjustment 07/01/2025
 - o 2nd Adjustment 01/01/2026
 - o Final Adjustment 07/01/2026

Issues/Analysis:

None

Budget Impact:

There is no impact to the General Fund.

Options:

- 1. Accept a one-year phased rental adjustment for the Fayetteville Regional Airport residential occupants and authorize staff to proceed with execution of the Lease Agreements.
- 2. Do not accept the one-year phased rental adjustment for the Fayetteville Regional Airport residential occupants nor authorize staff to proceed with execution of the Lease Agreements.

Recommended Action:

Staff recommends Council accept the one-year phased rental adjustment for the Fayetteville Regional Airport residential occupants and authorize staff to proceed with execution of the Lease Agreements.

Attachments:

Draft Lease Agreements (FY26)

STATE OF NORTH CAROLINA COUNTY OF CUMBERLAND

THIS RESIDENTIAL LEASE AGREEMENT, made and entered into this the _____ day of _____, 2025 by and between the CITY OF FAYETTEVILLE, a municipal corporation organized under the laws of the State of North Carolina (hereinafter referred to as the "LESSOR") and XXX (hereinafter referred to as the "LESSEE").

WITNESSETH:

- <u>LEASED PROPERTY</u>. The LESSOR hereby leases to the LESSEE, subject to the terms and conditions hereinafter expressed, 3519 Doc Bennett Road (of which residence is approximately 1,682 square feet and parcel is 0.88 acres), within the City of Fayetteville.
- 2) <u>RENT</u>. The rent for the term of this Lease shall be Ten Thousand Two Hundred Sixty Six Dollars and 06/100 (\$10,266.06) paid in monthly installments of Seven Hundred Eighty Dollars and 67/100 (\$780.67) payable or before on the first day of each month beginning on the 1st day of July 2025 and continuing thru the 31st day of December 2025. The monthly rent shall increase to Nine Hundred Thirty Dollars and 34/100 (\$930.34) payable on or before the first day of each month beginning on the 1st day of each month beginning on the 1st day of January 2026 and continue at this rate until the lease term expiration. As a courtesy, LESSOR may send LESSEE an invoice in the amount of the monthly rent and/or any fees that are due. No notice, invoice, or other documentation shall be required to obligate the payment of monthly rent.
 - a) <u>Security Deposit</u>: The PARTIES hereby acknowledge that LESSOR is currently holding a security deposit in the amount of Six Hundred Thirty-One Dollars (\$631.00) and shall continue to hold such deposit in accordance with the terms of this agreement. LESSOR may apply all or part said deposit to remedy any failure by LESSEE to repair or maintain the premises or to compensate LESSOR for damages incurred, or to reimburse LESSOR in connection with any such event of default. If LESSEE performs all obligations hereunder, LESSOR shall return the deposit, or so much as has not been applied by LESSOR to LESSEE upon termination of this agreement.

- b) <u>Late Payment Fee</u>. In the event that any payment required to be paid by LESSEE hereunder is not received within five (5) calendar days of when due, LESSEE shall pay to LESSOR, in addition to such payment or other charges due hereunder, a "late fee" in the amount of Fifteen and 00/100 Dollars (\$15.00) or five percent (5%) of the monthly rent, whichever is greater. The LESSOR and LESSEE agree that such a late fee represents a fair and reasonable estimate of the cost Lessor will incur by reason of such late payment.
- 3) <u>TERM</u>. Pursuant to City Council Policy 155-6, the term of this Lease shall be for a period of one (1) year beginning on the 1st of July 2025 and ending at noon on the 30th day of June 2026, unless notice is given by either party to terminate the Lease as provided herein.
 - a) <u>Termination.</u>
 - i) *Termination at End of Term*. This Lease terminates at the expiration of the term unless termination occurs prior to the end of the term by means explicated herein.
 - ii) Option to Terminate. Either LESSOR or LESSEE may terminate this agreement by
 (1) giving thirty (30) days written notice to the other, (2) forfeiting all of its rights, title and interest in and to all sums which it shall have paid as rent hereunder and (3) performing all of its obligations hereunder through such termination date, including the surrender of the leased property in good repair, ordinary wear and tear excepted, on or before that date.
 - iii) *Duties Upon Termination*. Upon the termination of this Lease, whether by LESSOR or LESSEE and whether for breach or otherwise, LESSEE shall:
 - 1. Pay all utility bills due for services to the leased property and have all such utility services discontinued;
 - 2. Vacate the leased property removing all LESSEE's personal property of whatever nature; any such property not removed shall become the property of the LESSOR;
 - Properly sweep and clean the leased property, including plumbing fixtures, refrigerators, stoves, and sinks, removing all rubbish, trash, garbage and refuse;
 - 4. Make such repairs and perform such other acts as are necessary to return the leased property, and any appliances or fixtures furnished in connection

therewith, in the same condition as when LESSEE took possession of the leased property; provided, however, LESSEE shall not be responsible for ordinary wear and tear;

- 5. Fasten and lock all doors and windows;
- 6. Return to the LESSOR any and all keys to the leased property and notify the LESSOR of the address to which the balance of the Security Deposit may be returned. If the LESSEE fails to sweep out and clean the leased property, appliances and fixtures as herein provided, LESSEE may become liable, without notice or demand, to the LESSOR for the actual costs of cleaning (over and above ordinary wear and tear), which may be deducted from the Security Deposit.

4) <u>LESSEE'S DUTIES AND OBLIGATIONS</u>

- a) <u>Use</u>. LESSEE shall use and occupy the leased property for residential purposes only. LESSEE shall not use or knowingly permit any part of the leased property to be used for any other purpose or unlawful purpose.
- b) <u>Quiet Enjoyment</u>. LESSEE, upon the payment of the rent herein reserved and upon the performance of all the terms of this Lease, shall at all times during the Lease term peaceably and quietly enjoy the leased property without any disturbance from the LESSOR or from any other person claiming through the LESSOR excluding airport noise.
- c) <u>Repairs or Alterations</u>. No alteration and no physical or structural change and no change in the color of surfacing shall be made to the exterior or interior of the building located on the leased property without prior written approval of the LESSOR, nor shall any additional structure be constructed or permitted to be built upon the leased property unless the plans and exterior designs for such structure have likewise been approved in writing. LESSEE shall bear the entire expense of any repairs, alterations, improvements, maintenance and replacements required to be done to the leased property because of fault or neglect on the part of the LESSEE. Any repairs, alterations, improvements, maintenance, and replacements required by the terms of this paragraph shall be accomplished promptly with first class materials, in a good and

workmanlike manner, in compliance with all applicable laws of all governmental authorities. Any addition, alteration, or repair approved by LESSOR shall be deemed real property if it becomes permanently affixed to the leased property or cannot be removed without substantial injury to the leased property. Any unauthorized alteration to the structure(s) or premises will be considered grounds for termination.

- d) <u>Maintenance and Rules</u>. LESSEE will, at its sole expense, keep and maintain the Premises and appurtenances in good and sanitary condition and repair during the term of this Agreement and any renewal thereof. Without limiting the generality of the foregoing, LESSEE shall:
 - 1. Not obstruct the driveways, sidewalks, courts, entryways, stairs and/or halls, which shall be used for the purposes of ingress and egress only;
 - 2. Keep all windows, glass, window coverings, doors, locks and hardware in good, clean order and repair;
 - 3. Not obstruct or cover the windows or doors;
 - 4. Be responsible for lawn care;
 - 5. Not hang any laundry, clothing, sheets, etc. from any window, rail, porch or balcony nor air or dry any of same within any yard area or space;
 - 6. Not cause or permit any locks or hooks to be placed upon any door or window without the prior written consent of LESSOR;
 - 7. Replace all air conditioning filters monthly;
 - 8. Keep all lavatories, sinks, toilets, and all other water and plumbing apparatus in good order and repair and shall use same only for the purposes for which they were constructed, LESSEE shall not allow any sweepings, rubbish, sand, rags, ashes or other substances to be thrown or deposited therein. Any damage to any such apparatus and the cost of clearing stopped plumbing resulting from misuse shall be borne by LESSEE;
 - 9. And LESSEE's family and guests shall at all times maintain order in the Premises and at all places on the Premises, and shall not make or permit any loud or improper noises, or otherwise disturb other residents;

- 10. Deposit all trash, garbage, rubbish or refuse in the locations provided therefore and shall not allow any trash, garbage, rubbish or refuse to be deposited or permitted to stand on the exterior of any building or within the common elements;
- Abide by and be bound by any and all rules and regulations affecting the Premises and the Airport.
- e) <u>Compliance with Laws</u>. LESSEE at its sole expense shall comply with all laws, orders, and regulations of federal, state, and municipal authorities, and with any direction of any public officer, pursuant to law, which shall impose any duty upon the LESSOR or the LESSEE with respect to the leased property. LESSEE, at its sole expense, shall obtain all licenses or permits which may be required for the making of repairs, alterations, improvements, or additions, and LESSOR, where necessary, may join with the LESSEE in applying for all such permits or licenses.
- f) <u>Utilities, Janitorial Service and Parking</u>. Pursuant to City Council Policy 155-6(III)(B), LESSEE shall be responsible for all utility charges including but not limited to electricity, light, and heat that may be contributable to its operations within the leased property as well as any telephone or other communication service used, rendered, or supplied upon or in connection with the leased property, and shall indemnify LESSOR against any liability or damages on such account. Janitorial service shall be the sole responsibility of LESSEE. LESSEE shall pay for parking needed or required in connection with its lease of the leased property.
- g) <u>Assignment and Subletting</u>. LESSEE shall not assign, mortgage, or encumber this Lease. LESSEE shall not sublet or permit the leased property or any part thereof to be used by others without prior permission from LESSOR.
- h) <u>Abandonment</u>: LESSEE shall not abandon or vacate the leased property during the Lease term. LESSEE shall be deemed to have abandoned or vacated the leased property if LESSEE removes substantially all of its possessions from the leased property. If the LESSOR determines that LESSEE has abandoned the leased property, LESSOR shall have the right to reenter and repossess the property and to dispossess LESSEE of all rights under this Lease. However, repossession shall not remove the

obligation of LESSEE to pay any outstanding rent, utility fee, or other applicable fee as a result of their abandonment.

5) <u>LESSOR'S DUTIES AND OBLIGATIONS</u>

- a) <u>Possession</u>. LESSOR shall deliver possession of the leased property to LESSEE not later than the commencement date of the Lease.
- b) <u>Warranties</u>. LESSOR represents that it owns the leased property in fee simple and that the property is free from encumbrances except as referred to elsewhere in this Lease. LESSOR represents that it has the full right, power, and authority to enter into this Lease for the term herein granted and that the leased property may be used by the LESSEE during the entire term for the purposes herein set forth.
- c) <u>Right of Entry</u>. LESSOR and its representatives may enter the leased property, at any reasonable time, for the purpose of inspecting the leased property, performing any work which the LESSOR elects to undertake made necessary by reason of the LESSEE's default under the terms of this Lease, exhibiting the leased property for sale, lease, or mortgage, financing, or posting notices of no responsibility under any mechanic's lien law.
- d) <u>Taxes</u>. LESSOR agrees that it will list in its name for taxation the leased property and all improvements and buildings thereon, provided however, that should LESSOR's property ever be declared non-exempt from ad valorem taxes, then and in that event, the LESSEE agrees it will pay all taxes assessed against the leased property and special assessments by the City or County during the term of this Lease, to include all personal property of the LESSEE, and the real property demised herein.

6) **BREACHES AND REMEDIES.**

a) LESSEE's DEFAULT: It shall constitute a breach of this Lease agreement if LESSEE fails to: (i) pay the full amount of rent herein owed as and when it shall become due hereunder; or (ii) perform any other promise, duty or obligation herein agreed to or imposed upon LESSEE by law and such failure shall continue for a period of five (5) days from the date the LESSOR provides LESSEE with written notice of such failure. In either of these events and as often as either of them may occur, LESSOR, in addition to

all other rights and remedies provided by law, may, at its option and with or without notice to LESSEE, either terminate this Lease or terminate the LESSEE's right to possess the leased property without terminating this Lease.

- i) <u>LESSOR's Right to Possession</u>: If LESSOR terminates this Lease for reasons stated herein, LESSOR shall be immediately entitled to possession of the leased property and the LESSEE shall peacefully surrender possession of the leased property to LESSOR immediately upon LESSOR's demand. In the event LESSEE shall fail or refuse to surrender possession of the leased property, LESSOR shall, in compliance with Article 2A of Chapter 42 of the General Statutes of North Carolina, reenter and retake possession of the leased property only through a summary ejectment proceeding.
- ii) <u>Summary Ejectment Fees</u>: If a summary ejectment proceeding is instituted against LESSEE, in addition to any court costs and past-due rent that may be awarded, LESSEE shall be responsible for paying LESSOR Fifteen and no/100 Dollar (\$15.00) Administrative Fees for Summary Ejectment.
- iii) <u>Acceptance of Partial Rent</u>: LESSEE acknowledges and understands that LESSOR's acceptance of partial rent will not waive LESSEE's breach of this agreement or limit LESSOR's rights to evict LESSEE through a summary ejectment proceeding, whether filed before or after LESSOR's acceptance of any such partial rent or partial housing subsidy.
- iv) <u>Termination of Lease</u>: In the event LESSOR terminates this Lease, all further rights and duties hereunder shall terminate, and LESSOR shall be entitled to collect from LESSEE all accrued but unpaid rents and any damages resulting from the LESSEE's breach, including but not limited to damages for LESSEE's continued occupancy of the leased property following the LESSOR's termination.
- 7) <u>LESSOR'S DEFAULT; LIMITATION OF REMEDIES AND DAMAGES</u>: Until the LESSEE notifies the LESSOR in writing of an alleged default and affords the LESSOR a reasonable time within which to cure, no default by the LESSOR in the performance of any of the promises or obligations herein agreed by him or imposed upon him by law shall constitute a material breach of this Lease and the LESSEE shall have no right to terminate

this Lease for any such default or suspend his performance hereunder. In no event and regardless of their duration shall any defective condition of or failure to repair, maintain, or provide any area, fixture or facility used in connection with recreation or recreational activities, including but not limited to swimming pools, club houses, and tennis courts, constitute a material breach of this Lease and the LESSEE shall have no right to terminate this Lease or to suspend his performance hereunder. In any legal action instituted by the LESSEE against the LESSOR, the LESSEE's damages shall be limited to the difference, if any, between the rent reserved in this Lease and the reasonable rental value of the leased property, taking into account the LESSOR's breach or breaches, and in no event, except in the case of the LESSOR's willful or wanton negligence, shall the LESSEE collect any consequential or secondary damages resulting from the breach or breaches, including but not limited to the following items: damage or destruction of furniture or other personal property of any kind located in or about the leased property, moving expenses, storage expenses, alternative interim housing expenses, and expenses of locating and procuring alternative housing.

8) <u>REMEDIES</u>. If either party shall fail to comply with any provision of this Lease, said party shall be in default and if said party shall have remained in default for ten (10) days after receipt of notice of default, there shall be a breach of this Lease, and the Lease shall be terminated immediately. If required by the non-defaulting party, the defaulting party shall remain fully liable for performing his remaining obligations under this Lease. The defaulting party shall be liable for reasonable damages as provided by law and for all costs and expenses, to include attorney fees incurred by the other party on account of such default, except as otherwise provided herein. Waiver by either party of any breach of the other's obligation. No right or remedy of any party is exclusive of any other right or remedy provided or permitted by law or equity, but each shall be cumulative or every other right or remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise any may be enforced concurrently or from time to time.

- 9) <u>INSURANCE</u>. LESSEE is required to obtain a Renter's Liability Insurance policy naming LESSOR as additional insured with a minimum liability limit of \$300,000.00 and shall cover damage to premises leased to you. LESSEE shall provide written proof of such policy to LESSOR prior to the beginning of the Lease term.
- 10) **INDEMNIFICATION.** Except for claims arising out of acts caused by the affirmative negligence of the LESSOR or its representatives, the LESSEE shall indemnify, defend and hold harmless the LESSOR and the leased property, at the LESSEE's expense, against all claims, expenses and liabilities proximately caused by any act or negligence of the LESSEE or its agents, contractors, employees, invitees or licensees arising from the operation, management, or use of the leased property during the term of this Lease. Indemnification of LESSOR by LESSEE does not constitute a waiver of the City's governmental immunity in any respect under North Carolina law.

11) DESTRUCTION OF LEASED PROPERTY; CONDEMNATION.

(a) In the event of damage or destruction to the leased property as a result of fire, or other loss not due to normal wear and tear, and not caused by the LESSEE, LESSOR shall be required to repair the leased property in an expeditious manner as possible, provided that the LESSOR's expenditures and repair shall not exceed the insurance proceeds payable under the policy maintained by the City of Fayetteville; provided further, that in the event the damage or destruction of the leased property exceeds more than fifty percent (50%) of its then reproducible or replacement cost, as determined by a building contractor licensed to do business in the state of North Carolina, then LESSOR shall be under no obligation to repair or restore the leased property. In the event of either a partial or total destruction, all rent shall be apportioned to the date of the loss. In the event of either a partial or total destructions to the leased space. Further, in the event of total destruction of the leased property, both parties shall be released from their obligations under the Lease, unless it is determined that LESSEE was the cause of the destruction of the leased property.

(b)In the event that the leased property is subject to acquisition under the laws of eminent domain by any public or private condemnor, and the taking is less than the entire leased

property, LESSEE shall have the option to terminate this Lease provided that the portion of the leased property remaining after the taking is insufficient in size to make it feasible for LESSEE to continue its use of the property for the remainder of the term of the Lease; if the taking is of the entire leased property, then in that event the Lease shall terminate. In the event of either a partial or total taking, (1) all rent shall be apportioned at the date of taking, and (2) LESSOR shall be entitled to all compensation awarded by the condemning authority either by payment, settlement, or jury award.

12) <u>NOTICES</u>. Any notice under this Lease must be in writing and must be sent by

registered or certified mail to the last address of the party to whom the notice is to be given, as designated by such party in writing. The LESSOR hereby designates its address as City of Fayetteville, Attn: City Manager, 433 Hay Street, Fayetteville, North Carolina 28301. The LESSEE hereby designates its address as 3519 Doc Bennett Road, Fayetteville, North Carolina 28301.

13) GOVERNING LAW, VENUE AND FORUM. This Lease shall be governed by,

construed, and enforced in accordance with the laws of the State of North Carolina. The Parties agree if litigation is brought in connection with this Lease and (1) the litigation proceeds in the Courts of the State of North Carolina, the parties agree the appropriate venue shall be in Cumberland County (Fourteenth Judicial District); or (2) the litigation proceeds in the federal court, the parties agree the appropriate venue shall be the United States District Court for the Eastern District of North Carolina.

- 14) <u>ENTIRE AGREEMENT</u>. This Lease contains the entire agreement between the parties, and any executory agreement hereafter made shall be ineffective to change, modify or discharge it in whole or in part, unless such executory agreement is in writing and signed by the party against whom enforcement of the change, modification or discharge is sought.
- 15) <u>SEVERABILITY</u>. The parties agree that if any provision of this Lease shall be held invalid for any reason, the remaining provisions shall not be affected if they continue to conform with the purposes of this agreement and the requirements of applicable law.

- 16) <u>BINDING</u>. This agreement shall inure to the benefit of and be binding upon the heirs, legal representatives, successors and assigns of the parties hereto. Wherever used herein, the singular shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders as the context may require.
- 17) FORCE MAJEURE. Neither party shall be deemed to be in default of its obligations hereunder if and so long as it is prevented from performing such obligations by an act of war, hostile foreign actions, adverse governmental actions, nuclear explosion, earthquake, hurricane, tornado, or other catastrophic natural event or act of God.
- 18) <u>MORALITY CLAUSE</u>. If, in the sole opinion of the LESSOR, at any time LESSEE or any of its owner(s), employee(s) or agent(s) engages in any one or more of the actions below, the LESSOR may immediately upon written notice to LESSEE, terminate this Lease, in addition to any other rights and remedies that the LESSOR may have hereunder or at law or in equity:
 - 1. bring disrepute, contempt, scandal, or public ridicule to the LESSOR;
 - 2. subject the LESSOR to prosecution;
 - 3. offend the community or public morals/decency;
 - 4. denigrate individuals or groups in the community served by the LESSOR;
 - 5. is scandalous or inconsistent with community standards or good citizenship;
 - 6. adversely affect the LESSOR's finances, public standing, image, or reputation;
 - 7. is embarrassing or offensive to the LESSOR or may reflect unfavorably on the LESSOR;
 - 8. is derogatory or offensive to one or more employee(s) or customer(s) of the LESSOR.

(Remainder of Page Intentionally Left Blank)

IN WITNESS WHEREOF, the parties have executed this Lease agreement in duplicate the date first above written.

CITY OF FAYETTEVILLE, LESSOR

(Corporate Seal)

By: Douglas J. Hewett, ICMA-CM, City Manager

ATTEST:

Jennifer L. Ayre, City Clerk

APPROVED AS TO FORM:

This instrument has been pre-audited in The manner required by the Local Government Budget and Fiscal Control Act.

Lisa Y. Harper, Senior Assistant City Attorney

Tiffany R. Murray, Chief Financial Officer

XXX, LESSEE

XXX, LESSEE

STATE OF NORTH CAROLINA COUNTY OF _____

I, _____, a Notary Public for _____ County, North Carolina, certify that *Jennifer L. Ayre* personally came before me this day and acknowledged that she is the *City Clerk* of *City of Fayetteville*, a North Carolina Municipal Corporation, and that by authority duly given and as the act of the Corporation, the foregoing instrument was signed in its name by its City Manager, sealed with its corporate seal and attested by herself as its *City Clerk*.

Witness my hand and notarial seal, this the _____ day of _____, 2025.

(Official Seal)

Notary Public My commission expires: _____

STATE OF NORTH CAROLINA COUNTY OF _____

I, _____, Notary Public of said County and State, certify that

XXX, personally, came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and Notarial Seal, this the _____ day of _____, 2025.

Notary Public My commission expires: _____ THIS RESIDENTIAL LEASE AGREEMENT, made and entered into this the _____ day of _____, 2025 by and between the CITY OF FAYETTEVILLE, a municipal corporation organized under the laws of the State of North Carolina (hereinafter referred to as the "LESSOR") and XXX (hereinafter referred to as the "LESSEE").

WITNESSETH:

- 1) <u>LEASED PROPERTY</u>. The LESSOR hereby leases to the LESSEE, subject to the terms and conditions hereinafter expressed, 3593 Doc Bennett Road (of which residence is approximately 2,040 square feet and parcel is 1.01 acres), within the City of Fayetteville.
- 2) <u>RENT</u>. The rent for the term of this Lease shall be Ten Thousand Six Hundred Sixty-Seven Dollars and 94/100 (\$10,667.94) paid in monthly installments of Eight Hundred Ten Dollars and 33/100 (\$810.33) payable on or before the first day of each month beginning on the 1st day of July 2025 and continuing thru the 31st day of December 2025. The monthly rent shall increase to Nine Hundred Sixty-Seven Dollars and 66/100 (\$967.66) payable on the first day of each month beginning on the 1st day of January 2026 and continue at this rate until the expiration of the lease term. As a courtesy, LESSOR may send LESSEE an invoice in the amount of the monthly rent and/or any fees that are due. No notice, invoice, or other documentation shall be required to obligate the payment of monthly rent.
 - a) <u>Security Deposit</u>: LESSOR and LESSEE hereby acknowledge that LESSOR has no record of collecting a security deposit from LESSEE under this agreement and shall not be liable therefore.
 - b) <u>Late Payment Fee</u>. In the event that any payment required to be paid by LESSEE hereunder is not received within five (5) calendar days of when due, LESSEE shall pay to LESSOR, in addition to such payment or other charges due hereunder, a "late fee" in the amount of Fifteen and 00/100 Dollars (\$15.00) or five percent (5%) of the monthly rent, whichever is greater. The LESSOR and LESSEE agree that such a late fee represents a fair and reasonable estimate of the cost Lessor will incur by reason of such late payment.

- 3) <u>TERM</u>. Pursuant to City Council Policy 155-6, the term of this Lease shall be for a period of one (1) year beginning on the 1st of July 2025 and ending at noon on the 30th day of June 2026, unless notice is given by either party to terminate the Lease as provided herein.
 - a) <u>Termination.</u>
 - i) *Termination at End of Term*. This Lease terminates at the expiration of the term unless termination occurs prior to the end of the term by means explicated herein.
 - ii) Option to Terminate. Either LESSOR or LESSEE may terminate this agreement by
 (1) giving thirty (30) days written notice to the other, (2) forfeiting all of its rights, title and interest in and to all sums which it shall have paid as rent hereunder and (3) performing all of its obligations hereunder through such termination date, including the surrender of the leased property in good repair, ordinary wear and tear excepted, on or before that date.
 - iii) *Duties Upon Termination*. Upon the termination of this Lease, whether by LESSOR or LESSEE and whether for breach or otherwise, LESSEE shall:
 - Pay all utility bills due for services to the leased property and have all such utility services discontinued;
 - 2. Vacate the leased property removing all LESSEE's personal property of whatever nature; any such property not removed shall become the property of the LESSOR;
 - Properly sweep and clean the leased property, including plumbing fixtures, refrigerators, stoves, and sinks, removing all rubbish, trash, garbage and refuse;
 - 4. Make such repairs and perform such other acts as are necessary to return the leased property, and any appliances or fixtures furnished in connection therewith, in the same condition as when LESSEE took possession of the leased property; provided, however, LESSEE shall not be responsible for ordinary wear and tear;
 - 5. Fasten and lock all doors and windows;
 - 6. Return to the LESSOR any and all keys to the leased property. If the LESSEE fails to sweep out and clean the leased property, appliances and fixtures as herein provided, LESSEE may become liable, without notice or

demand, to the LESSOR for the actual costs of cleaning (over and above ordinary wear and tear) and charged by LESSOR for the actual costs of cleaning.

4) <u>LESSEE'S DUTIES AND OBLIGATIONS</u>

- a) <u>Use</u>. LESSEE shall use and occupy the leased property for residential purposes only. LESSEE shall not use or knowingly permit any part of the leased property to be used for any other purpose or unlawful purpose.
- b) <u>Quiet Enjoyment</u>. LESSEE, upon the payment of the rent herein reserved and upon the performance of all the terms of this Lease, shall at all times during the Lease term peaceably and quietly enjoy the leased property without any disturbance from the LESSOR or from any other person claiming through the LESSOR excluding airport noise.
- c) Repairs or Alterations. No alteration and no physical or structural change and no change in the color of surfacing shall be made to the exterior or interior of the building located on the leased property without prior written approval of the LESSOR, nor shall any additional structure be constructed or permitted to be built upon the leased property unless the plans and exterior designs for such structure have likewise been approved in writing. LESSEE shall bear the entire expense of any repairs, alterations, improvements, maintenance and replacements required to be done to the leased property because of fault or neglect on the part of the LESSEE. Any repairs, alterations, improvements, maintenance, and replacements required by the terms of this paragraph shall be accomplished promptly with first class materials, in a good and workmanlike manner, in compliance with all applicable laws of all governmental authorities. Any addition, alteration, or repair approved by LESSOR shall be deemed real property if it becomes permanently affixed to the leased property or cannot be removed without substantial injury to the leased property. Any unauthorized alteration to the structure(s) or premises will be considered grounds for termination.
- d) <u>Maintenance and Rules</u>. LESSEE will, at its sole expense, keep and maintain the Premises and appurtenances in good and sanitary condition and repair during the term

of this Agreement and any renewal thereof. Without limiting the generality of the foregoing, LESSEE shall:

- 1. Not obstruct the driveways, sidewalks, courts, entryways, stairs and/or halls, which shall be used for the purposes of ingress and egress only;
- 2. Keep all windows, glass, window coverings, doors, locks and hardware in good, clean order and repair;
- 3. Not obstruct or cover the windows or doors;
- 4. Be responsible for lawn care;
- 5. Not hang any laundry, clothing, sheets, etc. from any window, rail, porch or balcony nor air or dry any of same within any yard area or space;
- 6. Not cause or permit any locks or hooks to be placed upon any door or window without the prior written consent of LESSOR;
- 7. Replace all air conditioning filters monthly;
- 8. Keep all lavatories, sinks, toilets, and all other water and plumbing apparatus in good order and repair and shall use same only for the purposes for which they were constructed, LESSEE shall not allow any sweepings, rubbish, sand, rags, ashes or other substances to be thrown or deposited therein. Any damage to any such apparatus and the cost of clearing stopped plumbing resulting from misuse shall be borne by LESSEE;
- 9. And LESSEE's family and guests shall at all times maintain order in the Premises and at all places on the Premises, and shall not make or permit any loud or improper noises, or otherwise disturb other residents;
- 10. Deposit all trash, garbage, rubbish or refuse in the locations provided therefore and shall not allow any trash, garbage, rubbish or refuse to be deposited or permitted to stand on the exterior of any building or within the common elements;
- Abide by and be bound by any and all rules and regulations affecting the Premises and the Airport.
- e) <u>Compliance with Laws</u>. LESSEE at its sole expense shall comply with all laws, orders, and regulations of federal, state, and municipal authorities, and with any

direction of any public officer, pursuant to law, which shall impose any duty upon the LESSOR or the LESSEE with respect to the leased property. LESSEE, at its sole expense, shall obtain all licenses or permits which may be required for the making of repairs, alterations, improvements, or additions, and LESSOR, where necessary, may join with the LESSEE in applying for all such permits or licenses.

- f) <u>Utilities, Janitorial Service and Parking</u>. Pursuant to City Council Policy 155-6(III)(B), LESSEE shall be responsible for all utility charges including but not limited to electricity, light, and heat that may be contributable to its operations within the leased property as well as any telephone or other communication service used, rendered, or supplied upon or in connection with the leased property, and shall indemnify LESSOR against any liability or damages on such account. Janitorial service shall be the sole responsibility of LESSEE. LESSEE shall pay for parking needed or required in connection with its lease of the leased property.
- g) <u>Assignment and Subletting</u>. LESSEE shall not assign, mortgage, or encumber this Lease. LESSEE shall not sublet or permit the leased property or any part thereof to be used by others without prior permission from LESSOR.
- h) <u>Abandonment</u>: LESSEE shall not abandon or vacate the leased property during the Lease term. LESSEE shall be deemed to have abandoned or vacated the leased property if LESSEE removes substantially all of its possessions from the leased property. If the LESSOR determines that LESSEE has abandoned the leased property, LESSOR shall have the right to reenter and repossess the property and to dispossess LESSEE of all rights under this Lease. However, repossession shall not remove the obligation of LESSEE to pay any outstanding rent, utility fee, or other applicable fee as a result of their abandonment.

5) <u>LESSOR'S DUTIES AND OBLIGATIONS</u>

- a) <u>Possession</u>. LESSOR shall deliver possession of the leased property to LESSEE not later than the commencement date of the Lease.
- b) <u>Warranties</u>. LESSOR represents that it owns the leased property in fee simple and that the property is free from encumbrances except as referred to elsewhere in this Lease. LESSOR represents that it has the full right, power, and authority to enter into this

Lease for the term herein granted and that the leased property may be used by the LESSEE during the entire term for the purposes herein set forth.

- c) <u>Right of Entry</u>. LESSOR and its representatives may enter the leased property, at any reasonable time, for the purpose of inspecting the leased property, performing any work which the LESSOR elects to undertake made necessary by reason of the LESSEE's default under the terms of this Lease, exhibiting the leased property for sale, lease, or mortgage, financing, or posting notices of no responsibility under any mechanic's lien law.
- d) <u>Taxes</u>. LESSOR agrees that it will list in its name for taxation the leased property and all improvements and buildings thereon, provided however, that should LESSOR's property ever be declared non-exempt from ad valorem taxes, then and in that event, the LESSEE agrees it will pay all taxes assessed against the leased property and special assessments by the City or County during the term of this Lease, to include all personal property of the LESSEE, and the real property demised herein.

6) BREACHES AND REMEDIES.

- a) LESSEE's DEFAULT: It shall constitute a breach of this Lease if LESSEE fails to: (i) pay the full amount of rent herein owed as and when it shall become due hereunder; or (ii) perform any other promise, duty or obligation herein agreed to or imposed upon LESSEE by law and such failure shall continue for a period of five (5) days from the date the LESSOR provides LESSEE with written notice of such failure. In either of these events and as often as either of them may occur, LESSOR, in addition to all other rights and remedies provided by law, may, at its option and with or without notice to LESSEE, either terminate this Lease or terminate the LESSEE's right to possessobligat the leased property without terminating this Lease.
 - i) <u>LESSOR's Right to Possession</u>: If LESSOR terminates this Lease for reasons stated herein, LESSOR shall be immediately entitled to possession of the leased property and the LESSEE shall peacefully surrender possession of the leased property to LESSOR immediately upon LESSOR's demand. In the event LESSEE shall fail or refuse to surrender possession of the leased property, LESSOR shall, in compliance with Article 2A of Chapter 42 of the General Statutes of North Carolina, reenter and

retake possession of the leased property only through a summary ejectment proceeding.

- ii) <u>Summary Ejectment Fees</u>: If a summary ejectment proceeding is instituted against LESSEE, in addition to any court costs and past-due rent that may be awarded, LESSEE shall be responsible for paying LESSOR Fifteen and no/100 Dollar (\$15.00) Administrative Fees for Summary Ejectment.
- iii) <u>Acceptance of Partial Rent</u>: LESSEE acknowledges and understands that LESSOR's acceptance of partial rent will not waive LESSEE's breach of this agreement or limit LESSOR's rights to evict LESSEE through a summary ejectment proceeding, whether filed before or after LESSOR's acceptance of any such partial rent or partial housing subsidy.
- iv) <u>Termination of Lease</u>: In the event LESSOR terminates this Lease, all further rights and duties hereunder shall terminate, and LESSOR shall be entitled to collect from LESSEE all accrued but unpaid rents and any damages resulting from the LESSEE's breach, including but not limited to damages for LESSEE's continued occupancy of the leased property following the LESSOR's termination.
- 7) LESSOR'S DEFAULT: LIMITATION OF REMEDIES AND DAMAGES: Until the LESSEE notifies the LESSOR in writing of an alleged default and affords the LESSOR a reasonable time within which to cure, no default by the LESSOR in the performance of any of the promises or obligations herein agreed by him or imposed upon him by law shall constitute a material breach of this Lease and the LESSEE shall have no right to terminate this Lease for any such default or suspend his performance hereunder. In no event and regardless of their duration shall any defective condition of or failure to repair, maintain, or provide any area, fixture or facility used in connection with recreation or recreational activities, including but not limited to swimming pools, club houses, and tennis courts, constitute a material breach of this Lease and the LESSEE shall have no right to terminate this Lease or to suspend his performance hereunder. In any legal action instituted by the LESSEE against the LESSOR, the LESSEE's damages shall be limited to the difference, if any, between the rent reserved in this Lease and the reasonable rental value of the leased property, taking into account the LESSOR's breach or breaches, and in no event, except in

the case of the LESSOR's willful or wanton negligence, shall the LESSEE collect any consequential or secondary damages resulting from the breach or breaches, including but not limited to the following items: damage or destruction of furniture or other personal property of any kind located in or about the leased property, moving expenses, storage expenses, alternative interim housing expenses, and expenses of locating and procuring alternative housing.

- 8) <u>REMEDIES</u>. If either party shall fail to comply with any provision of this Lease, said party shall be in default and if said party shall have remained in default for ten (10) days after receipt of notice of default, there shall be a breach of this Lease, and the Lease shall be terminated immediately. If required by the non-defaulting party, the defaulting party shall remain fully liable for performing his remaining obligations under this Lease. The defaulting party shall be liable for reasonable damages as provided by law and for all costs and expenses, to include attorney fees incurred by the other party on account of such default, except as otherwise provided herein. Waiver by either party of any breach of the same obligation. No right or remedy of any party is exclusive of any other right or remedy provided or permitted by law or equity, but each shall be cumulative or every other right or remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise any may be enforced concurrently or from time to time.
- 9) <u>INSURANCE</u>. LESSEE is required to obtain a Renter's Liability Insurance policy, naming LESSOR as additional insured with a minimum liability limit of \$300,000.00 and shall cover damage to premises leased to you. LESSEE shall provide written proof of such policy to LESSOR prior to the beginning of the Lease term.
- **10) INDEMNIFICATION.** Except for claims arising out of acts caused by the affirmative negligence of the LESSOR or its representatives, the LESSEE shall indemnify, defend and hold harmless the LESSOR and the leased property, at the LESSEE's expense, against all claims, expenses and liabilities proximately caused by any act or negligence of the LESSEE or its agents, contractors, employees, invitees or licensees arising from the operation, management, or use of the leased property during the term of this Lease. Indemnification of

LESSOR by LESSEE does not constitute a waiver of the City's governmental immunity in any respect under North Carolina law.

11) DESTRUCTION OF LEASED PROPERTY; CONDEMNATION.

(a) In the event of damage or destruction to the leased property as a result of fire, or other loss not due to normal wear and tear, and not caused by the LESSEE, LESSOR shall be required to repair the leased property in an expeditious manner as possible, provided that the LESSOR's expenditures and repair shall not exceed the insurance proceeds payable under the policy maintained by the City of Fayetteville; provided further, that in the event the damage or destruction of the leased property exceeds more than fifty percent (50%) of its then reproducible or replacement cost, as determined by a building contractor licensed to do business in the state of North Carolina, then LESSOR shall be under no obligation to repair or restore the leased property. In the event of either a partial or total destruction, all rent shall be apportioned to the date of the loss. In the event of either a partial or total destructions to the leased space. Further, in the event of total destruction of the leased property, both parties shall be released from their obligations under the Lease, unless it is determined that LESSEE was the cause of the destruction of the leased property.

(b)In the event that the leased property is subject to acquisition under the laws of eminent domain by any public or private condemnor, and the taking is less than the entire leased property, LESSEE shall have the option to terminate this Lease provided that the portion of the leased property remaining after the taking is insufficient in size to make it feasible for LESSEE to continue its use of the property for the remainder of the term of the Lease; if the taking is of the entire leased property, then in that event the Lease shall terminate. In the event of either a partial or total taking, (1) all rent shall be apportioned at the date of taking, and (2) LESSOR shall be entitled to all compensation awarded by the condemning authority either by payment, settlement, or jury award.

12) <u>NOTICES</u>. Any notice under this Lease must be in writing and must be sent by registered or certified mail to the last address of the party to whom the notice is to be given, as designated by such party in writing. The LESSOR hereby designates its address as City of

Fayetteville, Attn: City Manager, 433 Hay Street, Fayetteville, North Carolina 28301. The LESSEE hereby designates its address as 3593 Doc Bennett Road, Fayetteville, North Carolina 28301.

13) GOVERNING LAW, VENUE AND FORUM. This Lease shall be governed by,

construed, and enforced in accordance with the laws of the State of North Carolina. The Parties agree if litigation is brought in connection with this Lease and (1) the litigation proceeds in the Courts of the State of North Carolina, the parties agree the appropriate venue shall be in Cumberland County (Fourteenth Judicial District); or (2) the litigation proceeds in the federal court, the parties agree the appropriate venue shall be the United States District Court for the Eastern District of North Carolina.

- 14) ENTIRE AGREEMENT. This Lease contains the entire agreement between the parties, and any executory agreement hereafter made shall be ineffective to change, modify or discharge it in whole or in part, unless such executory agreement is in writing and signed by the party against whom enforcement of the change, modification or discharge is sought.
- 15) <u>SEVERABILITY</u>. The parties agree that if any provision of this Lease shall be held invalid for any reason, the remaining provisions shall not be affected if they continue to conform with the purposes of this agreement and the requirements of applicable law.
- 16) <u>BINDING</u>. This agreement shall inure to the benefit of and be binding upon the heirs, legal representatives, successors and assigns of the parties hereto. Wherever used herein, the singular shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders as the context may require.
- 17) <u>FORCE MAJEURE.</u> Neither party shall be deemed to be in default of its obligations hereunder if and so long as it is prevented from performing such obligations by an act of war, hostile foreign actions, adverse governmental actions, nuclear explosion, earthquake, hurricane, tornado, or other catastrophic natural event or act of God.

- 18) <u>MORALITY CLAUSE</u>. If, in the sole opinion of the LESSOR, at any time LESSEE or any of its owner(s), employee(s) or agent(s) engages in any one or more of the actions below, the LESSOR may immediately upon written notice to LESSEE, terminate this Lease, in addition to any other rights and remedies that the LESSOR may have hereunder or at law or in equity:
 - 1. bring disrepute, contempt, scandal, or public ridicule to the LESSOR;
 - 2. subject the LESSOR to prosecution;
 - 3. offend the community or public morals/decency;
 - 4. denigrate individuals or groups in the community served by the LESSOR;
 - 5. is scandalous or inconsistent with community standards or good citizenship;
 - 6. adversely affect the LESSOR's finances, public standing, image, or reputation;
 - 7. is embarrassing or offensive to the LESSOR or may reflect unfavorably on the LESSOR;
 - 8. is derogatory or offensive to one or more employee(s) or customer(s) of the LESSOR.

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IN WITNESS WHEREOF, the parties have executed this Lease agreement in duplicate the date first above written.

CITY OF FAYETTEVILLE, LESSOR

(Corporate Seal)

By: Douglas J. Hewett, ICMA-CM, City Manager

ATTEST:

Jennifer L. Ayer, City Clerk

APPROVED AS TO FORM:

This instrument has been pre-audited in The manner required by the Local Government Budget and Fiscal Control Act.

Lisa Y. Harper, Senior Assistant City Attorney

Tiffany R. Murray, Chief Financial Officer

XXX, LESSEE

STATE OF NORTH CAROLINA

COUNTY OF _____

I, _____, a Notary Public for _____ County, North Carolina, certify that *Jennifer L. Ayre* personally came before me this day and acknowledged that she is the *City Clerk* of *City of Fayetteville*, a North Carolina Municipal Corporation, and that by authority duly given and as the act of the Corporation, the foregoing instrument was signed in its name by its City Manager, sealed with its corporate seal and attested by herself as its *City Clerk*.

Witness my hand and notarial seal, this the _____ day of _____, 2025.

(Official Seal)

Notary Public

My commission expires: _____

STATE OF NORTH CAROLINA

COUNTY OF _____

I, ______, Notary Public of said County and State, certify that XXX, personally, came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and Notarial Seal, this the _____ day of _____, 2025.

(Official Seal)

Notary Public

My commission expires: _____

STATE OF NORTH CAROLINA COUNTY OF CUMBERLAND

RESIDENTIAL LEASE AGREEMENT

THIS RESIDENTIAL LEASE AGREEMENT, made and entered into this the _____ day of _____, 2025 by and between the CITY OF FAYETTEVILLE, a municipal corporation organized under the laws of the State of North Carolina (hereinafter referred to as the "LESSOR") and XXX (hereinafter referred to as the "LESSEE").

WITNESSETH:

- <u>LEASED PROPERTY</u>. The LESSOR hereby leases to the LESSEE, subject to the terms and conditions hereinafter expressed, (4015 Doc Bennett Road (of which residence is approximately 1,225 square feet and parcel is 1.29 acres), within the City of Fayetteville.
- 2) <u>RENT</u>. The rent for the term of this Lease shall be Nine Thousand Eight Hundred Fifty-Five Dollars and 00/100 (\$9,855.00) paid in monthly installments of Seven Hundred Seventy-Two Dollars and 50/100 (\$772.50) payable on or before the first day of each month beginning on the 1st day of July 2025 and continuing thru the 31st day of December 2025. The monthly rent shall increase to Eight Hundred Seventy Dollars (\$870.00) on or before the first day of each month beginning on the 1st day of January 2026 and continue at this rate until the expiration of the lease term. As a courtesy, LESSOR may send LESSEE an invoice in the amount of the monthly rent and/or any fees that are due. No notice, invoice, or other documentation shall be required to obligate the payment of monthly rent.
 - a) <u>Security Deposit</u>: The PARTIES hereby acknowledge that LESSOR is currently holding a security deposit in the amount of Six Hundred Seventy-Five Dollars and 00/100 (\$675.00) and shall continue to hold such deposit in accordance with the terms of this agreement. LESSOR may apply all or part said deposit to remedy any failure by LESSEE to repair or maintain the premises or to compensate LESSOR for damages incurred, or to reimburse LESSOR in connection with any such event of default. If LESSEE performs all obligations hereunder, LESSOR shall return the deposit, or so much as has not been applied by LESSOR to LESSEE upon termination of this agreement.

- b) <u>Late Payment Fee</u>. In the event that any payment required to be paid by LESSEE hereunder is not received within five (5) calendar days of when due, LESSEE shall pay to LESSOR, in addition to such payment or other charges due hereunder, a "late fee" in the amount of Fifteen and 00/100 Dollars (\$15.00) or five percent (5%) of the monthly rent, whichever is greater. The LESSOR and LESSEE agree that such a late fee represents a fair and reasonable estimate of the cost Lessor will incur by reason of such late payment.
- 3) <u>TERM</u>. Pursuant to City Council Policy 155-6, the term of this Lease shall be for a period of one (1) year beginning on the 1st of July 2025 and ending at noon on the 30th day of June 2026, unless notice is given by either party to terminate the Lease as provided herein.
 - a) <u>Termination.</u>
 - i) *Termination at End of Term*. This Lease terminates at the expiration of the term unless termination occurs prior to the end of the term by means explicated herein.
 - ii) Option to Terminate. Either LESSOR or LESSEE may terminate this agreement by (1) giving thirty (30) days written notice to the other, (2) forfeiting all of its rights, title and interest in and to all sums which it shall have paid as rent hereunder and (3) performing all of its obligations hereunder through such termination date, including the surrender of the leased property in good repair, ordinary wear and tear excepted, on or before that date.
 - iii) *Duties Upon Termination*. Upon the termination of this Lease, whether by LESSOR or LESSEE and whether for breach or otherwise, LESSEE shall:
 - 1. Pay all utility bills due for services to the leased property and have all such utility services discontinued;
 - 2. Vacate the leased property removing all LESSEE's personal property of whatever nature; any such property not removed shall become the property of the LESSOR;
 - Properly sweep and clean the leased property, including plumbing fixtures, refrigerators, stoves, and sinks, removing all rubbish, trash, garbage and refuse;
 - 4. Make such repairs and perform such other acts as are necessary to return the leased property, and any appliances or fixtures furnished in connection

therewith, in the same condition as when LESSEE took possession of the leased property; provided, however, LESSEE shall not be responsible for ordinary wear and tear;

- 5. Fasten and lock all doors and windows;
- 6. Return to the LESSOR any and all keys to the leased property and notify the LESSOR of the address to which the balance of the Security Deposit may be returned. If the LESSEE fails to sweep out and clean the leased property, appliances and fixtures as herein provided, LESSEE may become liable, without notice or demand, to the LESSOR for the actual costs of cleaning (over and above ordinary wear and tear), which may be deducted from the Security Deposit.

4) <u>LESSEE'S DUTIES AND OBLIGATIONS</u>

- a) <u>Use</u>. LESSEE shall use and occupy the leased property for residential purposes only. LESSEE shall not use or knowingly permit any part of the leased property to be used for any other purpose or unlawful purpose.
- b) <u>Quiet Enjoyment</u>. LESSEE, upon the payment of the rent herein reserved and upon the performance of all the terms of this Lease, shall at all times during the Lease term peaceably and quietly enjoy the leased property without any disturbance from the LESSOR or from any other person claiming through the LESSOR excluding airport noise.
- c) <u>Repairs or Alterations</u>. No alteration and no physical or structural change and no change in the color of surfacing shall be made to the exterior or interior of the building located on the leased property without prior written approval of the LESSOR, nor shall any additional structure be constructed or permitted to be built upon the leased property unless the plans and exterior designs for such structure have likewise been approved in writing. LESSEE shall bear the entire expense of any repairs, alterations, improvements, maintenance and replacements required to be done to the leased property because of fault or neglect on the part of the LESSEE. Any repairs, alterations, improvements, maintenance, and replacements required by the terms of this paragraph shall be accomplished promptly with first class materials, in a good and

workmanlike manner, in compliance with all applicable laws of all governmental authorities. Any addition, alteration, or repair approved by LESSOR shall be deemed real property if it becomes permanently affixed to the leased property or cannot be removed without substantial injury to the leased property. Any unauthorized alteration to the structure(s) or premises will be considered grounds for termination.

- d) <u>Maintenance and Rules</u>. LESSEE will, at its sole expense, keep and maintain the Premises and appurtenances in good and sanitary condition and repair during the term of this Agreement and any renewal thereof. Without limiting the generality of the foregoing, LESSEE shall:
 - 1. Not obstruct the driveways, sidewalks, courts, entryways, stairs and/or halls, which shall be used for the purposes of ingress and egress only;
 - 2. Keep all windows, glass, window coverings, doors, locks and hardware in good, clean order and repair;
 - 3. Not obstruct or cover the windows or doors;
 - 4. Be responsible for lawn care;
 - 5. Not hang any laundry, clothing, sheets, etc. from any window, rail, porch or balcony nor air or dry any of same within any yard area or space;
 - 6. Not cause or permit any locks or hooks to be placed upon any door or window without the prior written consent of LESSOR;
 - 7. Replace all air conditioning filters monthly;
 - 8. Keep all lavatories, sinks, toilets, and all other water and plumbing apparatus in good order and repair and shall use same only for the purposes for which they were constructed, LESSEE shall not allow any sweepings, rubbish, sand, rags, ashes or other substances to be thrown or deposited therein. Any damage to any such apparatus and the cost of clearing stopped plumbing resulting from misuse shall be borne by LESSEE;
 - 9. And LESSEE's family and guests shall at all times maintain order in the Premises and at all places on the Premises, and shall not make or permit any loud or improper noises, or otherwise disturb other residents;

- 10. Deposit all trash, garbage, rubbish or refuse in the locations provided therefore and shall not allow any trash, garbage, rubbish or refuse to be deposited or permitted to stand on the exterior of any building or within the common elements;
- Abide by and be bound by any and all rules and regulations affecting the Premises and the Airport.
- e) <u>Compliance with Laws</u>. LESSEE at its sole expense shall comply with all laws, orders, and regulations of federal, state, and municipal authorities, and with any direction of any public officer, pursuant to law, which shall impose any duty upon the LESSOR or the LESSEE with respect to the leased property. LESSEE, at its sole expense, shall obtain all licenses or permits which may be required for the making of repairs, alterations, improvements, or additions, and LESSOR, where necessary, may join with the LESSEE in applying for all such permits or licenses.
- f) <u>Utilities, Janitorial Service and Parking</u>. Pursuant to City Council Policy 155-6(III)(B), LESSEE shall be responsible for all utility charges including but not limited to electricity, light, and heat that may be contributable to its operations within the leased property as well as any telephone or other communication service used, rendered, or supplied upon or in connection with the leased property, and shall indemnify LESSOR against any liability or damages on such account. Janitorial service shall be the sole responsibility of LESSEE. LESSEE shall pay for parking needed or required in connection with its lease of the leased property.
- g) <u>Assignment and Subletting</u>. LESSEE shall not assign, mortgage, or encumber this Lease. LESSEE shall not sublet or permit the leased property or any part thereof to be used by others without prior permission from LESSOR.
- h) <u>Abandonment</u>: LESSEE shall not abandon or vacate the leased property during the Lease term. LESSEE shall be deemed to have abandoned or vacated the leased property if LESSEE removes substantially all of its possessions from the leased property. If the LESSOR determines that LESSEE has abandoned the leased property, LESSOR shall have the right to reenter and repossess the property and to dispossess LESSEE of all rights under this Lease. However, repossession shall not remove the

obligation of LESSEE to pay any outstanding rent, utility fee, or other applicable fee as a result of their abandonment.

5) <u>LESSOR'S DUTIES AND OBLIGATIONS</u>

- a) <u>Possession</u>. LESSOR shall deliver possession of the leased property to LESSEE not later than the commencement date of the Lease.
- b) <u>Warranties</u>. LESSOR represents that it owns the leased property in fee simple and that the property is free from encumbrances except as referred to elsewhere in this Lease. LESSOR represents that it has the full right, power, and authority to enter into this Lease for the term herein granted and that the leased property may be used by the LESSEE during the entire term for the purposes herein set forth.
- c) <u>Right of Entry</u>. LESSOR and its representatives may enter the leased property, at any reasonable time, for the purpose of inspecting the leased property, performing any work which the LESSOR elects to undertake made necessary by reason of the LESSEE's default under the terms of this Lease, exhibiting the leased property for sale, lease, or mortgage, financing, or posting notices of no responsibility under any mechanic's lien law.
- d) <u>Taxes</u>. LESSOR agrees that it will list in its name for taxation the leased property and all improvements and buildings thereon, provided however, that should LESSOR's property ever be declared non-exempt from ad valorem taxes, then and in that event, the LESSEE agrees it will pay all taxes assessed against the leased property and special assessments by the City or County during the term of this Lease, to include all personal property of the LESSEE, and the real property demised herein.

6) **BREACHES AND REMEDIES.**

a) LESSEE's DEFAULT: It shall constitute a breach of this Lease if LESSEE fails to: (i) pay the full amount of rent herein owed as and when it shall become due hereunder; or (ii) perform any other promise, duty or obligation herein agreed to or imposed upon LESSEE by law and such failure shall continue for a period of five (5) days from the date the LESSOR provides LESSEE with written notice of such failure. In either of these events and as often as either of them may occur, LESSOR, in addition to all other rights

and remedies provided by law, may, at its option and with or without notice to LESSEE, either terminate this Lease or terminate the LESSEE's right to possess the leased property without terminating this Lease.

- i) <u>LESSOR's Right to Possession</u>: If LESSOR terminates this Lease for reasons stated herein, LESSOR shall be immediately entitled to possession of the leased property and the LESSEE shall peacefully surrender possession of the leased property to LESSOR immediately upon LESSOR's demand. In the event LESSEE shall fail or refuse to surrender possession of the leased property, LESSOR shall, in compliance with Article 2A of Chapter 42 of the General Statutes of North Carolina, reenter and retake possession of the leased property only through a summary ejectment proceeding.
- ii) <u>Summary Ejectment Fees</u>: If a summary ejectment proceeding is instituted against LESSEE, in addition to any court costs and past-due rent that may be awarded, LESSEE shall be responsible for paying LESSOR Fifteen and no/100 Dollar (\$15.00) Administrative Fees for Summary Ejectment.
- iii) <u>Acceptance of Partial Rent</u>: LESSEE acknowledges and understands that LESSOR's acceptance of partial rent will not waive LESSEE's breach of this agreement or limit LESSOR's rights to evict LESSEE through a summary ejectment proceeding, whether filed before or after LESSOR's acceptance of any such partial rent or partial housing subsidy.
- iv) <u>Termination of Lease</u>: In the event LESSOR terminates this Lease, all further rights and duties hereunder shall terminate, and LESSOR shall be entitled to collect from LESSEE all accrued but unpaid rents and any damages resulting from the LESSEE's breach, including but not limited to damages for LESSEE's continued occupancy of the leased property following the LESSOR's termination.
- 7) LESSOR'S DEFAULT; LIMITATION OF REMEDIES AND DAMAGES: Until the LESSEE notifies the LESSOR in writing of an alleged default and affords the LESSOR a reasonable time within which to cure, no default by the LESSOR in the performance of any of the promises or obligations herein agreed by him or imposed upon him by law shall constitute a material breach of this Lease and the LESSEE shall have no right to terminate

this Lease for any such default or suspend his performance hereunder. In no event and regardless of their duration shall any defective condition of or failure to repair, maintain, or provide any area, fixture or facility used in connection with recreation or recreational activities, including but not limited to swimming pools, club houses, and tennis courts, constitute a material breach of this Lease and the LESSEE shall have no right to terminate this Lease or to suspend his performance hereunder. In any legal action instituted by the LESSEE against the LESSOR, the LESSEE's damages shall be limited to the difference, if any, between the rent reserved in this Lease and the reasonable rental value of the leased property, taking into account the LESSOR's breach or breaches, and in no event, except in the case of the LESSOR's willful or wanton negligence, shall the LESSEE collect any consequential or secondary damages resulting from the breach or breaches, including but not limited to the following items: damage or destruction of furniture or other personal property of any kind located in or about the leased property, moving expenses, storage expenses, alternative interim housing expenses, and expenses of locating and procuring alternative housing.

8) <u>REMEDIES</u>. If either party shall fail to comply with any provision of this Lease, said party shall be in default and if said party shall have remained in default for ten (10) days after receipt of notice of default, there shall be a breach of this Lease, and the Lease shall be terminated immediately. If required by the non-defaulting party, the defaulting party shall remain fully liable for performing his remaining obligations under this Lease. The defaulting party shall be liable for reasonable damages as provided by law and for all costs and expenses, to include attorney fees incurred by the other party on account of such default, except as otherwise provided herein. Waiver by either party of any breach of the other's obligation. No right or remedy of any party is exclusive of any other right or remedy provided or permitted by law or equity, but each shall be cumulative or every other right or remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise any may be enforced concurrently or from time to time.

- 9) <u>INSURANCE</u>. LESSEE is required to obtain a Renter's Liability Insurance policy naming LESSOR as additional insured with a minimum liability limit of \$300,000.00 and shall cover damage to premises leased to you. LESSEE shall provide written proof of such policy to LESSOR prior to the beginning of the Lease term.
- 10) **INDEMNIFICATION.** Except for claims arising out of acts caused by the affirmative negligence of the LESSOR or its representatives, the LESSEE shall indemnify, defend and hold harmless the LESSOR and the leased property, at the LESSEE's expense, against all claims, expenses and liabilities proximately caused by any act or negligence of the LESSEE or its agents, contractors, employees, invitees or licensees arising from the operation, management, or use of the leased property during the term of this Lease. Indemnification of LESSOR by LESSEE does not constitute a waiver of the City's governmental immunity in any respect under North Carolina law.

11) DESTRUCTION OF LEASED PROPERTY; CONDEMNATION.

(a) In the event of damage or destruction to the leased property as a result of fire, or other loss not due to normal wear and tear, and not caused by the LESSEE, LESSOR shall be required to repair the leased property in an expeditious manner as possible, provided that the LESSOR's expenditures and repair shall not exceed the insurance proceeds payable under the policy maintained by the City of Fayetteville; provided further, that in the event the damage or destruction of the leased property exceeds more than fifty percent (50%) of its then reproducible or replacement cost, as determined by a building contractor licensed to do business in the state of North Carolina, then LESSOR shall be under no obligation to repair or restore the leased property. In the event of either a partial or total destruction, all rent shall be apportioned to the date of the loss. In the event of either a partial or total destructions to the leased space. Further, in the event of total destruction of the leased property, both parties shall be released from their obligations under the Lease, unless it is determined that LESSEE was the cause of the destruction of the leased property.

(b)In the event that the leased property is subject to acquisition under the laws of eminent domain by any public or private condemnor, and the taking is less than the entire leased property, LESSEE shall have the option to terminate this Lease provided that the portion of the leased property remaining after the taking is insufficient in size to make it feasible for LESSEE to continue its use of the property for the remainder of the term of the Lease; if the taking is of the entire leased property, then in that event the Lease shall terminate. In the event of either a partial or total taking, (1) all rent shall be apportioned at the date of taking, and (2) LESSOR shall be entitled to all compensation awarded by the condemning authority either by payment, settlement, or jury award.

12) NOTICES. Any notice under this Lease must be in writing and must be sent by

registered or certified mail to the last address of the party to whom the notice is to be given, as designated by such party in writing. The LESSOR hereby designates its address as City of Fayetteville, Attn: City Manager, 433 Hay Street, Fayetteville, North Carolina 28301. The LESSEE hereby designates its address as 4015 Doc Bennett Road, Fayetteville, North Carolina 28301.

13) GOVERNING LAW, VENUE AND FORUM. This Lease shall be governed by,

construed, and enforced in accordance with the laws of the State of North Carolina. The Parties agree if litigation is brought in connection with this Lease and (1) the litigation proceeds in the Courts of the State of North Carolina, the parties agree the appropriate venue shall be in Cumberland County (Fourteenth Judicial District); or (2) the litigation proceeds in the federal court, the parties agree the appropriate venue shall be the United States District Court for the Eastern District of North Carolina.

- 14) <u>ENTIRE AGREEMENT</u>. This Lease contains the entire agreement between the parties, and any executory agreement hereafter made shall be ineffective to change, modify or discharge it in whole or in part, unless such executory agreement is in writing and signed by the party against whom enforcement of the change, modification or discharge is sought.
- 15) <u>SEVERABILITY</u>. The parties agree that if any provision of this Lease shall be held invalid for any reason, the remaining provisions shall not be affected if they continue to conform with the purposes of this agreement and the requirements of applicable law.

- 16) <u>BINDING</u>. This agreement shall inure to the benefit of and be binding upon the heirs, legal representatives, successors and assigns of the parties hereto. Wherever used herein, the singular shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders as the context may require.
- 17) <u>FORCE MAJEURE.</u> Neither party shall be deemed to be in default of its obligations hereunder if and so long as it is prevented from performing such obligations by an act of war, hostile foreign actions, adverse governmental actions, nuclear explosion, earthquake, hurricane, tornado, or other catastrophic natural event or act of God.
- 18) <u>MORALITY CLAUSE</u>. If, in the sole opinion of the LESSOR, at any time LESSEE or any of its owner(s), employee(s) or agent(s) engages in any one or more of the actions below, the LESSOR may immediately upon written notice to LESSEE, terminate this Lease, in addition to any other rights and remedies that the LESSOR may have hereunder or at law or in equity:
 - 1. bring disrepute, contempt, scandal, or public ridicule to the LESSOR;
 - 2. subject the LESSOR to prosecution;
 - 3. offend the community or public morals/decency;
 - 4. denigrate individuals or groups in the community served by the LESSOR;
 - 5. is scandalous or inconsistent with community standards or good citizenship;
 - 6. adversely affect the LESSOR's finances, public standing, image, or reputation;
 - 7. is embarrassing or offensive to the LESSOR or may reflect unfavorably on the LESSOR;
 - 8. is derogatory or offensive to one or more employee(s) or customer(s) of the LESSOR.

(Remainder of Page Intentionally Left Blank)

IN WITNESS WHEREOF, the parties have executed this Lease agreement in duplicate the date first above written.

CITY OF FAYETTEVILLE, LESSOR

(Corporate Seal)

By: Douglas J. Hewett, ICMA-CM, City Manager

ATTEST:

Jennifer L. Ayre, City Clerk

APPROVED AS TO FORM:

This instrument has been pre-audited in The manner required by the Local Government Budget and Fiscal Control Act.

Lisa Y. Harper, Senior Assistant City Attorney

Tiffany R. Murray, Chief Financial Officer

XXX, LESSEE

XXX, LESSEE

STATE OF NORTH CAROLINA COUNTY OF _____

I, _____, a Notary Public for _____ County, North Carolina, certify that *Jennifer L. Ayre* personally came before me this day and acknowledged that she is the *City Clerk* of *City of Fayetteville*, a North Carolina Municipal Corporation, and that by authority duly given and as the act of the Corporation, the foregoing instrument was signed in its name by its City Manager, sealed with its corporate seal and attested by herself as its *City Clerk*.

Witness my hand and notarial seal, this the _____ day of _____, 2025.

(Official Seal)

Notary Public My commission expires: _____

STATE OF NORTH CAROLINA COUNTY OF _____

I, _____, Notary Public of said County and State, certify that XXX, personally, came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and Notarial Seal, this the _____ day of _____, 2025.

(Official Seal)

Notary Public My commission expires: _____

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4711

Agenda Date: 6/23/2025

Version: 1

In Control: City Council Regular Meeting

Agenda Number: 7.0A22

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland, Assistant City Manager
- FROM: Andrew LaGala, A.A.E, Airport Director Kimberly Leonard, Budget and Evaluation Director

DATE: June 23, 2025

RE:

Accept Federal Aviation Administration (FAA) Grants (Airport Improvement Program 57 & 58), Authorize the City Manager to Execute the Agreement with the FAA, and Adopt Capital Project Ordinance to Appropriate Grant Funds for Master Plan Update and Taxiways G & F Rehabilitation

COUNCIL DISTRICT(S): All

Relationship To Strategic Plan:

Goal IV - Desirable Place to Live, Work and Recreate 4.1 - To maintain public transportation investments with high quality transit and airport services.

Executive Summary:

City Council is asked to accept the Federal Aviation Administration (FAA) grants 3-37-0021-057-2025 and 3-37-0021-058-2025 (Airport Improvement Plan 57 & 58) for airport capital (Airport Master Plan Update and Taxiways G & F Rehabilitation) and to authorize the City Manager to execute the Agreements.

Capital Project Ordinance (CPO) 2025-44 will appropriate \$476,891 (AIP 58) of federal grant funds from the FAA for the Airport Master Plan Update project.

Capital Project Ordinance Amendment (CPOA) 2025-49 will amend the previous Capital Project Ordinance Amendment 2025-39 to reflect the granted \$2,142,598 (AIP 57) of federal grant funds from the FAA for Taxiways G & F Rehabilitation project.

Status: Agenda Ready

File Type: Consent

Background:

On January 8, 2024 Council adopted Capital Project Ordinance (CPO) 2024-11 to appropriate \$500,000 of NCDOT Division of Aviation grant funds for the design phase of Taxiway G & F Rehabilitation. CPO 2024-11 was amended on November 24, 2024 to appropriate anticipated grant funds.

To receive Federal Aviation Administration (FAA) funding, airport sponsors are required to develop and update (every 5-10 years) a 20-year Master Plan document which is a comprehensive study that describes development plans to meet future aviation demand. The last update was in 2018. The update provides the airport with justification for facility improvements and helps to prioritize projects development.Type here

Issues/Analysis:

None

Budget Impact:

There is no impact to the General Fund. The Federal Aviation Administration grant does require a local match. The balance of funding needed to complete the project will be provided by State or Passenger Facility Charge (PFC) funds.

Options:

Accept Airport Improvement Plan Grants No. 3-37-0021-057-2025 and 3-37-0021-058-2025 for the Fayetteville Regional Airport, adopt Capital Project Ordinance 2025-44 and Capital Project Ordinance Amendment 2025-49 as presented, and authorize the City Manager to execute the Agreements.

Do not accept Airport Improvement Plan Grant No. 3-37-0021-057-2025 and 3-37-0021-058-2025 for the Fayetteville Regional Airport nor authorize the City Manager to execute the Agreements, and do not adopt Capital Project Ordinance 2025-44 and Capital Project Ordinance Amendment 2025-49 and provide further direction to staff.

Recommended Action:

Staff recommends Council accept Airport Improvement Plan Grant No. 3-37-0021-057-2025 and 3-37-0021-058-2025 for the Fayetteville Regional Airport, adopt Capital Project Ordinance 2025-44 and Capital Project Ordinance Amendment 2025-49 as presented, and authorize the City Manager to execute the Agreements.

Attachments:

Airport District Office Email FAA Grant Offer No. 3-37-0021-057-2025 Capital Project Ordinance Amendment 2025-49 FAA Grant Offer No. 3-37-0021-058-2025 Capital Project Ordinance 2025-44



U.S. Department of Transportation Federal Aviation Administration Airports Division Southern Region North Carolina Memphis Airports District Office: 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118

{{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}

Mr. Andrew LaGala, Airport Director Fayetteville Regional Airport 400 Airport Rd Suite 1 Fayetteville, NC 28306

Dear Mr. LaGala:

The Grant Offer for Infrastructure Investment and Jobs Act (IIJA) Airport Infrastructure Grant (AIG) Project No. 3-37-0021-057-2025 at Fayetteville Regional/Grannis Field Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

- The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
- 2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
- 3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
- 4. On the <u>same day or after</u> the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
- 5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **July 5, 2025**.
- 6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi elnvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution

date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We <u>expect you to submit payment requests for reimbursement of allowable incurred project expenses</u> <u>consistent with project progress</u>. Your grant may be placed in "inactive" status if you do not make draws on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- > For all grants, you must submit by December 31st of each year this grant is open:
 - 1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
 - 2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit <u>FAA Form 5100-140</u>, <u>Performance Report</u> within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit <u>FAA Form 5370-1</u>, <u>Construction Progress and</u> <u>Inspection Report</u>, within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-Federal entities that expend <u>\$1,000,000 or more in Federal awards</u> to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Wesley Bolton, (901) 322-8163, wesley.j.bolton@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,

{Sig_es_:signer1: signature}

Rans Black Acting Manager [ADO has discretion to delegate signature authority to Program Manager]



U.S. Department of Transportation Federal Aviation Administration

FY 2025 AIRPORT INFRASTRUCTURE GRANT GRANT AGREEMENT Part I - Offer

Federal Award Offer Date	{{DateTime_es_:signer1:calc(now()):format(date," mmmm d, yyyy")}}
Airport/Planning Area	Fayetteville Regional/Grannis Field Airport
Airport Infrastructure Grant Number	3-37-0021-057-2025
Unique Entity Identifier	M7SAWYCADYW1
TO: City of Fayetteville	(For Co-Sponsors, list all Co-Sponsor names, The word "Sponsor" in this Grant Agreement also

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated May 05, 2025, for a grant of Federal funds for a project at or associated with the Fayetteville Regional/Grannis Field Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Fayetteville Regional/Grannis Field Airport (herein called the "Project") consisting of the following:

Rehabilitate 1,250LF of Taxiway F and 344LF of Taxiway G

which is more fully described in the Project Application.

applies to a Co-Sponsor.)

NOW THEREFORE, Pursuant to and for the purpose of carrying out the Infrastructure Investment and Jobs Act(IIJA) (Public Law (P.L.) 117-58) of 2021; FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application; and in consideration of (a) the Sponsor's adoption and ratification of the attached Grant Assurances dated April 2025, interpreted and applied consistent with the FAA Reauthorization Act of 2024; (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95) % of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. <u>Maximum Obligation</u>. The maximum obligation of the United States payable under this Offer is \$2,142,598.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b): \$0 for planning

\$2,142,598 for airport development or noise program implementation; and, \$0 for land acquisition.

- 2. Grant Performance. This Grant Agreement is subject to the following Federal award requirements:
 - a. Period of Performance:
 - Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
 - 2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods (2 Code of Federal Regulations (CFR) § 200.1) except as noted in 49 U.S.C § 47142(b).
 - b. Budget Period:
 - For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the Period of Performance provided in paragraph 2(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period and as stated in 49 U.S.C § 47142(b). Eligible project-related costs incurred on or after November 15, 2021 that comply with all Federal funding procurement requirements and FAA standards are allowable costs.
 - Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which Sponsors are authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.
 - c. Close Out and Termination

Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the Period of Performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will

proceed to close out the grant within one year of the Period of Performance end date with the information available at the end of 120 days (2 CFR § 200.344). The FAA may terminate this agreement and all of its obligations under this agreement if any of the following occurs:

(a) (1) The Sponsor fails to obtain or provide any Sponsor grant contribution as required by the agreement;

(2) A completion date for the Project or a component of the Project is listed in the agreement and the Recipient fails to meet that milestone by six months after the date listed in the agreement;

(3) The Sponsor fails to comply with the terms and conditions of this agreement, including a material failure to comply with the Project Schedule even if it is beyond the reasonable control of the Sponsor;

(4) Circumstances cause changes to the Project that the FAA determines are inconsistent with the FAA's basis for selecting the Project to receive a grant; or

(5) The FAA determines that termination of this agreement is in the public interest.

(b) In terminating this agreement under this section, the FAA may elect to consider only the interests of the FAA.

(c) The Sponsor may request that the FAA terminate the agreement under this section.

- Ineligible or Unallowable Costs. In accordance with P.L. 117-58, Division J, Title VIII, and 49 U.S.C. § 47110, the Sponsor is prohibited from including any costs in the grant funded portions of the project that the FAA has determined to be ineligible or unallowable, including costs incurred to carry out airport development implementing policies and initiatives repealed by Executive Order 14148, provided such costs are not otherwise permitted by statute.
- Indirect Costs Sponsor. The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
- 5. Determining the Final Federal Share of Costs. The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
- 6. Completing the Project Without Delay and in Conformance with Requirements. The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, IIJA (P.L. 117-58), and the regulations, policies, and procedures of the Secretary. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.

- 7. <u>Amendments or Withdrawals before Grant Acceptance</u>. The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
- 8. <u>Offer Expiration Date</u>. This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before July 25, 2025, or such subsequent date as may be prescribed in writing by the FAA.

9. Improper Use of Federal Funds and Mandatory Disclosure.

- a. The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the redover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
- b. The Sponsor, a recipient, and a subrecipient under this Federal grant must promptly comply with the mandatory disclosure requirements as established under 2 CFR § 200.113, including reporting requirements related to recipient integrity and performance in accordance with Appendix XII to 2 CFR Part 200.
- 10. <u>United States Not Liable for Damage or Injury</u>. The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.

11. System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).

- a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at http://www.sam.gov).
- b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at https://sam.gov/content/entity-registration.
- 12. <u>Electronic Grant Payment(s)</u>. Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi elnvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.
- 13. <u>Informal Letter Amendment of IIJA Projects</u>. If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor

by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can, subject to the availability of Federal funds, also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.

- 14. <u>Environmental Standards</u>. The Sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.
- 15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
- 16. <u>Buy American</u>. Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.
- 17. <u>Build America, Buy American</u>. The Sponsor must comply with the requirements under the Build America, Buy America Act (P.L. 117-58).
- Maximum Obligation Increase. In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant:
 - a. May not be increased for a planning project;
 - b. May be increased by not more than 15 percent for development projects, if funds are available;
 - c. May be increased by not more than the greater of the following for a land project, if funds are available:
 - 1. 15 percent; or
 - 2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the Sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in IIJA (P.L. 117-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. Audits for Sponsors.

PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at http://harvester.census.gov/facweb/. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than \$1,000,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

- 20. <u>Suspension or Debarment</u>. When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:
 - a. Verify the non-Federal entity is eligible to participate in this Federal program by:
 - 1. Checking the System for Award Management (SAM.gov) exclusions to determine if the non-Federal entity is excluded or disqualified; or
 - 2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
 - 3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.
 - b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.
 - c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns it has entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 - 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 - 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - i. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - ii. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. Trafficking in Persons.

- 1. Posting of contact information.
 - a. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.
- 2. Provisions applicable to a recipient that is a private entity.
 - a. Under this Grant, the recipient, its employees, subrecipients under this Grant, and subrecipients employees must not engage in:
 - i. Severe forms of trafficking in persons;
 - ii. The procurement of commercial sex act during the period of time that the grant or cooperative agreement is in effect;
 - iii. The use of forced labor in the performance of this grant; or any subaward; or
 - iv. Acts that directly support or advance trafficking in person, including the following acts;
 - a) Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;
 - b) Failing to provide return transportation of pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:
 - 1. Exempted from the requirement to provide or pay for such return transportation by the federal department or agency providing or entering into the grant; or
 - 2. The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or witness in a human trafficking enforcement action;
 - Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;
 - d) Charging recruited employees a placement or recruitment fee; or
 - e) Providing or arranging housing that fails to meet the host country's housing and safety standards.
 - b. The FAA, may unilaterally terminate this Grant, or take any remedial actions authorized by 22 U.S.C 7104b(c), without penalty, if any private entity under this Grant;
 - i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant;
 - ii. Has an employee that is determined to have violated a prohibition in paragraph (2)(a) of this Grant through conduct that is either:
 - a) Associated with performance under this Grant; or
 - b) Imputed to the recipient or subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR

Part 180, "OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement)," as implemented by the FAA at 2 CFR Part 1200.

- 3. *Provision applicable to a recipient other than a private entity.*
 - a. The FAA may unilaterally terminate this award or take any remedial actions authorized by 22 U.S.C 7104b(c), without penalty, if subrecipient than is a private entity under this award;
 - i. Is determined to have violated a prohibition in paragraph (2)(a) of this Grant or
 - ii. Has an employee that is determined to have violated a prohibition in paragraph (2)(a) of this Grant through conduct that is either:
 - a) Associated with performance under this Grant; or
 - b) Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 2 CFR Part 1200.
- 4. Provisions applicable to any recipient.
 - a. The recipient must inform the FAA and the DOT Inspector General, immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (2)(a) of this Grant.
 - b. The FAA's right to unilaterally terminate this Grant as described in paragraph (2)(b) or (3)(a) of this Grant, implements the requirements of 22 U.S.C. chapter 78 and is addition to all other remedies for noncompliance that are available to the FAA under this Grant:
 - c. The recipient must include the requirements of paragraph (2)(a) of this Grant award term in any subaward it makes to a private entity.
 - d. If applicable, the recipient must also comply with the compliance plan and certification requirements in 2 CFR 175.105(b).
- 5. Definitions. For purposes of this Grant award, term:
 - a. "Employee" means either:
 - i. An individual employed by the recipient or a subrecipient who is engaged in the performance of the project or program under this Grant; or
 - ii. Another person engaged in the performance of the project or program under this Grant and not compensated by the recipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or requirements.
 - b. "Private entity" means:
 - i. Any entity, including for profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR 200.1.
 - ii. The terms "severe forms of trafficking in persons," "commercial sex act," "sex trafficking," "Abuse or threatened abuse of law or legal process," "coercion," "debt

bondage," and "involuntary servitude" have the meaning given at section 103 of the TVPA, as amended (22 U.S.C. 7102).

- 23. <u>IIJA Funded Work Included in a PFC Application</u>. Within 120 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed FFC application by amendment.
- 24. <u>Exhibit "A" Property Map</u>. The Exhibit "A" Property Map dated July 02, 2018, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.
- 25. Employee Protection from Reprisal. In accordance with 2 CFR § 200.217 and 41 U.S.C. § 4701, an employee of a grantee, subgrantee contractor, recipient or subrecipient must not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in paragraph (a)(2) of 41 U.S.C. 4712 information that the employee reasonably believes is evidence of gross mismanagement of a Federal contract or grant, a gross waste of Federal funds, an abuse of authority relating to a Federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or grant. The grantee, subgrantee, contractor, recipient, or subrecipient must inform their employees in writing of employee whistleblower rights and protections under 41 U.S.C. § 4712. See statutory requirements for whistleblower protections at 10 U.S.C. § 4701, 41 U.S.C. § 4712, 41 U.S.C. § 4304, and 10 U.S.C. § 4310.
- 26. <u>Co-Sponsor</u>. The Co-Sponsors understand and agree that they jointly and severally adopt and ratify the representations and assurances contained therein and that the word "Sponsor" as used in the application and other assurances is deemed to include all Co-Sponsors.
- 27. Prohibited Telecommunications and Video Surveillance Services and Equipment. The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [P.L. 115-232 § 889(f)] and 2 CFR § 200.216.
- 28. <u>Critical Infrastructure Security and Resilience</u>. The Sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in its project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.
- 29. <u>Title VI of the Civil Rights Act.</u> As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21), the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities, including any amendments or updates thereto. This may include, as applicable, providing a current Title VI Program Plan to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the

project. A completed FAA Title VI Pre-Grant Award Checklist is required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin, sex, creed, age, disability, genetic information, in consideration for federal financial assistance. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

30. <u>FAA Reauthorization Act of 2024</u>. This grant agreement is subject to the terms and conditions contained herein including the terms known as the Grant Assurances as they were published in the Federal Register April 2025. On May 16, 2024, the FAA Reauthorization Act of 2024 made certain amendments to 49 U.S.C. chapter 471. The Reauthorization Act will require the FAA to make certain amendments to the assurances in order to best achieve consistency with the statute. Federal law requires that the FAA publish any amendments to the assurances in the Federal Register along with an opportunity to comment. In order not to delay the offer of this grant, the existing assurances are attached herein; however, the FAA shall interpret and apply these assurances consistent with the Reauthorization Act. To the extent there is a conflict between the assurances and Federal statutes, the statutes shall apply. The full text of the FAA Reauthorization Act of 2024 is at

https://www.congress.gov/bill/118th-congress/house-bill/3935/text

- 31. <u>Applicable Federal Anti-Discrimination Laws.</u> Pursuant to Section (3)(b)(iv), Executive Order 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity, the sponsor:
 - a. Agrees that its compliance in all respects with all applicable Federal anti-discrimination laws is material to the government's payment decisions for purposes of 31 U.S.C. 3729(b)(4); and
 - b. certifies that it does not operate any programs promoting diversity, equity, and inclusion (DEI) initiatives that violate any applicable Federal anti-discrimination laws.
- 32. <u>Federal Law and Public Policy Requirements.</u> The Sponsor shall ensure that Federal funding is expended in full accordance with the United States Constitution, Federal law, and statutory and public policy requirements: including but not limited to, those protecting free speech, religious liberty, public welfare, the environment, and prohibiting discrimination; and the Sponsor will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in and the enforcement of Federal immigration law.

33. National Airspace System Requirements

a. The Sponsor shall cooperate with FAA activities installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System, including waiving permitting requirements and other restrictions affecting those activities to the maximum extent possible, and assisting the FAA in securing waivers of permitting or other restrictions from other authorities. The Sponsor shall not take actions that frustrate or prevent

the FAA from installing, maintaining, replacing, improving, or operating equipment and facilities in or supporting the National Airspace System.

- b. If the FAA determines that the Sponsor has violated subsection (a), the FAA may impose a remedy, including:
 - (1) additional conditions on the award;
 - (2) consistent with 49 U.S.C chapter 471, any remedy permitted under 2 C.F.R. 200.339–200.340, including withholding of payments; disallowance of previously reimbursed costs, requiring refunds from the Recipient to the USDOT; suspension or termination of the award; or suspension and debarment under 2 CFR part 180; or
 - (3) any other remedy legally available.
- c. In imposing a remedy under this condition, the FAA may elect to consider the interests of only the FAA.
- d. The Sponsor acknowledges that amounts that the FAA requires the Sponsor to refund to the FAA due to a remedy under this condition constitute a debt to the Federal Government that the FAA may collect under 2 CFR 200.346 and the Federal Claims Collection Standards (31 CFR parts 900–904).
- 34. <u>Signage Costs for Construction Projects.</u> The airport grant recipient hereby agrees that it will require the prime contractor of a Federally- assisted airport improvement project to post signs consistent with a DOT/FAA-prescribed format, as may be requested by the DOT/FAA, and further agrees to remove any signs posted in response to requests received prior to February 1, 2025.
- 35. <u>Title 8 U.S.C., Chapter 12, Subchapter II Immigration</u>. The sponsor will follow applicable federal laws pertaining to Subchapter 12, and be subject to the penalties set forth in 8 U.S.C. § 1324, Bringing in and harboring certain aliens, and 8 U.S.C. § 1327, Aiding or assisting certain aliens to enter

SPECIAL CONDITIONS

- 36. Disadvantaged Business Enterprise (DBE)/Airport Concessions Disadvantaged Business Enterprise (ACDBE) Program. The Sponsor understands and agrees that they will not submit payment reimbursement requests until the Sponsor has received from the FAA Office of Civil Rights approval of its DBE Program (reflecting compliance with 49 CFR Part 26, including any amendments thereto), and, if applicable, its ACDBE program (reflecting compliance with 49 CFR Part 23, including any amendments thereto).
- 37. Pavement Maintenance Management Program. The Sponsor agrees that it will implement an effective airport pavement maintenance management program as required by Airport Sponsor Grant Assurance 11, Pavement Preventive Maintenance-Management, which is codified at 49 U.S.C. § 47105(e). The Sponsor agrees that it will use the program for the useful life of any pavement constructed, reconstructed, rehabilitated, or repaired with Federal financial assistance at the airport. The Sponsor further agrees that the program will:
 - a. Follow the current version of FAA Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements, establishing an effective maintenance program, specific types of distress and its probable cause, inspection guidelines, and recommended methods of repair;
 - b. Detail the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed;
 - c. Include a Pavement Inventory, Inspection Schedule, Record Keeping, Information Retrieval, and Reference, meeting the following requirements:
 - 1. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:
 - i. Location of all runways, taxiways, and aprons;
 - ii. Dimensions;
 - iii. Type of pavement; and,
 - iv. Year of construction or most recent major reconstruction, rehabilitation, or repair.
 - 2. Inspection Schedule.
 - i. Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in the current version of Advisory Circular 150/5380-6, the frequency of inspections may be extended to three years.
 - ii. Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition. For drive-by inspections, the date of inspection and any maintenance performed must be recorded.
 - 3. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The type of distress, location, and remedial action, scheduled or performed, must be documented. The minimum information is:
 - i. Inspection date;

- ii. Location;
- iii. Distress types; and
- iv. Maintenance scheduled or performed.
- 4. Information Retrieval System. The Sponsor must be able to retrieve the information and records produced by the pavement survey to provide a report to the FAA as may be required.

38. Project Containing Paving Work in Excess of \$500,000. The Sponsor agrees to:

- a. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:
 - The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;
 - Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;
 - Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);
 - 4. Qualifications of engineering supervision and construction inspection personnel;
 - 5. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and
 - 6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.
- b. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed and highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.
- c. Failure to provide a complete report as described above, or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.
- d. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that Sponsor test results are inaccurate.

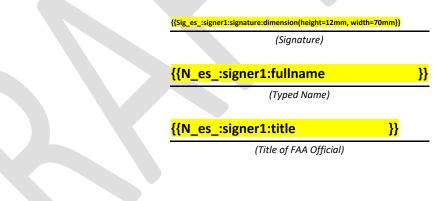
- 39. <u>Maintenance Project Life</u>. The Sponsor agrees that pavement maintenance is limited to those aircraft pavements that are in sound condition such that they do not warrant extensive work, such as reconstruction or overlays in the immediate or near future. The Sponsor further agrees that Airport Improvement Program (AIP), Airport Infrastructure Grant (AIG), or supplemental appropriation funding for the pavements maintained under this project will not be requested for more substantial type rehabilitation (more substantial than periodic maintenance) for a 5-year period following the completion of this project unless the FAA determines that the rehabilitation or reconstruction is required for safety reasons.
- 40. **Grants Issued on Estimates.** The Sponsor understands and agrees that this Grant Offer is made and accepted based on estimates for Taxiway F and G Rehabilitation; and the parties agree that within 180 days from the date of acceptance of this Grant Offer, the Sponsor will receive bids for Taxiway F and G Rehabilitation contained within the project description, which is more fully described in the Project Application. If, after the Sponsor has received bids, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000.00 or five percent (5%), whichever is greater based on the actual bid prices received, the FAA can issue a letter to the Sponsor unilaterally reducing the maximum obligation. The Sponsor understands that amendment calculations will then be limited by this reduced maximum obligation.
- 41. <u>Buy American Executive Orders</u>. The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.
- 42. <u>Usable Unit of Development</u>. The FAA and the Sponsor agree this Grant only funds a portion of the overall project. The FAA makes no commitment of funding beyond what is provided herein. In accepting this award, the airport Sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the Sponsor receives any additional federal funding.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.¹

UNITED STATES OF AMERICA FEDERAL AVIATION ADMINISTRATION



¹ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.²

Dated {{DateTime_es_:signer2:calc(now()):format(date," mmmm d, yyyy")}}

City of Fayetteville (Name of Sponsor)
(wume of sponsor)
<pre>{{Sig_es_:signer2:signature:dimension(height=12mm, width=70</pre>
(Signature of Sponsor's Authorized Official)
y: {{N_es_:signer2:fullname
(Typed Name of Sponsor's Authorized Official
itle: <mark>{{*Ttl_es_:signer2:title</mark>

² Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR'S ATTORNEY

I, <u>{{N es :signer3:</u> fullname}}, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of <u>North Carolina</u>. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58) of 2021; FAA Reauthorization Act of 2024 (P.L. 118-63); and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.³

Dated at {{DateTime_es_:signer3:calc(now()):format(date," mmmm d, yyyy")}}

Bv: {{Sig_es_:signer3:signature:dimension(height=12mm, width=70mm}}

(Signature of Sponsor's Attorney)

³ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

A. General.

- 1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
- 2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
- 3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. Airport Planning Undertaken by a Sponsor.

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

The Sponsor will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

- a. 49 U.S.C. subtitle VII, as amended.
- b. Davis-Bacon Act, as amended 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act 29 U.S.C. § 201, et seq.
- d. Hatch Act 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 Section 106 54 U.S.C. § 306108.¹
- g. Archeological and Historic Preservation Act of 1974 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act 25 U.S.C. § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 Section 102(a) 42 U.S.C. § 4012a.¹
- I. 49 U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 Section 403 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act 18 U.S.C. § 874.¹
- v. National Environmental Policy Act of 1969 42 U.S.C. § 4321, et seq.¹

- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.
- cc. Build America, Buy America Act, P.L. 117-58, Title IX.
- dd. Endangered Species Act 16 U.S.C. 1531, et seq.
- ee. Title IX of the Education Amendments of 1972, as amended 20 U.S.C. 1681–1683 and 1685– 1687.
- ff. Drug Abuse Office and Treatment Act of 1972, as amended 21 U.S.C. 1101, et seq.
- gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.
- hh. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions 31 U.S.C. § 1352.

EXECUTIVE ORDERS

- a. Executive Order 11990 Protection of Wetlands
- b. Executive Order 11988 Floodplain Management
- c. Executive Order 12372 Intergovernmental Review of Federal Programs
- Executive Order 12699 Seismic Safety of Federal and Federally Assisted New Building Construction¹
- e. Executive Order 14005 Ensuring the Future is Made in all of America by All of America's Workers
- f. Executive Order 14149 Restoring Freedom of Speech and Ending Federal Censorship
- g. Executive Order 14151 Ending Radical and Wasteful Government DEI Programs and Preferencing
- h. Executive Order 14154 Unleashing American Energy
- i. Executive Order 14168 Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
- j. Executive Order 14173 Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

- a. 2 CFR Part 180 OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 and 1201 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. ^{3, 4, 5}
- c. 2 CFR Part 1200 Nonprocurement Suspension and Debarment.

- d. 14 CFR Part 13 Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 Airport Noise Compatibility Planning.
- g. 28 CFR Part 35 Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- I. 41 CFR Part 60 Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).¹
- m. 49 CFR Part 20 New Restrictions on Lobbying.
- n. 49 CFR Part 21 Nondiscrimination in Federally-Assisted Programs of the Department of Transportation Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.^{1, 2}
- q. 49 CFR Part 26 Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- r. 49 CFR Part 27 Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.¹
- s. 49 CFR Part 28 Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

- ¹ These laws do not apply to airport planning sponsors.
- ² These laws do not apply to private sponsors.

- ³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
- ⁴ Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁵ Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere

with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. Subject to 49 U.S.C. 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance-Management.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program, and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
 - 1. Operating the airport's aeronautical facilities whenever required;
 - 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:
 - 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 - If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
 - 2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 - 3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. 47107.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and

other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. The airport owner or operator will maintain a current airport layout plan of the airport showing:
 - boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

- the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
- 3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
- 4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.
- b. Subject to subsection 49 U.S.C. 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.
- c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

2. complies with the portions of the plan approved by the Secretary.

- d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
 - 1. eliminate such adverse effect in a manner approved by the Secretary; or
 - 2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4); creed and sex per 49 U.S.C. 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability

- 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
- 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
- 3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.
- c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

- 1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
- 2. So long as the sponsor retains ownership or possession of the property.
- d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The **City of Fayetteville**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

- e. Required Contract Provisions.
 - It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
 - 2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
 - 3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
 - 4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or

disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

- a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
- b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 - 1. Reinvestment in an approved noise compatibility project;
 - 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);
 - 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
 - 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
 - 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

- 1. Reinvestment in an approved noise compatibility project;
- Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);
- 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
- 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
- 5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (<u>https://www.faa.gov/sites/faa.gov/files/aip-pfc-checklist_0.pdf</u>) for AIP projects as of May 05, 2025.

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
 - 1. Describes the requests;
 - 2. Provides an explanation as to why the requests could not be accommodated; and
 - 3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. Access to Leaded Aviation Gasoline

- a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with 100-octane low lead aviation gasoline.
- b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.
- c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 U.S.C. § 46301(a)(8).

CAPITAL PROJECT ORDINANCE AMENDMENT CHANGE 2025-49 (CPOA 2025-39, ORD 2024-11)

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinances are hereby amended:

- Section 1. The authorized project change is to Capital Project Odinance 2024-11, as amended, for the North Carolina Department of Transportation Reserve Fund Grant Funding for the Environmental & Design Phase of Taxiway Foxtrot and Golf Rehabilitation, including ancillary costs.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.
- Section 3. The following revenues are anticipated to be available to the City to complete the project:

		 Listed As	 Amendment	 Revised
	Federal Aviation Administration Grant 3-37-0021-057-2025 (AIP 57) North Carolina Department of Transportation's	\$ 3,500,000	\$ (1,357,402)	\$ 2,142,598
	Division of Aviation (NCDOT DOA)	\$ 500,000 4,000,000	\$ (1,357,402)	\$ 500,000 2,642,598
Section 4.	The following amounts are appropriated for the project:			
	Project Expenditures	\$ 4,000,000	\$ (1,357,402)	\$ 2,642,598

- Section 5. Copies of this capital project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out the project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.



of Transportation

Federal Aviation Administration Federal Aviation Administration Memphis Airports District Office 2600 Thousand Oaks Blvd., Suite 2250 Memphis, TN 38118

Phone: 901-322-8180 Fax: 901-322-8195

June 5, 2025

Mr. Andrew LaGala Airport Director 400 Airport Road, Suite 1 Fayetteville, NC 28306 Mr. Deontae Watson Deputy Airport Director 400 Airport Road, Suite 1 Fayetteville, NC 28306

Mr. LaGala and Mr. Watson,

We expect final approval and a grant agreement soon for Grant 3-37-0021-058-2025 (FAY-058) in the amount of \$476,891. This grant will fund the Airport Master Plan Update. We encourage Fayetteville Regional Airport and the City of Fayetteville, NC to take the necessary action to execute the grant as soon as it becomes available.

Regards,

Wesley Bolton Program Manager, MEM Airports District Office

CITY OF FAYETTEVILLE

CAPITAL PROJECT ORDINANCE ORD 2025-44

June 23, 2025

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinances are hereby adopted:

Section 1.	The authorized project is for funding the Airport Master Plan Update.					
Section 2.	The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.					
Section 3.	The following revenues are anticipated to be available to the Ci	ty to c	complete the project:			
	Federal Aviation Administration Grant 3-37-0021-058-2025 (AIP 58)	\$	476,891			
Section 4.	The following amounts are appropriated for the project:					
	Project Expenditures	\$	476,891			
Section 5.	Copies of this capital project ordinance shall be made available the finance officer for direction in carrying out the project.	to the	budget officer and			
Section 6.	The City Manager is hereby authorized and directed to take suc necessary or appropriate to execute this ordinance.	h actio	on as he may deem			

Adopted this 23rd day of June, 2025.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4736

Agenda Date: 6/23/2025 Version: 1 Status: Agenda Ready In Control: City Council Regular Meeting File Type: Consent Agenda Number: 7.0A23 TO: Mayor and Members of City Council THRU: Kelly Strickland, Assistant City Manager FROM: Albert A. Baker, Assistant Economic & Community Development Director Kimberly Leonard, CLGFO, CLGBO, CPA, MPA, Budget & Evaluation Director DATE: June 23, 2025 RE: Authorization to Extend Agreement and Appropriation of \$30,000 for the **Reclaiming Futures Youth Mentoring Program with Cumberland County** CommuniCare

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal VI: The City of Fayetteville will continue to have a collaborative citizen and business engagement base.

Executive Summary:

City Council is asked to adopt Special Revenue Fund Project Ordinance 2025-19 to appropriate \$30,000 for Cumberland County CommuniCare's Reclaiming Futures youth mentoring program and authorize the City Manager to extend the current agreement with CommuniCare for this program until June 30, 2026.

Background:

City Council previously funded the Reclaiming Futures youth mentoring program in the amount of \$50,000 with the agreement for funding ending on June 30, 2025. A request for additional funding in the amount of \$150,000 was submitted to Council via email on June 12, 2025.

City staff has spoken to the director of CommuniCare and other partner organizations. The regular grant cycle for non-profit organizations to receive federal funding through the Economic and Community Development Department (ECD) begins in November. The requested appropriation and extension will allow the Reclaiming Futures program to continue to operate until they can apply for federal funding through ECD's regular grant process.

Issues/Analysis:

None

Budget Impact:

General Fund fund balance will be reduced by \$30,000.

Options:

1. Adopt Special Revenue Fund Project Ordinance 2025-19 to appropriate \$30,000 in funding and authorize the City Manager to sign an extension of the existing funding agreement.

2. Do not adopt Special Revenue Fund Project Ordinance 2025-19 or authorize the City Manager to sign an extension of the existing funding agreement, and provide guidance to staff.

Recommended Action:

Staff recommends that Council move to adopt Special Revenue Fund Project Ordinance 2025-19 and authorize the City Manager to sign an extension of the existing funding agreement.

Attachments:

- Mentoring Program Proposal II
- Special Revenue Fund Project Ordinance 2025-19

MENTORING PROGRAM PROPOSAL

Who: Cumberland County District Court with the Reclaiming Futures Communicare mentoring program in partnership with the Cumberland County public school systems.

What: Mentoring program benefitting Cumberland County Public Schools. Previously, our request focused on high schools but we would like to be able to focus on all levels, as modifying behaviors at the elementary and middle school levels is critical.

Purpose: Mentoring provides youth with mentors who can develop an emotional bond with the mentee, have greater experience with the mentee by providing support, guidance, and opportunities to help youth succeed in life and meet their goals.

Benefits for youth: Mentoring is often one component of a program that involves other elements, such as tutoring or life skills training and coaching. The supportive, healthy relationships formed between mentors and mentees are both immediate and long-term and contribute to a host of benefits for mentors and mentees.

- Increased high school graduation rates
- Healthier relationships and lifestyle choices
- Higher college enrollment rates and higher educational aspirations
- Enhanced self-esteem and self-confidence
- Improved behavior, both at home and at school
- Stronger relationships with parents, teachers, and peers
- Improved interpersonal skills
- Decreased likelihood of initiating drug and alcohol use (MENTOR, 2009; Cavell, DuBois, Karcher, Keller, & Rhodes, 2009)

When: Beginning 2025 – 2028

Process: Chief District Court Judge Toni S. King assisted Sarah Hallock, Director of Cumberland County CommuniCare created the Reclaiming Futures Mentoring Program. The mentoring program hosted an interest meeting and marketing campaign to the parents and kids being served by Communicare and those children involved in the juvenile delinquency courts. The program hosted its first meeting with mentors/mentees in August 2021 and has continued to meet each month since the inception.

The program conducts criminal background checks on all mentors and hosted multiple training sessions for mentors on how to engage mentees by Ms. Alberta Lampkins, National Cares Mentoring Movement, Incorporated.

Mentors and Mentees attend an orientation, where we provided the attendees with a meal, as food is the universal language. In addition, the mentors and mentees were able to engage in icebreakers and had an opportunity to talk with mentors to facilitate in the matchmaking. The overall group meets once a month every 3rd Monday at 5:30pm in the Communicare building, where a dinner meal is provided and mentors receive 30 minute mentoring tips prior to the arrival of the mentees. The meeting brings together all of the mentees in efforts to allow them to connect as a community and engages everyone in teambuilding activities during the meeting.

Understanding that our children are spread throughout the county and consistent transportation can be a challenge for many of our families, the program and mentors attempt to fill-in the gaps when able to do so. However, in efforts to have a greater impact, Chief District Court Judge Toni King proposed expansion of the mentoring program into the actual schools making it easier for the children to meet with their mentors on a more regular basis. In addition, the children associated with the Reclaiming Futures mentoring program would still participate in the monthly meeting held at Communicare.

On August 15, 2022, a meeting was held at the Cumberland County Public Schools' Administrative office with Toni S. King, Chief District Court Judge; Dr. Connelly, Superintendent; Dr. Chalmers, Assistant Superintendent, Attorney Sojka, School Board attorney; Jason Hunter, Chief Court Counselor and Daisie Thorne, Court mentoring program project manager, regarding the expansion of the mentoring program, as well as the travel component. Those in attendance were in agreement to establish the programs and 4 schools, where our juveniles were in attendance and schools were identified as pilot schools for the mentoring program held at CommuniCare

Throughout the program, the Court has determined the need for expanded programs and has requests sent in from elementary and middle schools in need of assistance to redirect the behaviors of the students. The current programs have requested additional support due to the effectiveness of the mentoring programs implemented. To offer effective mentoring programs, there is a need for continuing funding to support any component of the mentoring programs except through their own personal finances. Chief District Court Judge Toni King requested a meeting with the Honorable Mayor H. Mitch Colvin to give details of the programs' effectiveness.

PROGRAMS HOSTED over two years:

Dinner for the mentees for 3rd Monday night meetings at CommuniCare Lunch and Snacks during mentor monthly meetings at schools Shirts for the mentees Dress for Success Symposium – Mens Warehouse Mental Health and You - Samuel McKenny Entrepreneurship – Kwame Andrews Entrepreneurship – T-shirt design process tour – Kurin Keys Break the Pipeline to Prison – Alpha Phi Alpha Fraternity, Inc. Gardening 101 – Alberta Lampkins What's on My Heart – Jacqueline Washington What's My Future Look Like? – Judge Toni King Mentor/Mentee Team Challenge Game – Judge Toni King Fireside Chat – J. Cole & Dreamville Foundation, Inc. Paint & Snack Entrepreneurship and You – Kwame Andrews Woodpeckers Game **Charlotte Hornets Game Carolina Panthers Fan Appreciation Night Carolina Panthers Practice Camp** Summertime Celebration BBQ Family Night Bowling Time Management – Jacob Silverman Back to the Basics Camping Trip – Omega Psi Phi Fraternity Inc Woodworks & Building – Marcus Washington Speak To Me Parent/Child Activity – Judge Toni King Gender Wars – Group divided amongst mentors **Round-About Skating Family Night** Fayetteville State Sports programs Fayetteville State StepShow College Tours Attendance at various community programs

Wilderness Camping Trip End of Year Celebration

Budget Request \$150,000.00 for TWO YEARS for the entire program

Communicare Program - \$150,000 (\$75000 each year)

A general proposed budget would be as follows with the request for each to be able to reallocate categories, as needed to continue to conduct the mentoring programs through Communicare. These funds will be used to support programs in our public school and to provide the enrichment activities.

Holder of the grant money:

Cumberland County Communicare, Inc., a non-profit agency will hold the money and maintain accounting of the money. Communicare will submit reports to the appropriate agency.

Success Stories:

We have empirical data to submit, but to highlight 3 of our shining stars. S.E., A.C., T.C. are all juveniles and two appeared before the council. They have all been charged with felonies and some with firearm charges. They have attended the program and have exceled.

A.C. – 17 years old – graduated high school, has his own apartment, works two jobs and is scheduled to attend NC A&T in the Fall. He is wanting to come speak to the council again.

S.E. – 16 years old – graduated high school, employed and attending FTCC for HVAC and serves as one of our youth mentors.

T.C. – 17 years old – graduated high school with honors, the principal of his school stated at graduation that she was uncertain that he could make up for the time lost in order to graduate on time. He promised me in court that he would and did it. Once he was certified to graduate, this juvenile appeared in court with his cap & gown. He went on to find his own paid internship, and is now employed with two jobs and his own apartment. I have recently referred him to a friend to possibly become an apprentice in his construction company.

CITY OF FAYETTEVILLE

SPECIAL REVENUE FUND PROJECT ORDINANCE ORD 2025-19

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following special revenue project ordinance is hereby adopted:

- Section 1. The authorized project is for the funding of Cumberland County CommuniCare's Reclaiming Futures youth mentoring program
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various contract agreements executed with the Federal and State governments and within the funds appropriated herein.
- Section 3. The following revenues are anticipated to be available to the City to complete the project:

	General Fund Transfer	\$ 30,000
tion 4.	The following amounts are appropriated for the project:	
	Total Project Expenditures	\$ 30,000

- Section 5. Copies of this special revenue fund project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.

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City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4731

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A24

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland, Assistant City Manager Jeffery Yates, Assistant City Manager
- FROM: Albert A. Baker, Acting Economic and Development Director Kimberly H. Leonard, NCLGBO, NCLGFO, CPA, MPA, Budget and Evaluation Director

DATE: June 23, 2025

RE:

Adoption of Special Revenue Fund Ordinance Amendment 2025-4 to ensure appropriations for Community Development Block Grants from 2017-2024 accurately reflect grant funding updates.

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 5: The City of Fayetteville will be a financially sound city providing exemplary city services.

Executive Summary:

Council is asked to adopt Special Revenue Ordinance Amendment 2025-4 to adjust Program Income and expenditure appropriations for Community Development Block Grants awarded by the Department of Housing and Urban Development (HUD), during the period of 2017 to 2024. The grants were previously approved, and the funding appropriated for each respective project, but the anticipated funding amount has changed, and CCAM 2025-4 is adjusting the appropriations to align with the grant funding updates.

Background:

The City of Fayetteville, as an entitlement community, receives an annual allocation of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). These funds are intended to support a wide

range of community development activities that benefit low- and moderate-income residents, such as the acquisition, rehabilitation, or improvement of real property, public facilities, housing, and economic development initiatives.

In the course of carrying out these activities, the City may generate program income-defined as gross income received directly from the use of CDBG funds. This income can result from sources such as loan repayments (principal and interest), proceeds from the sale or lease of property acquired or improved with CDBG funds, rental income, service fees, and other similar revenue streams.

Program income must be properly tracked and reported to HUD and used in accordance with the same federal regulations and eligible activities as the original CDBG grant. In most cases, program income must be expended before drawing down additional CDBG funds, ensuring continued reinvestment in eligible community development efforts.

Issues/Analysis: None.

Budget Impact: No impact to the General Fund.

Options:

1. Adopt the Special Revenue Fund Project Ordinance Amendment 2025-4 to realign appropriations with grant funding.

2. Do not adopt the Special Revenue Fund Ordinance Amendment 2025-4 and provide further direction to staff.

Recommended Action:

Staff recommends that the Council move to adopt the proposed Special Revenue Fund Ordinance Amendment 2025-4 as presented to realign appropriations with grant funding.

Attachments:

Special Revenue Ordinance Amendments (SROA) 2025-4

SPECIAL REVENUE FUND PROJECT ORDINANCE AMENDMENT CHANGE 2025-4

WHEREAS, the City Council of the City of Fayetteville adopted Special Revenue Project Ordinances to appropriate funding from the Community Development Block Grant (CDBG) annually; and WHEREAS, the program income is projected at the beginning of each fiscal year; and WHEREAS, the revenues will be adjusted accordingly and respectively to match what is reported to the Department of Housing and Urban Development; and NOW THEREFORE BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following special revenue ordinances are hereby amended:

- Section 1. The project change authorized is to various Special Revenue Project Ordinance Amendments listed below. These projects will be adjusted to accurately reflect program income.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated
- Section 3. The following revenues are anticipated to be available to the City:

Original Ordinance	Project Description	Listed As	Amendment	Revised
SRO 2018-1	CDBG FY 2017-2018			
	CDBG -HUD	\$ 1,294,448	-	\$ 1,294,448
	Program Income	167,654	(9,438)	158,216
SRO 2019-5	CDBG FY 2018-2019			
	CDBG -HUD	1,421,514	-	1,421,514
	Program Income	170,416	99,830	270,246
SRO 2020-1	CDBG FY 2019-2020			
	CDBG -HUD	1,443,783	-	1,443,783
	Program Income	148,307	21,109	169,416
SRO 2021-1	CDBG FY 2020-2021			
	CDBG -HUD	1,534,192	-	1,534,192
	Program Income	107,738	109,065	216,803
SRO 2022-1	CDBG FY 2021-2022			
	CDBG -HUD	1,622,224	-	1,622,224
	Program Income	113,396	33,437	146,833
SRO 2023-1	CDBG FY 2022-2023			
	CDBG -HUD	1,607,129	-	1,607,129
	Program Income	216,803	(150,700)	66,103
SRO 2024-1	CDBG FY 2023-2024			
	CDBG -HUD	1,767,834	-	1,767,834
	Program Income	88,117	214,441	302,558
SRO 2025-1	CDBG FY 2024-2025			
	CDBG -HUD	1,708,868	-	1,708,868
	Program Income	82,394	(36,847)	45,547
	e	,		-

		\$ 13,494,817	\$ 280,897	\$ 13,775,714		
Section 4.	Section 4. The following amounts are appropriated for the project:					
	Project Expenditures	\$ 13,494,817	\$ 280,897	\$ 13,775,714		

- Section 5. Copies of this special project ordinance amendment shall be made available to the budget officer and the finance officer for direction in carrying out the project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4734

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A25

- TO: Mayor and Members of City Council
- THRU: Adam Lindsay, Assistant City Manager Jeffery A. Yates, Assistant City Manager
- FROM: Sheila Thomas-Ambat, Public Services Director Kimberly H. Leonard, NCLGBO, NCLGFO, CPA, MPA, Budget and Evaluation Director
- DATE: June 23, 2025

RE:

Adoption of Capital Project Ordinance Amendment 2025-54 to Clarify Funding Source for Payment-In-Lieu-Of Resurfacing Revenue

COUNCIL DISTRICT(S): All

Relationship To Strategic Plan:

Goal III: City Investment in Today and Tomorrow

Executive Summary:

CPOA 2025-47 was approved by council on May 12, 2025 to appropriate \$224,844 in-lieu of resurfacing funds to the Pavement Preservation Project. Council is asked to adopt Capital Project Ordinance Amendment 2025-54 to clarify the in lieu of resurfacing funds are located in the transportation capital project fund and are being transferred from the unassigned in-lieu of resurfacing revenue in this fund. There is no change in appropriation request at this time.

Background:

Under Chapter 24, Article II, Section 24-72 of the City Code of Ordinances, utility companies whose work within a City Street degrades pavement to the extent that it meets resurfacing requirements have the option to make a payment in lieu of performing the required resurfacing.

Issues/Analysis:

None.

Budget Impact:

No impact to the General Fund.

Options:

1. Adopt the Capital Project Fund Ordinance Amendment 2025-54.

2. Do not adopt the Capital Project Fund Ordinance Amendment 2025-54 and provide further direction to staff.

Recommended Action:

Staff recommends that the Council move to adopt the proposed Capital Project Fund Ordinance Amendment 2025-54 as presented.

Attachments:

Capital Project Fund Ordinance Amendment 2025-54

CAPITAL PROJECT ORDINANCE AMENDMENT CHANGE 2025-54 (CPOA 2025-47, CPO 2023-2)

WHEREAS, the city streets are degraded due to general use and ongoing work of utility companies withing the city; and

WHEREAS, the proposed restorations will improve motorists experience and potentially reduces damage claims and traffic issues; and

WHEREAS, the pavement preservation reduces annual maintenance cost (patching and sealing) on City streets performed by Street Maintenance; and

WHEREAS, the pavement preservation will assist in transitioning into a preventitive program focusing on the right treatment at the right time, rather than only resurfacing roadways at the end of their lifespan and reduce the reactive maintenance on City streets; and

WHEREAS, these preservation efforts are funded through state awarded grants and payments by utility companies, as outlined in the City's Capital Improvement Program (CIP); and

WHEREAS, the preservation effort is an annual, on-going project;

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby amended:

- Section 1. The project change authorized is to Capital Project Ordinance 2023-2, adopted effective June 13, 2022, as amended, for the funding of FY2023 pavement preservation projects, including miscellaneous street improvements and other ancillary costs.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.

Section 3. The following revenues are anticipated to be available to the City to complete the project:

		Listed As	Amendment	Revised
	General Fund Transfer	\$ 14,774,844	\$ (224,844)	\$ 14,550,000
	Appropriated Unassigned In-Lieu-Of Resurfacing Revenues in			
	the Transportation Capital Project Fund		224,844	224,844
		\$ 14,774,844	<u>\$</u>	\$ 14,774,844
Section 4.	The following amounts are appropriated for the project:			
	FY23 Pavement Preservation Program Expenditures	\$ 14,774,844	\$ -	\$ 14,774,844

Section 5. Copies of this capital project ordinance amendment shall be made available to the budget officer and the finance officer for direction in carrying out the project. Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4741

Agenda Date: 6/23/2025

Version: 2

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A26

- TO: Mayor and Members of City Council
- THRU: Jeffery Yates, Assistant City Manager
- FROM: Tiffany Murray, Chief Financial Officer Kimberly H. Leonard, NCLGBO, NCLGFO, CPA, MPA, Budget and Evaluation Director

DATE: June 23, 2025

RE:

Adoption of Capital Project Ordinance Amendment 2025-55 and Special Revenue Project Ordinance Amendment to appropriately adjust and fund transit project appropriations to align with grant funding updates.

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 5: The City of Fayetteville will be a financially sound city providing exemplary city services.

Executive Summary:

As part of the year-end process, the Council is asked to adopt Capital Project Ordinance Amendment 2025-55 to adjust Transit Grant Project income and expenditure appropriations for Federal Transit Authority Grants, during the period 2013 - 2021, and add additional funding to some. The grants were previously approved, and funding was appropriated for each respective project, but the anticipated funding has changed, and CPOA 2025-55 adjust the appropriations to align with the grant funding updates.

Background:

As part of the preparation for year-end, there are several financial "clean-up" items that must be addressed to ensure accurate and compliant reporting. As part of this

process, the City is reviewing and adjusting project and grant budgets to align expenditures with actual revenues, close out completed projects, and update appropriations based on revised funding levels. These adjustments are a routine part of the year-end process and are essential for a smooth financial close and audit preparation.

The City of Fayetteville receives grant funds from the Federal Transit Authority on an annual basis. These funds support the transit operating budget and provide funds for various capital projects such as buses, equipment, education, and planning.

Issues/Analysis:

None

Budget Impact:

No impact to the General Fund fun balance as these funds were already appropriated in the general fund.

Options:

1.Adopt the Capital Project Ordinance Amendment 2025-55 to adjust projects to align with grant updates and add additional funding to some.

2 Do not adopt the Capital Project Ordinance Amendment 2025-55 and provide further guidance to staff.

Recommended Action:

Staff recommends that the Council move to adopt the Capital Project Ordinance Amendment 2025-55.

Attachments: CPOA 2025-55

CAPITAL PROJECT ORDINANCE AMENDMENT CHANGE 2025-55

WHEREAS, the City Council of the City of Fayetteville adopted Capital Project Ordinances to appropriate funding for transit grants and their matches annually; and WHEREAS, the grant income and match is projected at the beginning of each fiscal year; and

WHEREAS, the revenues will be adjusted accordingly and respectively to match what is reported to the Federal Government; and

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following special revenue ordinances are hereby amended:

Section 1. The project change authorized is to various Capital Project Ordinance Amendments listed below. These projects will be adjusted to accurately reflect program income and internal funding.

Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.

Section 3. The following revenues are anticipated to be available to the City:

2020 Tranist Capital Grant NC-2020-033-00 Federal Transit Administration S Unassigned Sales Tax Refunds Local Match - General Fund Transfer Local Match - Transit Operating Fund Tr NC Department of Transportation 2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transfer Fund Transfer NC Department of Transfer Fund Transfer NC Department of Transfer Fund Transfer	 2,159,300 253,060 180,640 3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400 73,600 	75,212 104,766 22,235 (180,640) 36,044 221,337 (255,500) - 36,480 (36,480) - 73,600 (73,600)	\$ 2,159,300 75,212 104,766 275,295 - 3,945,900 495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400 73,600
Unassigned Sales Tax Refunds Local Match - General Fund Transfer Local Match - Transit Operating Fund Tr NC Department of Transportation 2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - Transit Operating Fund Tr Local Match - Transit Operating Fund Tr Local Match - Transit Operating Fund Tr	253,060 180,640 3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400	104,766 22,235 (180,640) 36,044 221,337 (255,500) - 36,480 (36,480) - 73,600	75,212 104,766 275,295 - 3,945,900 495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
Local Match - General Fund Transfer Local Match - Transit Operating Fund Tr. NC Department of Transportation 2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation	180,640 3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400	104,766 22,235 (180,640) 36,044 221,337 (255,500) - 36,480 (36,480) - 73,600	104,766 275,295 - 3,945,900 495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
Local Match - Transit Operating Fund Tr NC Department of Transportation 2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - Transit Operating Fund Tr	180,640 3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400	22,235 (180,640) 36,044 221,337 (255,500) - 36,480 (36,480) - 73,600	275,295 - 3,945,900 495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
NC Department of Transportation 2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - Transit Operating Fund Tr. Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation	180,640 3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400	(180,640) 36,044 221,337 (255,500) - 36,480 (36,480) - 73,600	- 3,945,900 495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
2021 Transit Capital Grant NC-2021-023-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - Transit Operating Fund Tri Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer NC Department of Transportation	3,945,900 459,725 255,500 634,480 93,640 36,480 782,000 64,400	36,044 221,337 (255,500) - 36,480 (36,480) - 73,600	495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
Federal Transit Administration Local Match - Transit Operating Fund Tra Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tra Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tra Local Match - Transit Operating Fund Tra Local Match - Transit Operating Fund Transfer NC Department of Transportation	459,725 255,500 634,480 93,640 36,480 782,000 64,400	221,337 (255,500) - 36,480 (36,480) - 73,600	495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer NC Department of Transfer NC Department of Transportation	459,725 255,500 634,480 93,640 36,480 782,000 64,400	221,337 (255,500) - 36,480 (36,480) - 73,600	495,769 221,337 - 634,480 93,640 36,480 - 782,000 64,400
Local Match - General Fund Transfer Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transfer NC Department of Transportation	255,500 634,480 93,640 36,480 782,000 64,400	221,337 (255,500) - 36,480 (36,480) - 73,600	221,337 - 634,480 93,640 36,480 - 782,000 64,400
Department of Environmental Quality 2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation	634,480 93,640 36,480 782,000 64,400	(255,500) - 36,480 (36,480) - 73,600	- 634,480 93,640 36,480 - 782,000 64,400
2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation	634,480 93,640 36,480 782,000 64,400	- 36,480 (36,480) - 73,600	634,480 93,640 36,480 - 782,000 64,400
2019 Transit Capital Grant NC-2019-021-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation	93,640 36,480 782,000 64,400	- 36,480 (36,480) - 73,600	93,640 36,480 - 782,000 64,400
Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr. Local Match - General Fund Transfer NC Department of Transportation	93,640 36,480 782,000 64,400	36,480 (36,480) - 73,600	93,640 36,480 - 782,000 64,400
Local Match - General Fund Transfer NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Transfer NC Department of Transportation	36,480 782,000 64,400	(36,480) - 73,600	36,480 - 782,000 64,400
NC Department of Transportation 2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tr Local Match - General Fund Transfer NC Department of Transportation	782,000 64,400	(36,480) - 73,600	782,000 64,400
2019 Transit Capital grant NC-2019-022-00 Federal Transit Administration Local Match - Transit Operating Fund Tra Local Match - General Fund Transfer NC Department of Transportation	782,000 64,400	- 73,600	64,400
Federal Transit Administration Local Match - Transit Operating Fund Tra Local Match - General Fund Transfer NC Department of Transportation	64,400	73,600	64,400
Local Match - Transit Operating Fund Tra Local Match - General Fund Transfer NC Department of Transportation	64,400	73,600	64,400
Local Match - General Fund Transfer NC Department of Transportation		· · · · · · · · · · · · · · · · · · ·	· · · · · ·
Local Match - General Fund Transfer NC Department of Transportation		· · · · · · · · · · · · · · · · · · ·	73,600
NC Department of Transportation	73.600	(72 (00)	
		(/3,000)	-
2016 Transit Capital Grant NC-2016-030			
Federal Transit Administration	492,800	-	492,800
Local Match - Transit Operating Fund Tra	61,600		61,600
Local Match - General Fund Transfer		58,348	58,348
NC Department of Transportation	61,600	(58,348)	3,252
2016 Transit Capital Grant NC-2016-021-00			
Federal Transit Administration	935,000	-	935,000
Local Match - Transit Operating Fund Tra	146,800		146,800
	<i>,</i>	20,385	20,385
	47.600	· · · · · · · · · · · · · · · · · · ·	27,215
1 1	.,	(),,	
1	572.693	-	572,693
	,		20,020
Local Match - General Fund Transfer		17.831	17,831
NC Department of Transportation	104,934		87,103
			\$ 11,405,226
	11,001,772	<u> </u>	÷ 11,100,220
	11 201 772	\$ 23.454	\$ 11,405,226
	Local Match - General Fund Transfer NC Department of Transportation 2018 Transit Capital Grant NC-2018-045-00 Federal Transit Administration Local Match - Transit Operating Fund Tri Local Match - General Fund Transfer NC Department of Transportation	Local Match - General Fund Transfer NC Department of Transportation 47,600 2018 Transit Capital Grant NC-2018-045-00 Federal Transit Administration 572,693 Local Match - Transit Operating Fund Tr: 20,020 Local Match - General Fund Transfer NC Department of Transportation 104,934 \$ 11,381,772 propriated for the project:	Local Match - General Fund Transfer20,385NC Department of Transportation47,600(20,385)2018 Transit Capital Grant NC-2018-045-00Federal Transit Administration572,693-Local Match - Transit Operating Fund Tri20,020-Local Match - General Fund Transfer17,831NC Department of Transportation104,934(17,831)\$ 11,381,772\$ 23,454

Copies of this special project ordinance amendment shall be made available to the budget officer and the finance officer for direction in carrying out the project. Section 5.

The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance. Section 6.

Adopted this 23rd day of June, 2025.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4735

Agenda Date: 6/23/2025	
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Version: 2

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A27

- TO: Mayor and Members of City Council
- THRU: Jeffrey Yates, Assistant City Manager

FROM: Kimberly Leonard, NCLGBO, NCLGFO, CPA, MPA

DATE: June 23, 2025

RE:

Adoption of Budget Ordinance Amendment 2025-14 for the General Fund, Transit Fund, and Solid Waste Fund to ensure sufficient budget for year-end expenditures

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 5: Financially sound city providing exemplary city services.

Executive Summary:

As the City prepares to close FY2025 on June 30, several year-end "clean-up" actions are needed to ensure a smooth and timely closeout. Staff recommends that City Council adopt Budget Ordinance Amendment (BOA) 2025-14 to increase the FY2025 operating budgets for the General Fund by \$1,989,816, the Solid Waste Fund by \$2,700,000, and the Transit Fund by \$88,395. These adjustments will ensure sufficient budget is available to cover year-end expenditure projections, address recently identified funding needs, and provide flexibility for any unexpected costs. The General Fund increase accounts for prior year obligations not paid in FY2024, unspent Parks and Recreation donations, and reimbursable public safety overtime. The Transit Fund increase is supported by a transfer from the General Fund, and the Solid Waste Fund increase is funded through available fund balance.

Background:

The revised General Fund Budget appropriation will be for expenditures that were budgeted in FY24 but are anticipated to be paid in FY25, for increase safety overtime, for unspent donations, and to ensure available for funding for the remainder of the year. City Council is requested to adopt Budget Ordinance Amendment (BOA) 2025-14 to increase the FY2025 annual operating budget as follows:

- General Fund: \$1,989,816
- Solid Waste Fund: \$2,700,000
- Transit Fund: \$88,395

These adjustments are needed to:

- Align the budget with year-end expenditure projections developed during the FY2025 budget process,
- Address additional funding needs recently identified, and
- Ensure sufficient budget flexibility for any unexpected expenditures before the close of the fiscal year.

General Fund Increase (\$1,989,816):

- \$1,329,090 for FY24 expenditures that were invoiced or encumbered in FY 2024:
 - \$697,643 for the operations portfolio
 - \$631,447 for the community investment portfolio
- \$28,213 for unspent Parks and Recreation donations received in FY24
- \$632,513 to recognize Police and Fire overtime expenses and offsetting revenues reimbursed by other government agencies
- Remaining adjustments reflect internal reallocations to align with realized efficiency savings

Transit Fund Increase (\$88,395)

• Funded by a transfer from the General Fund to support year-end needs Solid Waste Fund Increase (\$2,700,000)

• Funded by an appropriation from the Solid Waste Fund Balance to fund equipment that was ordered in the prior year and increased maintenance costs.

This amendment ensures accurate year-end financial reporting and maintains compliance with budgetary requirements.

lssues/Analysis:

None.

Budget Impact:

This will reduce general fund fund balance by \$1,989,816 to appropriate funds that were appropriated in FY24 for specific invoice/expenditures that were not paid in FY24, but are anticipated to be paid in FY25.

Options:

1. Adopt BOA 2025-14 to appropriate the funding needs as outlined above.

2.Do not approve BOA 2025-14 and provide further direction to the staff

Recommended Action:

Staff recommends that Council move to adopt Budget Ordinance Amendment 2025-14 as presented.

Attachments:

Budget Ordinance Amendment 2025-14 Designations and Donations Rolled Forward

CITY OF FAYETTEVILLE

2024-2025 BUDGET ORDINANCE AMENDMENT CHANGE 2025-14

BE IT ORDAINED BY THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA:

That the City of Fayetteville Budget Ordinance adopted June 24, 2024 is hereby amended as follows:

Section 1.

beginning July 1, 2024, and ending June 30, 2025, to meet the appropriations listed in Section 2.

Item	 Listed As		Revision	Re	vised Amount
Schedule A: General Fund					
Intergovernmental Revenues	\$ 30,160,278	\$	632,513	\$	30,792,791
Fund Balance Appropriated	10,227,333		1,357,303		11,584,636
All Other General Fund Revenues and Financing Sources	191,287,374		-		191,287,374
Total Estimated General Fund	\$ 231,674,985	\$	1,989,816	\$	233,664,801
Cabadula H. Calid Waste Fund					
Schedule H: Solid Waste Fund	70(222		2 700 000		2 406 222
Net Assets Appropriated	796,223		2,700,000		3,496,223
All Other General Fund Revenues and Financing Sources	 18,953,209	-		_	18,953,209
Total Estimated General Fund	\$ 19,749,432	\$	2,700,000	\$	22,449,432
Schedule J: Transit Fund					
Net Assets Appropriated		\$	88,395	\$	88,395
All Other General Fund Revenues and Financing Sources	13,945,772		-		13,945,772
Total Estimated General Fund					
Revenues and Other Financing Sources	\$ 13,945,772	\$	88,395	\$	14,034,167

Section 2. The following amounts are hereby appropriated for the operations of the City Government and its activities for the fiscal year beginning July 1, 2024, and ending June 30, 2025, according to the following schedules:

Item	Listed As	Revision	Revised Amount
Schedule A: General Fund			
Community Investment	9,076,737	400,000	9,476,737
Operations	143,695,550	1,358,369	145,053,919
Support services and Administration	25,457,967	1,631,447	27,089,414
Other Appropriations	53,444,731	-1,400,000	52,044,731
Total Estimated General Fund Expenditures	\$ 231,674,985	\$ 1,989,816	\$ 233,664,801
Schedule H: Solid Waste Fund Total Estimated Solid Waste Fund Expenditures	\$ 19,749,432	\$ 2,700,000	\$ 22,449,432
Schedule J: Transit Fund Total Estimated Transit Fund Expenditures	\$ 13,945,772	\$ 88,395	\$ 14,034,167

Adopted this 23th day of June, 2025

Dept	Vendor	Amount	Purpose
Parks & Recreation	Piedmont Truck Center	\$ 118,767	Purchase of 2025 Ford F750 - replacement vehicle
Parks & Recreation	NC DMV	3,569	Taxes and tags for 2025 Ford 750
Parks & Recreation	Community Development Foundation	225,000	African American Museum support
Parks & Recreation	Piedmont Truck Center	116,469	Purchase of 2025 Ford E350 Turtle Top - replacement veh
Parks & Recreation	NC DMV	3,500	Taxes and tags for 2025 Ford E350
Parks & Recreation	Sykes Paving	110,659.00	Paving for Reid Ross Track
Economic & Community Development	Cool Spring Downtown District	20,000	8 see-saw rentals
Economic & Community Development	Cool Spring Downtown District	15,000	Hay Street Deck Lighting Investment
Economic & Community Development	Cape Fear Theater	500,000	5 year commitment at 500k/year
Economic & Community Development	CommuniCare	35,875	CommuniCare Contract for youth mentoring program
Economic & Community Development	Tulsa Initiative	33,872	Contract with non-profit that assists with entrepreneursh
Development Services	Benchmark LLC	26,700	Contract for
Public Services	Piedmont Truck Center	119,679	Purchase of a dump truck
	Total General Fund Desginations	\$ 1,329,091	=
Parks & Recreation	Donations	\$ 250	Lake Rim
Parks & Recreation	Donations	3,100	Clark Park
Parks & Recreation	Donations	18,490	Admin
Parks & Recreation	Donations	3,418	Kiwanis
Parks & Recreation	Donations	1,200	Smith
Parks & Recreation	Donations	210	Myers
Parks & Recreation	Donations	1,545	Gilmore TRC
	Total Donations	\$ 28,213	-
Solid Waste	Piedmont Truck Center	\$ 71,928	F350 w liftgate
Solid Waste	NCDMV	2,000	Tax for F350
Solid Waste	McNeilus Truck	1,283,085	3 ASL's
Solid Waste	NCDMV	6,000	Tax for ASL's
Solid Waste	Amick Equipment	752,929	3 Knucklebooms
Solid Waste	NCDMV	6,000	Tax for Knucklebooms
Solid Waste	NCDMV	10,000	Tax for RAPID F150s
	Total Solid Waste Designations	\$ 2,131,942	-
19-Transit	Johnson Controls, Inc	619.00	Work completed July/Aug
19-Transit	Johnson Controls, Inc	5,120.00	Work completed July/Aug
19-Transit	SmartMaps INC	37,418.00	
19-Transit	RLS & Associates Inc.	33,968.00	
19-Transit	EDM Technology Inc.	,	Invoice for 1 day passes

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4720

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Consent

In Control: City Council Regular Meeting

Agenda Number: 7.0A28

- TO: Mayor and Members of City Council
- THRU: Jeffrey Yates, Assistant City Manager
- FROM: Tyffany L. Neal, MPA, Transit Director Kimberly Leonard, CLGBO, CLGFO, CPA, MPA Budget and Evaluation Director
- DATE: June 23, 2025

RE:

Adoption of Capital Project Ordinance, Budget Ordinance Amendment, and Special Revenue Ordinance to Appropriate Federal Transit Administration (FTA) Grant NC-2025-035 and the Required Local Match

COUNCIL DISTRICT(S):

Relationship To Strategic Plan:

Goal 4: Desirable Place to Live, Work and Recreate

Executive Summary:

The City has been awarded a grant from the U.S. Department of Transportation through the Federal Transit Administration (FTA) in the amount of \$587,978. This grant allocation includes:

- \$328,000 for various transit capital projects,
- \$179,978 for operating assistance, and
- \$80,000 for special revenue projects.

To appropriate these funds, along with the required local match, City Council is requested to adopt the following ordinances:

- Capital Project Ordinance (CPO) 2025-45
- Budget Ordinance Amendment (BOA) 2025-15
- Special Revenue Ordinance (SRO) 2025-20

These ordinances authorize the appropriation of a total of \$689,978, which includes \$587,978 in federal grant funding and \$102,000 in required local matching funds. The

funds will be used to support capital projects, planning activities, safety-related initiatives, and contracted services within the City's transit program.

The \$102,000 local match will be provided through the following transfers:

- \$16,000 from the Fleet Fund,
- \$22,279 from the General Fund, and
- \$63,721 from unassigned sales tax refund revenues.

Background:

The Federal Transit Administration (FTA) provides federal grant funding to support eligible public transportation projects through several programs. The Fayetteville urbanized area receives an annual apportionment under the FTA's Section 5307 Urban Formula Program. After identifying eligible projects and priorities, Transit staff submit a formal grant application to the FTA, which outlines in detail the specific uses of the funds. These funds are crucial in supporting both the operational and capital needs of the City's public transit system.

A significant portion of the Section 5307 funding is typically allocated to support the annual operating budget, including preventive maintenance reimbursement, ADA paratransit services, and fixed-route operating assistance. FTA Grant NC-2025-035-00 provides \$587,978 in federal funding to support annual security costs, safety enhancements at both Transit facilities, planning activities, and contracted services. These funds were previously included in the City's FY25 Annual Operating Budget and became available following notification from the FTA regarding lapsing (expiring) funds allocated to the City.

To further support the City's transit initiatives, Capital Project Ordinance (CPO) 2025-25 appropriates \$990,000 for several capital improvements. These include the purchase of seven support vehicles, installation of bus stop amenities, upgrades to the video surveillance system, replacement of bus tracking software, and other capital maintenance expenses. The appropriation is funded by \$792,000 in federal grant funding and a \$198,000 local match provided by the Transit Operating Fund.

In addition, Special Revenue Ordinance (SRO) 2025-20 appropriates \$100,000 to support project management, metropolitan planning, and related planning activities. This funding is composed of \$80,000 in federal grant funding and a \$20,000 local match, also provided by the Transit Operating Fund.

These actions are necessary to ensure the timely and efficient use of available federal funds and to advance the City's transit operations, infrastructure, and planning objectives. Staff recommends Council adoption of the ordinances as presented.

Issues/Analysis:

As indicated above.

Budget Impact:

The required local match of \$281,978, required a general fund transfer of \$22,279. These funds were already appropriated, and therefore there is no impact to the general fund fund balance.

Options:

1) Adopt Capital Project Ordinance 2025-45, Special Revenue Ordinance 2025-20, and Budget Ordinance Amendment 2025-15 to appropriate the grant funds and corresponding matches.

2) Do not adopt Capital Project Ordinance 2025-45, Special Revenue Ordinance 2025-20, and Budget Ordinance Amendment 2025-15 to appropriate the grant funds and corresponding matches, and provide further guidance to staff..

Recommended Action:

Staff recommends that the Council move to adopt Capital Project Ordinance 2025-45, Special Revenue Ordinance 2025-20, and Budget Ordinance Amendment 2025-15 to appropriate the grant funds and corresponding matches.

Attachments:

FTA Grant NC-2025-035 Ordinances

DOT

FTA

U.S. Department of Transportation

Federal Transit Administration

Award

Federal Award Identification Number (FAIN)	NC-2025-035
Award with Amendment Number	NC-2025-035-00
Temporary Application Number	1112-2024-7
Award Name	FY25 Section 5307 (FFY20 & 21)
Award Status	Obligated / Ready for Execution
Budget Revisions	0
Period of Performance Start Date	5/2/2025
Original Period of Performance End Date	3/30/2032
Current Period of Performance End Date	3/30/2032 Revision #: 0 Approved?: Yes

Budget Period Start Date	5/2/2025
Budget Period End Date	3/30/2032

Part 1: Recipient Information

Name: FAYETTEVILLE, CITY OF								
Recipient ID	Recipient (OST Type	Recipient Alias		UEI		DUNS	
1112	City		CITY C	OF FAYETTEVILLE	M7SAWYC/	ADYW1		
Location Typ	e	Addres	s	City		State	Zip	
Physical Addr	ess	467 HA	Y ST	FAYETTEVILI	E	NC	28301	
Mailing Addres	ss	467 HA	Y ST	FAYETTEVILI	E	NC	28301	

Union Information

Г

Union Name	NONE	

Address 1	
Address 2	
City	
State	
Zipcode	00000
Contact Name	
Telephone	
Fax	00000
E-mail	
Website	

Part 2: Award Information

Title: FY25 Section 5307 (FFY20 & 21)

Award with Amendment Number	Award Status	Award Type	Award Cost Center	Date Created	Last Updated Date	From TEAM?
NC-2025-035-00	Obligated / Ready for Execution	Grant	Region 4	8/16/2024	8/16/2024	No

Award Executive Summary

Purpose: The grant requests the use of \$587,978 of Section 5307 Urbanized Area Formula Program funds between \$459,098 in FY2020 Lapsing 5307 and \$128,880 in FY2021 5307 formula funding. The grant will use Section 5307 apportionments from FY20 and FY21.

Activities to be performed: This grant will use Section 5307 apportionments for bus stop amenities (ie: shelters, benches, signs, trash receptacles, etc.), construction of ADA accessible bus stops, construction and installation of ADA accessible sidewalks and walkways, planning activities in accordance with the UPWP, and more accessible travel patterns to operations & maintenance facility. A program of projects is attached.

Expected Outcomes: Supplement previous grant-funded (NC-2022-059) Transit projects to cover unexpected higher costs.

Intended beneficiaries: Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses and with a safer and more easily accessible buses for services provided with smaller capacity vehicles. The transit operation will benefit from reduced costs from new more efficient vehicles as well as improved working conditions in our maintenance facility.

Subrecipient Activities: There will be no subrecipients for this grant.

In addition to FTAs Buy America Act, which requires that the steel, iron, and manufactured goods used in an FTA-funded project are produced in the United States (49 U.S.C. 5323(j)(1)), the Build America, Buy America Act (BABA) (Public Law 117-58, div. G 70914(a)) now requires that construction materials used in infrastructure projects are also produced in the United States. Refer to terms and conditions in FTAs Master Agreement Section 15. The BABA requirement applies to this grant, in addition to the Buy America Act, except to the extent a waiver of either requirements may apply.

A minimum of 0.75% of the Section 5307 urbanized area funds will be expended on safety related projects cover under ALI 11.43.20. A minimum of 1% of annual apportionment will be used to support contracted security services.

Frequency of Milestone Progress Reports (MPR)

Annual

Frequency of Federal Financial Reports (FFR)

Annual

Does this application include funds for research and/or development activities? This award does not include research and development activities.

Pre-Award Authority

This award is using Pre-Award Authority.

Does this application include suballocation funds?

Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

Will this Grant be using Lapsing Funds?

Yes, this Grant will use Lapsing Funds.

Will indirect costs be applied to this application?

This award does not include an indirect cost rate.

Indirect Rate Details: N/A

Requires E.O. 12372 Review

No, this application does not require E.O. 12372 Review.

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

Award Description

Purpose

The grant requests the use of \$587,978 of Section 5307 Urbanized Area Formula Program funds. The grant will use Section 5307 apportionments from FY 20 and 21.

Activities to be performed:

This grant will use Section 5307 apportionments for bus stop amenities (ie: shelters, benches, signs, trash receptacles, etc.), construction of ADA accessible bus stops, construction and installation of ADA accessible sidewalks and walkways, planning activities in accordance with the UPWP, and more accessible travel patterns to operations & maintenance facility. A program of projects is attached.

Expected outcomes:

Supplement previous grant-funded (NC-2022-059) Transit projects to cover unexpected higher costs.

Intended beneficiaries:

Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses and with a safer and more easily accessible buses for services provided with smaller capacity vehicles. The transit operation will benefit from reduced costs from new more efficient vehicles as well as improved working conditions in our maintenance facility.

Subrecipient Activities:

There will be no subrecipients for this grant.

Award Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
John	Crocker	Community Planner	john.crocker@dot.gov	(404) 865-5624
Shaqwana	Portalis	Business Manager	shaqwanaportalis@fayettevillenc.gov	(910) 433-1692
Guanying	Lei	General Engineer	guanying.lei@dot.gov	(404) 865-5615

Award Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$587,978
Local			\$281,978
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$869,956

Award Budget

Project Number		Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
NC-2025- 035-01-00	113- 00 (113- A1)	BUS - STATION/STOPS/TERMINALS	\$80,000.00	\$20,000.00	\$100,000.00	3
NC-2025- 035-01-00		11.32.10 ACQUIRE - BUS	\$80,000.00	\$20,000.00	\$100,000.00	3

			PASSENGER SHELTERS				
NC-2025- 035-01-00	114- 00 (114- A6)	BUS: SUPPOR FACILITIES	T EQUIP AND	\$136,000.00	\$34,000.00	\$170,000.00	0
NC-2025- 035-01-00		11.42.20	ACQUIRE - MISC SUPPORT EQUIPMENT	\$64,000.00	\$16,000.00	\$80,000.00	0
NC-2025- 035-01-00		11.43.20	CONSTRUCT - MISC. EQUIPMENT	\$72,000.00	\$18,000.00	\$90,000.00	0
NC-2025- 035-01-00	117- 00 (117- A3)	OTHER CAPITA (BUS)	AL ITEMS	\$40,000.00	\$10,000.00	\$50,000.00	0
NC-2025- 035-01-00		11.7D.02	EMPLOYEE EDUCATION/ TRAINING	\$40,000.00	\$10,000.00	\$50,000.00	0
NC-2025- 035-01-00	119- 00 (119- A2)	Bus Associated Improvements	Transit	\$72,000.00	\$18,000.00	\$90,000.00	0
NC-2025- 035-01-00		11.93.05	CONSTRUCT PED ACCESS / WALKWAYS	\$72,000.00	\$18,000.00	\$90,000.00	0
NC-2025- 035-01-00	300- 00 (300- A5)	OPERATING A	SSISTANCE	\$179,978.00	\$179,978.00	\$359,956.00	0
NC-2025- 035-01-00		30.09.03	SPECIAL RULE - OPERATING ASSISTANCE /1 - 75 BUSES	\$179,978.00	\$179,978.00	\$359,956.00	0
NC-2025- 035-01-00	442- 00 (442- A4)	METROPOLITA	N PLANNING	\$80,000.00	\$20,000.00	\$100,000.00	0
NC-2025- 035-01-00		44.24.00	SHORT RANGE TRANSIT PLANNING	\$20,000.00	\$5,000.00	\$25,000.00	0
NC-2025- 035-01-00		44.27.00	OTHER ACTIVITIES	\$60,000.00	\$15,000.00	\$75,000.00	0

Discretionary Allocations

This application does not contain discretionary allocations.

Sources of Federal Financial Assistance

PO Number	Project Number	Scope Name	Scope Number	Scope Suffix	UZA Code	Area Name	Account Class Code	FPC	Description	Amendment Amount	Cumulative Amount
NC-90-X 873	NC-2025 -035-01- 00	OPERAT ING ASSI STANCE	300-00 (300)	A5	3796 30	Fayett eville, NC	2021.25.9 0.91.2	04	Urbanized Ar ea Formula G rants	\$128,880	\$128,880
NC-90-X 873	NC-2025 -035-01- 00	BUS - ST ATION/S TOPS/TE RMINAL S	113-00 (113)	A1	3796 30	Fayett eville, NC	2020.25.9 0.91.2	00	Urbanized Ar ea Formula G rants	\$80,000	\$80,000
NC-90-X 873	NC-2025 -035-01- 00	BUS: SU PPORT EQUIP A ND FACI LITIES	114-00 (114)	A6	3796 30	Fayett eville, NC	2020.25.9 0.91.2	00	Urbanized Ar ea Formula G rants	\$136,000	\$136,000
NC-90-X 873	NC-2025 -035-01- 00	OTHER CAPITAL ITEMS (B US)		A3	3796 30	Fayett eville, NC	2020.25.9 0.91.2	00	Urbanized Ar ea Formula G rants	\$40,000	\$40,000
NC-90-X 873	NC-2025 -035-01- 00	Bus Asso ciated Tr ansit Imp rovement s	119-00 (119)	A2	3796 30	Fayett eville, NC	2020.25.9 0.91.2	00	Urbanized Ar ea Formula G rants	\$72,000	\$72,000
NC-90-X 873	NC-2025 -035-01- 00	METROP OLITAN PLANNIN G	442-00 (442)	A4	3796 30	Fayett eville, NC	2020.25.9 0.91.2	02	Urbanized Ar ea Formula G rants	\$80,000	\$80,000
NC-90-X 873	NC-2025 -035-01- 00	OPERAT ING ASSI STANCE	300-00 (300)	A5	3796 30	Fayett eville, NC	2020.25.9 0.91.2	04	Urbanized Ar ea Formula G rants	\$51,098	\$51,098

Part 3: Project Information

Project Title: FY25 Capital, Planning, and Operating Projects							
Project Number	Temporary Project Number	Date Created	Start Date	End Date			
NC-2025-035-01-00	1112-2024-7-P1	8/16/2024	4/1/2025	6/30/2028			

Project Description

The project will use Section 5307 urbanized area funding for capital, planning and operating expenditures.

Capital funding provides for the purchase and installation of bus stop amenities (ie: shelters, benches, signs, trash receptacles, etc.), construction of ADA accessible bus stops, in addition more accessibility to the transit operating & maintenance facility. Planning expenditures will support staff and consultant costs for programs identified in the UPWP. Operating expenses will support security services provided at FAST facilities and on buses. Table 3A for FFY 2021 (Special Operating Assistance Rule) is attached. These projects will be carried out within the Fayetteville urbanized area. The City, as the applicant, will provide the services and projects described in this grant within the FAST service area.

A Program of Projects is attached.

This project includes more than 0.75% for safety and security related expenses. Safety costs are included in ALI 30.09.03 Operating Assistance.

Project Benefits

The project will ensure the Fayetteville Area System of Transit (FAST) maintains its current assets in a manner that it can continue to provide reliable service, and will promote transit system safety, improved accessibility and transit customer convenience.

Additional Information

Location Description

Project will be located within the City of Fayetteville which includes part of the Fort Bragg military installation.

Project Location (Urbanized Areas)

UZA Code	Area Name
370000	North Carolina
379630	Fayetteville, NC

Congressional District Information

District	State
8	North Carolina
9	North Carolina

Program Plan Information

STIP/TIP

Date: 3/1/2024 Description: 2020-2029 NCDOT STIP

UPWP

Date: 3/2/2023 Description: FAMPO UPWP 2024

Long Range Plan

Date: 8/1/2023 Description: FAMPO Long Range Transit Plan

Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
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5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$587,978
Local			\$281,978
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$869,956

Project Budget

Project Number		Budget It	em	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
NC-2025- 035-01-00	113- 00 (113- A1)	BUS - STATION/STOF	PS/TERMINALS	\$80,000.00	\$20,000.00	\$100,000.00	3
NC-2025- 035-01-00		11.32.10	ACQUIRE - BUS PASSENGER SHELTERS	\$80,000.00	\$20,000.00	\$100,000.00	3
NC-2025- 035-01-00	114- 00 (114- A6)	BUS: SUPPOR [®] FACILITIES	T EQUIP AND	\$136,000.00	\$34,000.00	\$170,000.00	0
NC-2025- 035-01-00		11.42.20	ACQUIRE - MISC SUPPORT EQUIPMENT	\$64,000.00	\$16,000.00	\$80,000.00	0
NC-2025- 035-01-00		11.43.20	CONSTRUCT - MISC. EQUIPMENT	\$72,000.00	\$18,000.00	\$90,000.00	0
NC-2025- 035-01-00	117- 00 (117- A3)	OTHER CAPITA (BUS)	AL ITEMS	\$40,000.00	\$10,000.00	\$50,000.00	0
NC-2025- 035-01-00		11.7D.02	EMPLOYEE EDUCATION/ TRAINING	\$40,000.00	\$10,000.00	\$50,000.00	0
NC-2025- 035-01-00	119- 00 (119- A2)	Bus Associated Improvements	Transit	\$72,000.00	\$18,000.00	\$90,000.00	0

NC-2025- 035-01-00		11.93.05	CONSTRUCT PED ACCESS / WALKWAYS	\$72,000.00	\$18,000.00	\$90,000.00	0
NC-2025- 035-01-00	300- 00 (300- A5)	OPERATING A	SSISTANCE	\$179,978.00	\$179,978.00	\$359,956.00	0
NC-2025- 035-01-00		30.09.03	SPECIAL RULE - OPERATING ASSISTANCE /1 - 75 BUSES	\$179,978.00	\$179,978.00	\$359,956.00	0
NC-2025- 035-01-00	442- 00 (442- A4)	METROPOLITA	AN PLANNING	\$80,000.00	\$20,000.00	\$100,000.00	0
NC-2025- 035-01-00		44.24.00	SHORT RANGE TRANSIT PLANNING	\$20,000.00	\$5,000.00	\$25,000.00	0
NC-2025- 035-01-00		44.27.00	OTHER ACTIVITIES	\$60,000.00	\$15,000.00	\$75,000.00	0

Project Budget Activity Line Items

Budget Activity Line Item: 11.42.20 - ACQUIRE - MISC SUPPORT EQUIPMENT				
Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS: SUPPORT EQUIP AND FACILITIES (114- 00)		ACQUIRE - MISC SUPPORT EQUIPMENT	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	0

Extended Budget Description

During the design phase of the BEB charging infrastructure it was determined that the only feasible location to house the charging infrastructure created unsafe traffic patterns for vehicular movement at the operations & maintenance facility. Because of this Transit is requesting funding to create a safer vehicle travel path by installing a rear access gate.

STIP#TG-5224C

Will 3rd Party contractors be used to fulfill this activity line item?

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$64,000
Local			\$16,000

Local/In-Kind	\$0
State	\$0
State/In-Kind	\$0
Other Federal	\$0
Transportation Development Credit	\$0
Adjustment	\$0
Total Eligible Cost	\$80,000

Milestone Name	Est. Completion Date	Description
Contract Award Date	7/1/2025	
Contract Completion	10/30/2026	

Budget Activity Line Item: 11.43.20 - CONSTRUCT - MISC. EQUIPMENT

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
BUS: SUPPORT EQUIP AND FACILITIES (114- 00)	11.43.20	CONSTRUCT - MISC. EQUIPMENT	CONSTRUCTION OF BUS SUPPORT EQUIP/FACIL	0

Extended Budget Description

FAST experiences a number of incidents (daily) as citizens/passengers are currently able to walk/drive directly into the travel lanes of the bus slips/areas. Through the purchase/installation of security/safety barriers (i.e. crossing arms/gates, etc.) at each entrance of the FAST Transit Center (FTC), unauthorized vehicles will be prevented from accessing/entering FAST's bus driveways and parking stalls. This will, in fact, decrease/eliminate the unfortunate likelihood of a pedestrian strike and/or FAST bus collision with an unauthorized vehicle.

The estimated useful life is fifteen (15) years.

STIP#TG-5224C

Will 3rd Party contractors be used to fulfill this activity line item?

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$72,000
Local			\$18,000
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0

Total Eligible Cost

Milestone Name	Est. Completion Date	Description
Start Date	10/1/2025	
Complete Work	3/1/2026	
End Date	4/30/2026	

Budget Activity Line Item: 30.09.03 - SPECIAL RULE - OPERATING ASSISTANCE /1 - 75 BUSES

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OPERATING ASSISTANCE (300-00)	30.09.03	SPECIAL RULE - OPERATING ASSISTANCE /1 - 75 BUSES	OPERATING ASSISTANCE	0

Extended Budget Description

Transit Center security services (operating expenses) for the period July 1, 2025, through June 30, 2026. A minimum of 0.75% of annual apportionment will be used to support contracted security services.

STIP#TO-5144.

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$179,978
Local			\$179,978
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$359,956

Milestone Name	Est. Completion Date	Description
Begin Operating Expenses	7/1/2025	Begin Operating Expenses
Complete Operation Expenses	6/30/2026	Complete Operation Expenses
Final Expenditure	10/31/2026	Final Expenditure Drawdown

\$90,000

Budget Activity Line Item: 44.24.00 - SHORT RANGE TRANSIT PLANNING

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
METROPOLITAN PLANNING (442-00)	44.24.00	SHORT RANGE TRANSIT PLANNING	METROPOLITAN PLANNING	0

Extended Budget Description

Transit System Data Collection, Ridership Analyses and Complete a Feasibility study

STIP #TP-5103B

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$20,000
Local			\$5,000
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$25,000

Milestone Name	Est. Completion Date	Description
Award Contract Work Authorizations	7/1/2025	Award work
Initiate Staff Work Projects	7/1/2025	Begin work
Complete Work	6/30/2027	Complete work

Budget Activity Line Item: 44.27.00 - OTHER ACTIVITIES					
Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity	
METROPOLITAN PLANNING (442-00)	44.27.00	OTHER ACTIVITIES	METROPOLITAN PLANNING	0	

Extended Budget Description

FAST recently completed a Title VI survey (March 2025) in response to several requests for transit enhancements from its community. As a result, FAST is now requesting funding to complete a feasibility study which will allow FAST to, eventually, optimize its routes/service area, track current (and potential) traffic patterns, verify if an additional transit hub/facility is necessary to ensure service efficiency and maximize its commitment to making itself a viable option (choice) within the greater Fayetteville area.

STIP #TP-5103B

Will 3rd Party contractors be used to fulfill this activity line item?

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$60,000
Local			\$15,000
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
Total Eligible Cost			\$75,000

Milestone Name	Est. Completion Date	Description
Authorize Contract Work Authorizations	7/1/2025	Authorize work
Initiate Staff Work Projects	7/1/2025	Begin Work
Complete Work	6/30/2028	Complete Work

Budget Activity Line Item: 11.7D.02 - EMPLOYEE EDUCATION/TRAINING

Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OTHER CAPITAL ITEMS (BUS) (117-00)	11.7D.02	EMPLOYEE EDUCATION/ TRAINING	TRAINING - CAPITAL BUS	0

Extended Budget Description

Provide training for staff development (including but not limited to NTI, FTA, NCDOT, and ITRE) courses. Includes registration fees, training materials, and related travel costs.

STIP #TP-5103B.

Will 3rd Party contractors be used to fulfill this activity line item?

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$40,000
Local			\$10,000

Total Eligible Cost	\$50,000
Adjustment	\$0
Transportation Development Credit	\$0
Other Federal	\$0
State/In-Kind	\$0
State	\$0
Local/In-Kind	\$0

Milestone Name	Est. Completion Date	Description
Select courses	6/1/2025	Select training courses and issue PO for travel arrangements
Complete Training	6/30/2026	Complete training courses
Final Expenditure	10/30/2026	Final drawdown

Budget Activity Line Item: 11.93.05 - CONSTRUCT PED ACCESS / WALKWAYS					
Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity	
Bus Associated Transit Improvements (119-00)	11.93.05	CONSTRUCT PED ACCESS / WALKWAYS	CONSTRUCTION	N 0	

Extended Budget Description

Construct ADA accessible bus stops, including landing pads and accessible pathways/sidewalks along FAST bus routes. This project will improve the overall number and percentage of ADA compliant bus stops within the FAST system. This is a long-term project with the goal to make 100% of FAST bus stops compliant with ADA accessibility standards.

Estimated useful life is 20 years.

Construction will be accomplished within or immediately adjacent to state or City-owned street/road rights-of-way. Design will be performed by the City's Public Services Department-Traffic Services Division and will not be charged to the grant project.

Improvements will be made to both new and existing bus stop locations. The recipient verifies that the implementation and the construction of ped/walkways project will not result in any environmental impacts, such as but not limited to, placement in front of a property 45 years or older, placement in a historic district, impacts to threatened or endangered species, acquisition of property, etc.

STIP# TG-5224C

Will 3rd Party contractors be used to fulfill this activity line item?

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$72,000
Local			\$18,000

Total Eligible Cost	\$90,000
Adjustment	\$0
Transportation Development Credit	\$0
Other Federal	\$0
State/In-Kind	\$0
State	\$0
Local/In-Kind	\$0

Milestone Name	Est. Completion Date	Description	
Issue Purchase Order	4/1/2025	Issue work initial authorization and purchase order against existing contract	
Complete Construction	8/30/2026	Complete Construction	
Final Payment	9/30/2026	Final Payment	

Budget Activity Line Item: 11.32.10 - ACQUIRE - BUS PASSENGER SHELTERS					
Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity	
BUS - STATION/STOPS/TERMINALS (113-00)	11.32.10	ACQUIRE - BUS PASSENGER SHELTERS	ACQUISITION - BUS STATIONS/TERMINALS	3	

Extended Budget Description

Acquire at least three (3) bus shelter packages (including but not limited to shelter, bench, light kit, signage, trash can, installation, etc.) for installation along FAST bus routes in accordance with service standards.

Estimated useful life is ten (10) years.

STIP #TG-5224C

Will 3rd Party contractors be used to fulfill this activity line item?

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$80,000
Local			\$20,000
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0

Total Eligible Cost

\$100,000

Milestone Name	Est. Completion Date	Description
Issue Purchase Order	7/1/2025	Issue purchase order for shelters, benches, and trash receptacles
Receive Shelters	11/1/2025	Receive shelters
Final Payment	3/31/2026	Final payment for shelter amenities and installations

Project Environmental Findings

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 05: Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

Date Description	Date
Class IIc CE Approved	2/7/2025

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS - STATION/STOPS/TERMINALS (113-00)	11.32.10	ACQUIRE - BUS PASSENGER SHELTERS	3	\$80,000.00	\$100,000.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

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Date Description	Date
Class IIc CE Approved	2/7/2025

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
Bus Associated Transit Improvements (119-00)	11.93.05	CONSTRUCT PED ACCESS / WALKWAYS	0	\$72,000.00	\$90,000.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description	Date
Class IIc CE Approved	2/7/2025
Seens Name / Code Line Item	FTA Total Eligible

Scope Name / Code	Number	Line Item Name	Quantity	Amount	Cost
OTHER CAPITAL ITEMS (BUS) (117- 00)	11.7D.02	EMPLOYEE EDUCATION/ TRAINING	0	\$40,000.00	\$50,000.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

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Date Description	Date
Class IIc CE Approved	

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
METROPOLITAN PLANNING (442-00)	44.27.00	OTHER ACTIVITIES	0	\$60,000.00	\$75,000.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description			[Date
Class IIc CE Approved				
Scope Name / Code	Line Item	Line Item Name	Quantity FTA	Total Eligible

Scope Name / Code	Number	Line Item Name	Quantity	Amount	Cost	
METROPOLITAN PLANNING (442-00)	44.24.00	SHORT RANGE TRANSIT PLANNING	0	\$20,000.00	\$25,000.00	

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 04: Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

Date Description			Date		
Class IIc CE Approv	ed				
Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
OPERATING ASSISTANCE (300- 00)	30.09.03	SPECIAL RULE - OPERATING ASSISTANCE /1 - 75 BUSES	0	\$179,978.00	\$359,956.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 07: Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

Date Description	Date
Class IIc CE Approved	

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS: SUPPORT EQUIP AND FACILITIES (114- 00)	11.43.20	CONSTRUCT - MISC. EQUIPMENT	0	\$72,000.00	\$90,000.00

Finding: Class II(c) - Categorical Exclusions (C-List)

Class Level Description

Class II(c) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. FTA requires a sufficient project description to support a CE determination. The project may require additional documentation to comply with other environmental laws.

Categorical Exclusion Description

Type 08: Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

Date Description	Date
Class IIc CE Approved	

Scope Name / Code	Line Item Number	Line Item Name	Quantity	FTA Amount	Total Eligible Cost
BUS: SUPPORT EQUIP AND FACILITIES (114- 00)		ACQUIRE - MISC SUPPORT EQUIPMENT	0	\$64,000.00	\$80,000.00

Part 4: Fleet Details

No fleet data exists for this application.

Part 5: FTA Review Comments

Application Review Comments

Comment By	John Crocker
Comment Type	Pre-Award Manager Returns Application
Date	9/23/2024
Comment	Returning so text edits can be made by recipient while TrAMS is closed.

Comment By	John Crocker
Comment Type	Pre-Award Manager Returns Application
Date	12/5/2024
	Please see the following technical comments:
Comment	 ALI 11.12.01 Buy Replacement 40-Ft Bus For a vehicle procurement, there should be at least 5 milestones. Additionally, procurements must include a milestone for contract award to a Transit Vehicle Manufacturer Period of Performance End Date Take the latest milestone end date, add 5 years, and round to the next March 30th. For this grant, PoP End Date should be 03/30/2032

Comment By John Crocker

Comment Type	Pre-Award Manager Returns Application
Date	12/17/2024
Comment	

Comment By John Crocker

Comment Type	Pre-Award Manager Returns Application
Date	2/4/2025
Comment	Returned at request of recipient to address comments

Comment By John Crocker

Comment Type	Pre-Award Manager Returns Application
Date	3/10/2025
Comment	

Application Review Comments

Comment By	Onur Kucuktas
Comment Type	Application Details
Date	12/16/2024
Comment	 Comment about having 5 milestones for vehicle procurement ALI 11.12.01 was addressed. Period of Performance End Date: To set the PoP end date, take the latest milestone end date in the application, add 5 years, and round to the next March 30th. A new milestone has been added with a date in 2030 under ALI 11.12.01 please update the PoP end Date accordingly.

Part 6: Agreement

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT (FTA G-33)

On the date the authorized U.S. Department of Transportation, Federal Transit Administration (FTA) official signs this Grant Agreement, FTA has obligated and awarded federal assistance as provided below. Upon execution of this Grant Agreement by the Recipient named below, the Recipient affirms this FTA Award, enters into this Grant Agreement with FTA, and binds its compliance with the terms of this Grant Agreement.

The following documents are incorporated by reference and made part of this Grant Agreement: (1) "Federal Transit Administration Master Agreement," FTA MA(33), http://www.transit.dot.gov, (2) The Certifications and Assurances applicable to the FTA Award that the Recipient has selected and provided to FTA, and

(3) Any Award notification containing special conditions or requirements, if issued.

WHEN THE TERM "FTA AWARD" OR "AWARD" IS USED, EITHER IN THIS GRANT AGREEMENT OR THE APPLICABLE MASTER AGREEMENT, "AWARD" ALSO INCLUDES ALL TERMS AND CONDITIONS SET FORTH IN THIS GRANT AGREEMENT.

FTA OR THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FEDERAL ASSISTANCE IF THE RECIPIENT DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS FOLLOWING FTA'S AWARD DATE SET FORTH HEREIN.

FTA AWARD

Federal Transit Administration (FTA) hereby awards a Federal Grant as follows:

Recipient Information

Recipient Name: FAYETTEVILLE, CITY OF

Recipient ID: 1112

UEI: M7SAWYCADYW1

DUNS:

Award Information

Federal Award Identification Number (FAIN): NC-2025-035

Award with Amendment Number: NC-2025-035-00

Award Name: FY25 Section 5307 (FFY20 & 21)

Award Start Date: 5/2/2025

Original Award End Date: 3/30/2032

Current Award End Date: 3/30/2032

<u>Award Executive Summary:</u> Purpose: The grant requests the use of \$587,978 of Section 5307 Urbanized Area Formula Program funds between \$459,098 in FY2020 Lapsing 5307 and \$128,880 in FY2021 5307 formula funding. The grant will use Section 5307 apportionments from FY20 and FY21.

Activities to be performed: This grant will use Section 5307 apportionments for bus stop amenities (ie: shelters, benches, signs, trash receptacles, etc.), construction of ADA accessible bus stops, construction and installation of ADA accessible sidewalks and walkways, planning activities in accordance with the UPWP, and more accessible travel patterns to operations & maintenance facility. A program of projects is attached.

Expected Outcomes: Supplement previous grant-funded (NC-2022-059) Transit projects to cover unexpected higher costs.

Intended beneficiaries: Citizens and visitors in the Fayetteville area will benefit with improved air quality due to reduced emissions from diesel buses and with a safer and more easily accessible buses for services provided with smaller capacity vehicles. The transit operation will benefit from reduced costs

from new more efficient vehicles as well as improved working conditions in our maintenance facility.

Subrecipient Activities: There will be no subrecipients for this grant.

In addition to FTAs Buy America Act, which requires that the steel, iron, and manufactured goods used in an FTA-funded project are produced in the United States (49 U.S.C. 5323(j)(1)), the Build America, Buy America Act (BABA) (Public Law 117-58, div. G 70914(a)) now requires that construction materials used in infrastructure projects are also produced in the United States. Refer to terms and conditions in FTAs Master Agreement Section 15. The BABA requirement applies to this grant, in addition to the Buy America Act, except to the extent a waiver of either requirements may apply.

A minimum of 0.75% of the Section 5307 urbanized area funds will be expended on safety related projects cover under ALI 11.43.20. A minimum of 1% of annual apportionment will be used to support contracted security services.

Research and Development: This award does not include research and development activities.

Indirect Costs: This award does not include an indirect cost rate.

<u>Suballocation Funds</u>: Recipient organization is directly allocated these funds and is eligible to apply for and receive these funds directly.

<u>Pre-Award Authority:</u> This award is using Pre-Award Authority.

Award Budget

Total Award Budget: \$869,956.00

Amount of Federal Assistance Obligated for This FTA Action (in U.S. Dollars): \$587,978.00

Amount of Non-Federal Funds Committed to This FTA Action (in U.S. Dollars): \$281,978.00

Total FTA Amount Awarded and Obligated (in U.S. Dollars): \$587,978.00

Total Non-Federal Funds Committed to the Overall Award (in U.S. Dollars): \$281,978.00

Award Budget Control Totals

(The Budget includes the individual Project Budgets (Scopes and Activity Line Items) or as attached)

Funding Source	Section of Statute	CFDA Number	Amount
5307 - Urbanized Area Formula Grants (2013 and forward)	5307-2A	20507	\$587,978
Local			\$281,978
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0

Adjustment	\$0
Total Eligible Cost	\$869,956

(The Transportation Development Credits are not added to the amount of the Total Award Budget.)

U.S. Department of Labor Certification of Public Transportation Employee Protective Arrangements:

DOL Decision: DOL Concurs - Certified DOL Review Date: 4/24/2025 DOL Certification Date: 4/24/2025

Special Conditions

There are no special conditions.

FINDINGS AND DETERMINATIONS

By signing this Award on behalf of FTA, I am making all the determinations and findings required by federal law and regulations before this Award may be made.

FTA AWARD OF THE GRANT AGREEMENT

Awarded By: Yvette Taylor Regional Administrator FEDERAL TRANSIT ADMINISTRATION U.S. DEPARTMENT OF TRANSPORTATION Contact Info: yvette.taylor@dot.gov Award Date: 5/2/2025

EXECUTION OF THE GRANT AGREEMENT

Upon full execution of this Grant Agreement by the Recipient, the Effective Date will be the date FTA or the Federal Government awarded Federal assistance for this Grant Agreement.

By executing this Grant Agreement, the Recipient intends to enter into a legally binding agreement in which the Recipient:

- (1) Affirms this FTA Award,
- (2) Adopts and ratifies all of the following information it has submitted to FTA:
 - (a) Statements,
 - (b) Representations,
 - (c) Warranties,
 - (d) Covenants, and
 - (e) Materials,
- (3) Consents to comply with the requirements of this FTA Award, and
- (4) Agrees to all terms and conditions set forth in this Grant Agreement.

Executed By:

FAYETTEVILLE, CITY OF

CAPITAL PROJECT ORDINANCE ORD 2025-45

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby adopted:

- Section 1. The authorized project is for the funding of the 2025 Transit Capital Grant NC-2025-035-01 as awarded by the Federal Transit Administration, which includes funds for various capital projects, planning activities, safety related projects, and contracted services.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various agreements executed and within the funds appropriated herein.
- Section 3. The following revenues are anticipated to be available to the City to complete the project:

Federal Transit Administration	
NC-2025-035-00	\$ 328,000
Transfer from Fleet Fund	16,000
Transfer from General Fund	2,279
Unassigned Sales Tax Refund	 63,721
Total Project Revenues	\$ 410,000

Section 4. The following amounts are appropriated for the project:

Total Project Expenditures	\$ 410,000
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- Section 5. Copies of this capital project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out the project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

2024-2025 BUDGET ORDINANCE AMENDMENT

CHANGE 2025-15

BE IT ORDAINED BY THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA:

That the City of Fayetteville Budget Ordinance adopted June 24, 2024 is hereby amended as follows:

Section 1. It is estimated that the following revenues and other financing sources will be available during the fiscal year beginning July 1, 2024, and ending June 30, 2025, to meet the appropriations listed in Section 2.

Item

Schedule J: Transit Operating Fund	Listed As	Revision	Revised Amount
Intergovernmental Revenues	\$ 3,239,000	\$ 179,978	\$ 3,418,978
Other Transit Fund Revenues	10,706,772	<u> </u>	10,706,772
Revenues and Other Fil Total Estimated	\$ 13,945,772	\$ 179,978	\$ 14,125,750

Section 2. The following amounts are hereby appropriated for the operations of the City Government and its activities for the fiscal year beginning July 1, 2024, and ending June 30, 2025, according to the following schedules:

			Revised
Schedule J: Transit Operating Fund	Listed As	Revision	Amount
Other Financing Uses	Total Estimated \$ 13,945,772	\$ 179,978	\$ 14,125,750

Section 5. Copies of this capital project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out the project.

Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute

SPECIAL REVENUE FUND PROJECT ORDINANCE ORD 2025-20

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following special revenue project ordinance is hereby adopted:

- Section 1. The authorized project is for the funding of the 2025 Transit Capital Grant NC-2025-035-01 as awarded by the Federal Transit Administration, which includes funds for various capital projects, planning activities, safety related projects, and contracted services.
- Section 2. The project director is hereby directed to proceed with the project within the terms of the various contract agreements executed with the Federal and State governments and within the funds apporpriated herein.

Section 3.	The following revenues are anticipated to be available to the City to complete the project:	
	Federal Transit Administration NC -2025-03500	\$80,000
	Transfer from the General Fund	20,000
	Total Project Revenues	100,000
Section 4.	The following amounts are appropriated for the project:	
	Total Project Expenditures	100,000

- Section 5. Copies of this special revenue fund project ordinance shall be made available to the budget officer and the finance officer for direction in carrying out this project.
- Section 6. The City Manager is hereby authorized and directed to take such action as he may deem necessary or appropriate to execute this ordinance.

Adopted this 23rd day of June, 2025.

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4704

Agenda Date: 6/23/2025

Version: 1

In Control: City Council Regular Meeting

Agenda Number: 8.01

TO:	Mayor and Members of City Council
-----	-----------------------------------

THRU: Lachelle H. Pulliam, City Attorney

FROM: Kecia N. Parker, NCCP, Real Estate Manager

DATE: June 23, 2025

RE:

Public Hearing to Consider Closing a Portion of Arsenal Avenue for the North Carolina Civil War & Reconstruction History Center

COUNCIL DISTRICT(S):

2

Relationship To Strategic Plan:

Desirable Place to Live, Work and Recreate

Executive Summary:

N.C.G.S. §160A-299 gives authority and procedures for the City to close a city street or alley. The City received a petition from the State of North Carolina to permanently close approximately 9,477.04 square feet of the street known as Arsenal Avenue, to enhance the development of the North Carolina Civil War & Reconstruction History Center. On May 12, 2025, City Council approved scheduling the public hearing for June 23, 2025, to consider the request. All statutory procedures for notifications have been followed.

Background:

- Petitioner, the State of North Carolina, is requesting to permanently close a portion of the street known as Arsenal Avenue to enable the development of the North Carolina Civil War & Reconstruction History Center.
- N.C.G.S. § 160A-299 gives the authority and procedures required for the City to close a city street or alley.
- Traffic flow will not be impacted due to the location being in the center of the

File Type: Public Hearing (Public & Legislative)

North Carolina Civil War & Reconstruction History Center project.

- Staff has posted the property and notified abutting property owners.
- This closure will not land lock any abutting property owners.
- A utility easement will be reserved as requested by Brightspeed, City of Fayetteville Public Works Commission, and Charter Communications.
- A stormwater drainage easement will be reserved for the City of Fayetteville.

Issues/Analysis:

- No access will be denied to anyone as a result of the proposed closing.
- The Emergency Response times will not be significantly affected.
- There will be no significant impacts to traffic per the City Traffic Engineer.
- The City will be reserving an above ground and underground utility easement over the portion requested to be closed for utility purposes.
- The City will be reserving a stormwater drainage easement over the area.

Budget Impact:

There is no significant impact to the budget as a result of the proposed closing.

Options:

- Adopt the Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Arsenal Avenue.
- Deny the request.

Recommended Action:

Staff recommends adopting the Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Arsenal Avenue for the development of the North Carolina Civil War & Reconstruction History Center.

Attachments:

- Petition for Closure
- Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Arsenal Avenue
- Map of Proposed Arsenal Avenue Closure
- PowerPoint presentation

NORTH CAROLINA

PETITION

CUMBERLAND COUNTY

- To: The Mayor and Members of the City Council of Fayetteville, North Carolina
- That under the deeds & plats dated <u>February 17th, 2006; February 21st, 2007; April 10th, 2025</u> and being recorded in <u>Db 7152, Pg 224; Db 7510, Pg 399; Db 12208, Pg 496</u> in the office of the Register of Deeds for Cumberland County, there were dedicated certain lands to be used as a public street, said street is now known as Arsenal Avenue 35' Right of Way.
- 2. That the petitioner is owner of a portion of the property adjoining said street and is desirous of closing a portion of the street as a public street, pursuant to North Carolina General Statute 160A-299.
- 3. That a portion of said street, although dedicated by the heretofore mentioned plat, is not now used as a street; that your petitioner believes it would be in the best interests of all parties that said street portion be closed as a public street and that your petitioner believes that the closing of said street portion would not deprive anyone of reasonable means of ingress and egress to his or her property and that the closing of said street portion will not do any harm to person known to your petitioner.

WHEREFORE, your petitioner respectfully petitions the City Council of the City of Fayetteville as follows:

- That the portion of <u>Arsenal Avenue 35' Right of Way</u> from <u>Myrover</u> <u>Street Right of Way</u> to <u>NC Hwy 87 NCDOT Right of Way</u>, be closed pursuant to the authority of North Carolina General Statute, 160A-299.
- (2) That a hearing be held pursuant to North Carolina General Stature 160A-299 after appropriate notification of all parties as set forth in the aforesaid statute.

Filed this 30th day of April , 20 25 .

SIGNATURE OF PETITIONERS: Wike Moser, State Reporty Office

Resolution No. R2025-____

A RESOLUTION AND ORDER OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE CLOSING A PORTION OF ARSENAL AVENUE

WHEREAS, under authority of N.C.G.S. § 160A-299, a public hearing before the City Council of the City of Fayetteville, North Carolina was advertised as required by law, and duly held on the 23rd day of June 2025, in accordance with the notice calling for said public hearing, and all adjoining property owners having been notified by certified mail of the time, place and purpose of said hearing, the purpose of which was to determine whether a certain portion of said street in the City of Fayetteville, North Carolina, known as Arsenal Avenue, should be closed as a public street; and a notice of said hearing having been posted on portion of said street for four weeks prior to the holding of said hearing; and

WHEREAS, during the said public hearing all interested citizens were invited to comment and state any objections they may have to the closing of a portion of the street known as Arsenal Avenue as a public street; and

WHEREAS, the City Council, following such public hearing, after considering all the facts, has determined that the closing of the portion of Arsenal Avenue is not contrary to the public interest and that no individual owning property in the vicinity of said street portion will thereby be deprived of reasonable means of ingress and egress to his or her property;

NOW THEREFORE, BE IT RESOLVED on behalf of the people of Fayetteville, the City Council orders and directs that the portion of Arsenal Avenue, within the limits covered by the following description only, be closed as a public street under the following terms and conditions:

1. Description of area closed as a public street:

Beginning at a R/W Monument having North Carolina Grid Coordinates of N=474,848.17 E=2,031,674.72 on the western right of way margin of Martin Luther King Jr. Freeway/NC 87-401 Business and continuing thence North 07 degrees 10 minutes 39 seconds West 19.68 feet to the TRUE POINT AND PLACE OF BEGINNING, thence North 86 degrees 41 minutes 32 seconds West 55.21 feet to a point, thence North 86 degrees 41 minutes 21 seconds West 57.47 feet, thence North 86 degrees 38 minutes 05 seconds West 83.25 feet to a point, thence North 86 degrees 38 minutes 05 seconds West 83.25 feet to a point, thence North 86 degrees 38 minutes 05 seconds West 83.25 feet to a point, thence North 86 degrees 38 minutes 05 seconds West 83.25 feet to a point, thence North 86 degrees 38 minutes 05 seconds West 30.53 feet to a point, thence South 48 degrees 24 minutes 44 seconds West 30.53 feet to a point, thence North 01 degrees 31 minutes 11 seconds West 81.87 feet along the eastern right of way margin of Myrover Street to a point, thence South 41 degrees 36 minutes 58 seconds East 35.33 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.72 feet to a point, thence South 86 degrees 39 minutes 30 seconds East 126.7

2. That a copy of this Order be recorded in the office of the Register of Deeds of Cumberland County.

3. The City is reserving a utility easement over and under the entire above-described property for the use of the City and all other utility companies.

4. The City is reserving a stormwater drainage easement on the entire above-described property for the use of the City.

IN WITNESS WHEREOF, the City of Fayetteville has caused this instrument to be signed in its name by its Mayor, attested by its City Clerk, and its corporate seal hereto affixed, all by order of its City Council.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA, on this, the 23rd day of June 2025; such meeting was held in compliance with the Open Meetings Act, at which meeting a quorum was present and voting.

CITY OF FAYETTEVILLE

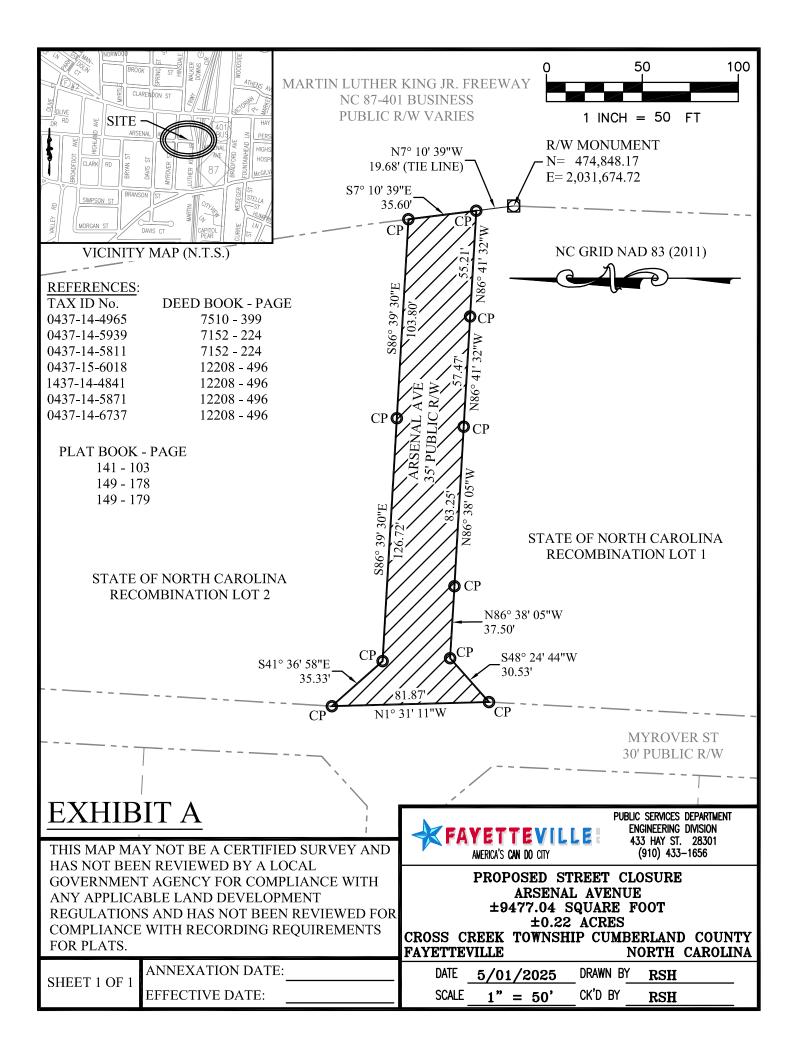
(SEAL)

By:

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, City Clerk



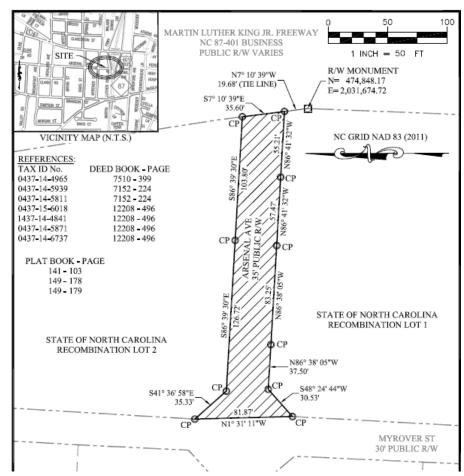
Street Closing fo. Portion of Arsenal Avenue

June 23, 2025



Proposed Closure of a Portion of Arsenal Avenue

- Closing of the portion of Arsenal Avenue will enable the development of the North Carolina Civil War & Reconstruction History Center
- Staff will be reserving an above ground and underground utility easement on behalf of the City of Fayetteville Public Works Commission, and various utility companies as requested.
- Staff will reserve a stormwater drainage easement for the City of Fayetteville.
- Staff has verified the closing will not impact any emergency system.
- No access is denied by approving the closing.







FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4708

Agenda Date: 6/23/2025

Version: 1

In Control: City Council Regular Meeting

Agenda Number: 8.02

TO:	Mayor and Members of City Council
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THRU: Lachelle H. Pulliam, City Attorney

FROM: Kecia N. Parker, NCCP, Real Estate Manager

DATE: June 23, 2025

RE:

Public Hearing to Consider Closing a Portion of Bullock Street for Sapona Road Church of God

COUNCIL DISTRICT(S):

4

Relationship To Strategic Plan:

Desirable Place to Live, Work and Recreate

Executive Summary:

N.C.G.S. §160A-299 gives authority and procedures for the City to close a city street or alley. The City received a petition from the Trustees for the Church of God of East Fayetteville aka Sapona Road Church of God, to close approximately 9,625.50 square feet of the street known as Bullock Street, to combine the church properties into one parcel. The portion of Bullock Street proposed to be closed was depicted on a plat recorded in March 1923 but has never been constructed or opened. On May 12, 2025, City Council approved scheduling the public hearing for June 23, 2025, to consider the request. All statutory procedures for notifications have been followed.

Background:

- The Trustees for the Church of God of East Fayetteville aka Sapona Road Church of God have requested to permanently close a portion of Bullock Street to allow for the recombination and development of the church property.
- N.C.G.S. § 160A-299 gives the authority and procedures required for the City to permanently close a city street or alley.

File Type: Public Hearing (Public & Legislative)

- This closing will not land lock any abutting property owners.
- Bullock Street was platted in 1923 as part of the "Map of East Bend Addition" recorded in Plat Book 7, Page 106 of the Cumberland County Registry.
- The portion of Bullock Street between Sapona Road and Haywood Street has never been constructed or opened and is not utilized as access to any surrounding properties.
- A utility easement will be reserved as requested by Charter Communications.

Issues/Analysis:

- No access will be denied to anyone as a result of the proposed closing.
- The Emergency Response times will not be affected due to the street never having been constructed and opened.
- There will be no significant impacts to traffic per the City Traffic Engineer.
- The City will be reserving an above ground and underground utility easement over the portion requested to be closed for utility purposes.
- Permanently closing the street will allow the surrounding property to be developed further by the Sapona Road Church of God.

Budget Impact:

There is no significant impact to the budget as a result of the proposed closing.

Options:

- Adopt the Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Bullock Street.
- Deny the request.

Recommended Action:

Staff recommends adopting the Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Bullock Street to allow for the recombination of the parcels owned by The Church of God of East Fayetteville, N.C.

Attachments:

- Petition for Closure
- Resolution and Order by the City Council of the City of Fayetteville Closing a Portion of Bullock Street
- Plat Book 7, Page 106
- Map of Proposed Bullock Street Closure
- PowerPoint presentation

State of North Carolina

County of Cumberland

PETITION TO CLOSE STREET Pursuant to N.C.G.S. Section 160A-299

- To: The Mayor and Members of the City Council of Fayetteville, North Carolina
 - Leroy Faircloth, Charlie Sellers and H.B. Turlington, as Trustees for The Church of God of East Fayetteville, N.C. (or as specified in the deeds recorded in Book 675, Page 93; Book 2283, Page 563; and 2194, Page 194, Cumberland County, NC, Public Registry) are the record owners of certain properties located in Fayetteville, North Carolina as described in the aforementioned deeds ("Church Properties").
 - 2. The Church Properties are operated and used as the Sapona Road Church of God, such Church Properties bearing Cumberland County parcel identification numbers 0447-30-9473, 0447-30-9589 and 0447-40-0493).
 - 3. The Church Properties abut an unopened street named Bullock Street lying between Sapona Road and Haywood Street, Bullock Street being shown on the plat map entitled "Map of East Bend Addition" dated March 8-15, 1923, and recorded in Plat Book 7, Page 106, Cumberland County, NC, Public Registry ("1923 Plat Map").
 - 4. Although Bullock Street was platted on the 1923 Plat Map, that portion of Bullock Street lying between Sapona Road and Haywood Street which is the subject of this Petition has never been accepted or maintained by the City of Fayetteville.
 - 5. According to Cumberland County GIS information, the only parcels abutting Bullock Street lying between Sapona Road and Haywood Street are:
 - (i) the Church Properties, and
 - (ii) a parcel bearing Cumberland County parcel identification number 0447-40-1517 owned by Harry Bruce Parham pursuant to a deed recorded in Book 8720, Page 573, Cumberland County, NC, Public Registry ("Parham Parcel").
 - 6. The Church Properties, together with the Parham Parcel, do not utilize Bullock Street for access to their respective properties, but instead have access, ingress and egress to and from their properties by Sapona Road or Haywood Street, respectively.
 - 7. All parcels abutting Bullock Street between Sapona Road and Haywood Street have access, ingress and egress to and from their properties by Sapona Road or Haywood Street, respectively.

- 8. To the best of the undersigned's knowledge, Bullock Street has never been opened or used as a street by the public since the 1923 Plat Map was recorded.
- 9. Bullock Street as platted on the 1923 Plat Map lying between Sapona Road and Haywood Street is being and has been utilized by the owners of the Church Properties and the Parham Parcel, respectively, for parking and other fenced-in uses by the respective owners.
- 10. Petitioner is desirous of closing that portion of Bullock Street lying between Sapona Road and Haywood Street as shown on the attached maps, pursuant to N.C. G.S. Section 160A-299(d).
- 11. Your Petitioner believes that it would be in the best interests of all parties that said portion of Bullock Street lying between Sapona Road and Haywood Street be closed as a street and that your Petitioner believes that the closing of said street portion would not deprive anyone of reasonable means of ingress and egress to and from his/her/its property and that the closing of said street portion will not do any harm to persons known to your Petitioner.

WHEREFORE, your Petitioner respectfully petitions the City Council of the City of Fayetteville as follows:

- 1. That the portion of Bullock Street lying between Sapona Road and Haywood Street be closed pursuant to authority set forth in N.C. G.S. Section 160A-299.
- 2. That a hearing be held pursuant to N.C. G.S. Section 160A-299 after appropriate notification to all parties a set forth in the aforesaid statute.

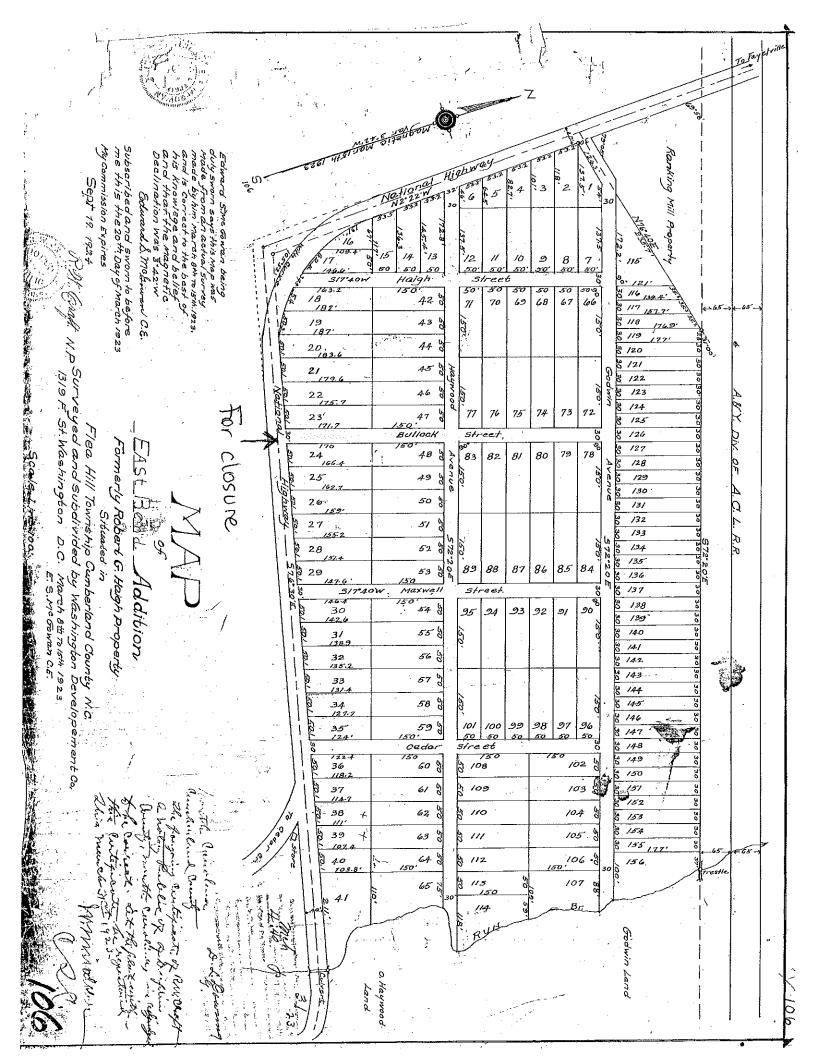
[Signature appears on the following page.]

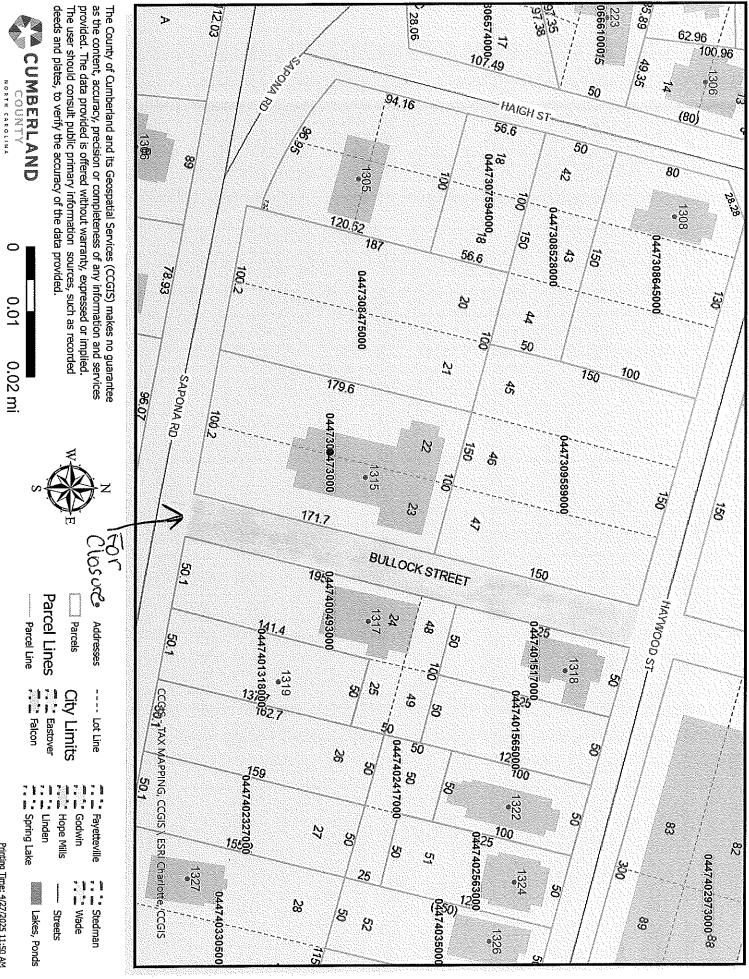
This the 29 day of April, 2025.

Petitioner: The Church of God of East Fayetteville, N.C. a/k/a Sapona Road Church of God $_{\Lambda}$

By:

Name: Aaron Wilson Title: Lead Pastor





Printing Time: 4/27/2025 11:50 AM

Resolution No. R2025-____

A RESOLUTION AND ORDER OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE CLOSING A PORTION OF BULLOCK STREET

WHEREAS, under authority of N.C.G.S. § 160A-299, a public hearing before the City Council of the City of Fayetteville, North Carolina was advertised as required by law, and duly held on the 23rd day of June 2025, in accordance with the notice calling for said public hearing, and all adjoining property owners having been notified by certified mail of the time, place and purpose of said hearing, the purpose of which was to determine whether a certain portion of said street in the City of Fayetteville, North Carolina, known as Bullock Street, should be closed as a public street; and a notice of said hearing having been posted on portion of said street for four weeks prior to the holding of said hearing; and

WHEREAS, during the said public hearing all interested citizens were invited to comment and state any objections they may have to the closing of a portion of the street known as Bullock Street as a public street; and

WHEREAS, the City Council, following such public hearing, after considering all the facts, has determined that the closing of the portion of Bullock Street is not contrary to the public interest and that no individual owning property in the vicinity of said street portion will thereby be deprived of reasonable means of ingress and egress to his or her property;

NOW THEREFORE, BE IT RESOLVED on behalf of the people of Fayetteville, the City Council orders and directs that the portion of Bullock Street, within the limits covered by the following description only, be closed as a public street under the following terms and conditions:

1. Description of area closed as a public street:

BEGINNING at the southwest corner of Lot 24 as shown on the plat entitled "Map of East Bend Addition" recorded in Plat Book 7, Page 106 of the Cumberland County Registry, said corner also being in the northern right of way margin of Sapona Road and continuing thence North 78 degrees 47 minutes 01 seconds West 30.05 feet to a point, thence leaving said northern right of way of Sapona Road and continuing North 14 degrees 27 minutes 34 seconds East 321.70 feet to a point in the southern right of way margin of Haywood Street, thence along said southern right of way margin South 75 degrees 32 minutes 26 seconds East 30 feet to a point, thence leaving said southern right of way margin of Haywood Street and continuing thence South 14 degrees 27 minutes 34 seconds West 320 feet to the point of BEGINNING.

2. That a copy of this Order be recorded in the office of the Register of Deeds of Cumberland County.

3. The City is reserving a utility easement over and under the entire above-described property for the use of the City and all other utility companies.

IN WITNESS WHEREOF, the City of Fayetteville has caused this instrument to be signed in its name by its Mayor, attested by its City Clerk, and its corporate seal hereto affixed, all by order of its City Council.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA, on this, the 23rd day of June 2025; such meeting was

held in compliance with the Open Meetings Act, at which meeting a quorum was present and voting.

CITY OF FAYETTEVILLE

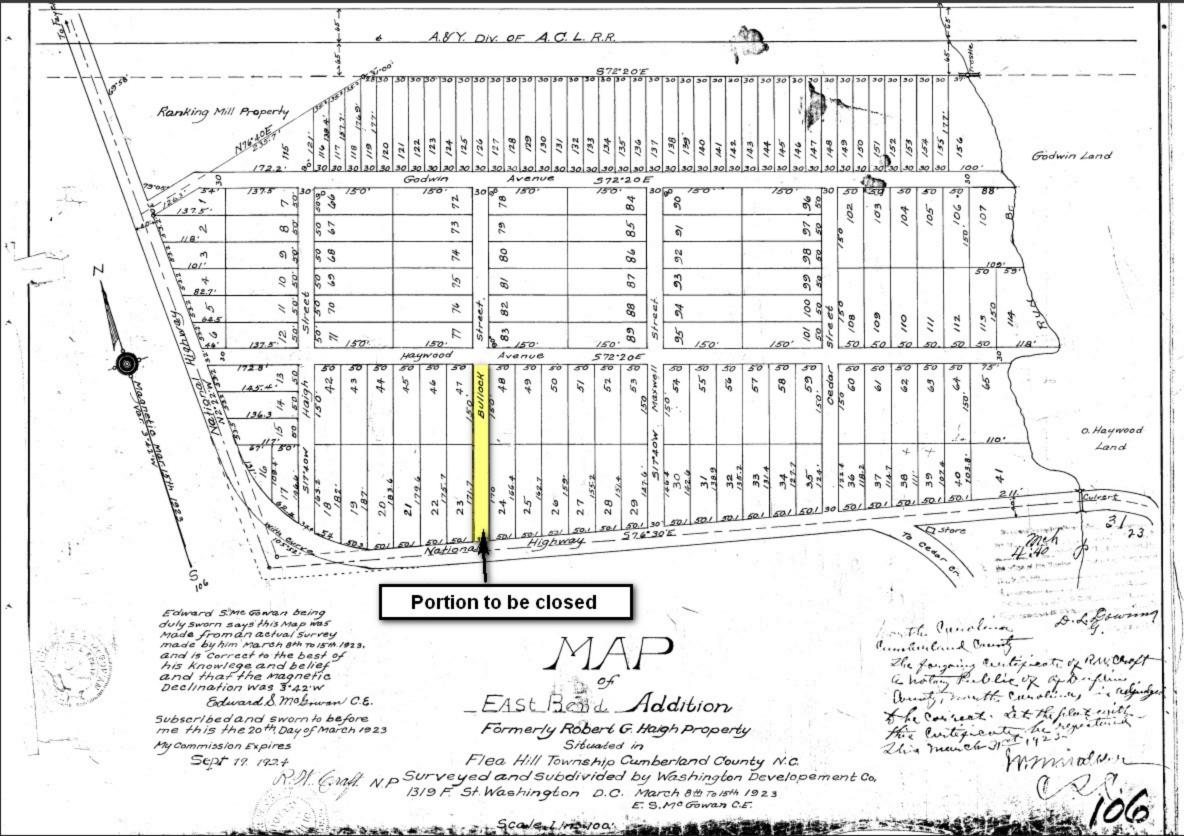
(SEAL)

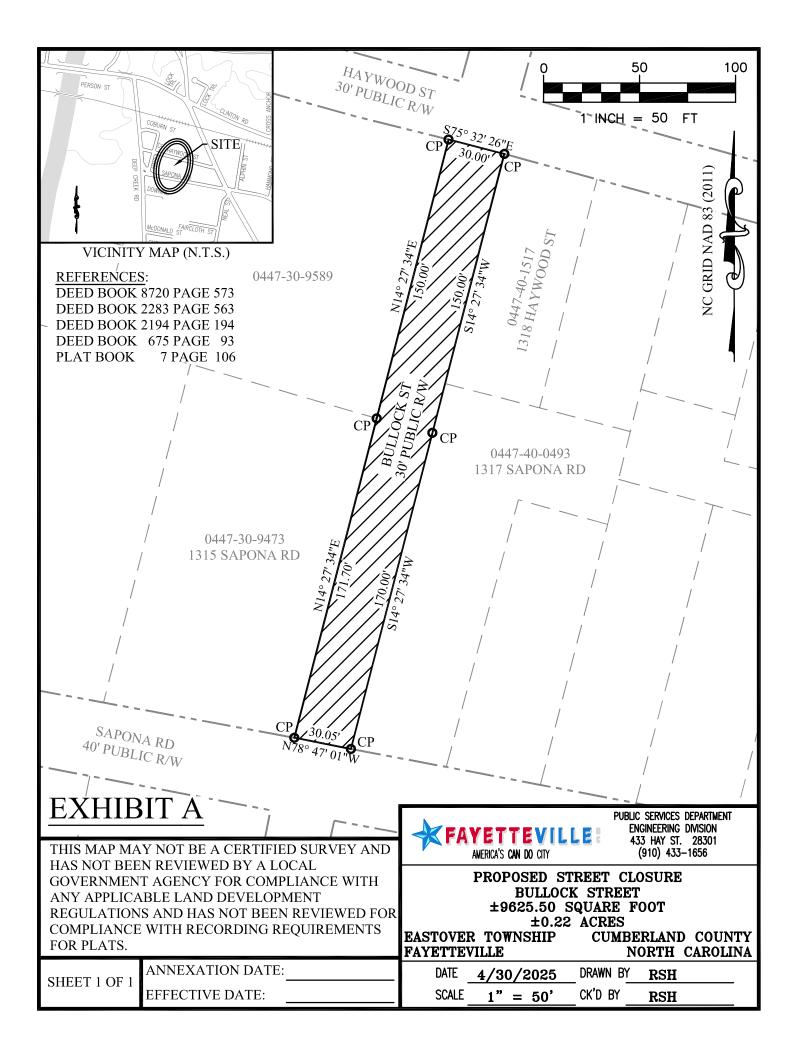
By:

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, City Clerk





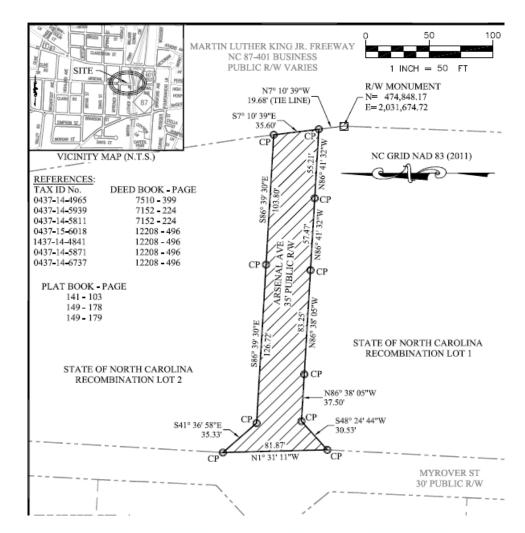
Street Closing fo. Portion of Bullock Street

June 23, 2025



Proposed Closure of a Portion of Bullock Street

- Closing of the portion of Bullock Street will allow for the recombination and further development of the Sapona Road Church of God property.
- Staff will reserve an above ground and underground utility easement on behalf of Charter Communications.
- Staff has verified the closing will not impact any emergency system.
- No access is denied by approving the closing as the street has never been constructed and opened.







FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4712

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Public Hearing (Public & Legislative)

In Control: City Council Regular Meeting

Agenda Number: 8.03

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Craig Harmon, CZO Senior Planner
- DATE: June 23, 2025

RE:

Update to the City of Fayetteville's Sign Code, Unified Development Ordinance Section 30-5.L Signage and other related sections.

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal II: Responsible City Government Supporting a Diverse and Viable Economy

Executive Summary:

The City of Fayetteville has contracted with Benchmark Planning to update the sign ordinance.

Information has been provided to the City Council UDO Housing Committee in February for guidance and a peer review in March. At that time the committee voted to move forward with a draft to the Planning Commission for review and recommendation.

The Planning Commission reviewed this item at their April 15th meeting and voted unanimously to send the item to City Council.

Background:

The sign code in its current form has had minimal updates since the adoption of the Unified Development Ordinance (UDO). The primary goal of the upcoming update to

the sign code is to reorganize it in a way that improves its structure, making it easier for both local officials and businesses to navigate. By streamlining the regulations, the update will offer clearer guidelines on which types of signs are permissible under various circumstances, reducing confusion and the likelihood of non-compliance.

Issues/Analysis:

The proposed update to the sign code represents a significant opportunity to modernize the regulatory framework, enhance clarity, ensure compliance with new legislation, and introduce business-friendly incentives that foster a vibrant and aesthetically pleasing urban environment. By reorganizing and clarifying the code, Fayetteville can strike a balance between regulation and innovation, ensuring that both businesses and residents benefit from a well-planned and well-regulated city landscape.

Budget Impact:

None at this time

Options:

1. Approval of the proposed text amendment (recommended);

2. Remand the proposed text amendments back to staff for further consideration and specific changes;

3. Move to recommend denial of the proposed text amendments.

Recommended Action:

The Planning Commission and Professional Planning Staff recommend that the City Council move for Option (1) and recommend approval of the proposed text amendments.

Attachments:

Draft Sign Code Draft Sign Ordinances for Adoption Sign Regulation Comparison

City of Fayetteville Unified Development Ordinance Section 30-5.L. Signage – Update Version 3 April 8, 2025

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30-5.L.1. Purpose and Applicability

a. Purpose

The purpose of this section is to provide standards to safeguard life, public health, safety, property, and welfare by guiding, coordinating, and regulating the type, number, placement and scale (size and height) of signs referenced to different zoning districts, as well as the quality of material, construction, erection, alteration, illumination, display, use, maintenance and removal of signs in the City. In addition, the purpose of this section is to:

- **1.** Ensure that signage is sufficiently visible to the public for which it is intended;
- **2.** Provide regulatory direction and incentives to improve the quality of commercial and noncommercial signage in the City of Fayetteville;
- **3.** Ensure that signage reflects and complements the character of the location where it is installed;
- **4.** Establish standards in keeping with the state-of-the-art technology and materials;
- **5.** Coordinate and balance the location of signage with other site features, including site lighting and landscaping, in order to minimize conflicts and ensure adequate visibility of installed signage;
- **6.** Enhance the aesthetic vitality of the City of Fayetteville by allowing and promoting creative sign design;
- 7. Allow designated historic and character-defining signs to remain in place;
- 8. Establish clear requirements and incentives for the effective display of addresses;
- **9.** Ensure the effective use of temporary signage to promote economic, community, and social events and activity in the City.

b. Applicability

The provisions of this section shall apply to the construction, placement, display, maintenance, and removal of all signs within the territorial jurisdiction of the City of Fayetteville unless otherwise explicitly exempted herein.

30-5.L.2. General Provisions

a. In General

The regulations in this section specify the number, types, sizes, heights, and locations of signs which are permitted within the City. It shall be unlawful for any person to erect, place, alter or maintain a sign in the City except in accordance with the provisions of this section. Regulations governing the use of signs within the jurisdiction and referenced to the various zoning districts are set forth in this section. All signs shall be erected, altered, and maintained in accordance with the provisions of this section and, unless exempted, only those signs as specified and as regulated shall be erected within the City.

b. Sign Permit Required

A Sign Permit issued in accordance with the standards of Section 30-2.C.11 shall be required prior to the erection, placement, construction, reconstruction, or structural alteration of a sign regulated under this section, unless otherwise specifically exempted herein.

c. Determination of Sign Copy Area

- 1. In measuring the copy area of a sign permitted under this section the entire face of the sign containing the sign copy shall be included. Specifically exempted from this provision are poles, pole covers, bases of ground signs, and decorative elements not containing sign copy.
- 2. Where both sides of a double-faced sign contain lettering or other allowable display, one side only shall be used to compute the allowable size of the sign; however, each side of a multiple-faced sign shall be used separately to compute allowable sign size.
- **3.** Where the sign consists of individual letters, numbers, characters, figures or displays attached in some manner to a building or a sign face of irregular shape, the sign copy area shall include the area of the smallest circle, square, or rectangle that can encompass the total sign area composed of letters, numbers, characters, figures or displays or the irregular shaped sign face.
- **4.** Where signs have appendages or additions, such as "pop-ups" or "cutouts" that extend beyond the main sign copy area, the area of such appendages or additions shall be measured separately, but included in the total sign copy area.
- **5.** Any area designed for changeable copy shall also be counted as part of the total sign area.

d. Determination of Sign Height

- **1.** The height of a sign erected within 30 feet of a street right-of-way line shall be the distance from the grade level of the nearest edge of the street to the top of the sign or sign structure, whichever is greater.
- **2.** The height of all signs farther than 30 feet from a street right-of-way line shall be the distance from the grade level where the sign is erected to the top of the sign or sign structure, whichever is greater.

e. Determination of Sign Setback

In determining setback, measurement shall be made from the nearest street rightof-way line.

f. Changeable Copy Signs

Unless otherwise specified herein, any permanent sign allowed in this section may use manual, electrically, or mechanically activated changeable copy provided that the text, numbers or images change no more frequently than once every six seconds. Limitations on the proportion or dimensions of changeable copy signs are included with the regulations for each type of permanent sign where such is permitted.

30-5.L.3. Sign Construction Standards

a. Design and Construction

All signs shall be designed, constructed, and installed in accordance with generally accepted engineering practices to withstand wind pressures and load distributions as specified in the state building code. All signs shall be constructed according to the requirements of this article and the state building code, as amended, or whichever is more restrictive. It shall be unlawful for any person to erect or place any sign that does not conform to the requirements of this article and the state building code as amended.

b. Electric Service

- **1.** All signs in which electrical wiring and connections are included shall be constructed in accordance with the state building code.
- **2.** All detached signs to be illuminated shall be so illuminated by an underground electrical service.

c. Illuminated Signs

- **1.** Illuminated signs shall be shielded and directed in a manner so as not to produce glare, excessive light, or concentrations of light that interfere with vehicular or pedestrian safety.
- **2.** External sources of illumination shall be shielded from streets and adjoining property.
- **3.** Any external source of illumination, such as spotlights or floodlights shall be placed so that the source is not directly visible from any adjacent residentially zoned or used property.
- **4.** Freestanding signs, other than Billboard Signs, with a height exceeding six (6) feet shall only be permitted to utilize internal sources of illumination.

d. Billboard Signs

All billboard signs erected within the City after the effective date of the ordinance from which this section is derived shall be supported by a structure of monopole steel design and construction.

30-5.L.4. Sign Maintenance and Repair

a. Maintenance Required

- **1.** Every sign and its support, braces, guys, anchors and electrical equipment shall be maintained in safe condition at all times.
- 2. All signs shall be kept in a state of good repair and aesthetic condition, free from defective, rusting or missing parts (e.g., broken sign facing, broken supports, loose appendages or struts, disfigured, cracked, ripped or peeling paint or poster paper) or missing letters or numbers.
- **3.** Signs shall be able to withstand the wind pressure as prescribed in the state building code.
- **4.** Illuminated signs shall have their light sources regularly inspected and maintained to ensure that they are functioning properly.
- **5.** The area within ten feet in all directions of the base of a freestanding sign shall be kept clear of debris and undergrowth.
- **6.** A sign face or sign structure may be disassembled and taken down temporarily for the purposes of maintenance provided such sign face and/or structure are reassembled to their original location and position within a period of no more than 60 days. A permit shall be required for such purpose.

b. Repair or Removal of Improperly-Maintained Signs; Actions by the City Manager

The City Manager or his designee is authorized to order the painting, repair, or alteration of any sign which constitutes a hazard to the health, safety, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence or abandonment. The City Manager may order the removal of any sign that is not maintained in accordance with the provisions of this article. Such removal shall be at the expense of the owner. Signs that are not repaired or removed as required by the City Manager shall be cause to take legal action to effectuate such repair or removal.

30-5.L.5. Prohibited Signs

The following signs, components, and characteristics are expressly prohibited within all zoning districts unless specifically stated otherwise in this section:

a. Simulated Public Safety, Warning, or Traffic Sign

Signs by their location, color, illumination, size, shape, nature, message or appearance tend to obstruct the view of or be confused with official traffic, safety, or warning signs, or lights or other devices erected by governmental agencies. This prohibition includes signs having no bona fide safety necessity, involving the terms "CAUTION," "DANGER," "SLOW," "STOP" OR "YIELD," or which utilize geometric figures, symbols, lights, location or message not unlike official traffic, safety, or warning signs, signals, or lights; provided, however, this provision is not intended to prevent the placement on private property of signs with "stop," "yield," or other such wording or design where such is necessary for traffic control or other such legitimate notice to the public.

b. Snipe Signs

Signs placed upon or attached to any curb, sidewalk, utility pole, post, fence, hydrant, bridge, another sign or other surface, public bench, street light, or any tree, rock or other natural object located on, over, or across any public street or public property; provided, however, this provision shall not apply to the posting of public interest, security, and warning signs permitted section 30-5.L.6.(b).

c. Flashing Signs

Signs or devices with flashing, intermittent, animated or changing intensity of illumination; provided, however, traffic signals, railroad crossing signals, and other official warning or regulatory signs and electronically controlled message centers or readerboards where different copy changes that present messages of a public service or commercial nature shall not be considered flashing signs.

d. Motion Signs

Signs or devices designed to attract attention, all or any part of which use movement or apparent movement by fluttering, revolving, rotating, spinning, swinging, animation or moving in some other manner, including fabric signs not securely fastened to their supporting structures, and are set in motion by movement of water or the atmosphere or by mechanical, electrical, or any other means. Such signs or devices include, but are not limited to, banners, pennants, ribbons, streamers, spinners, propellers, discs, consecutively hung official or unofficial flags, and bunting, whether or not any such sign or device has a written message but do not include non-advertising/non-informational flags and feather flags (designated as Type 5 Freestanding Temporary Signs). However, signs or devices that only move occasionally because of the wind are not prohibited if their movement is not a primary design feature of the sign or device, is not intended to attract attention to the sign or device, and is permitted for a limited period of time for a special event not to exceed 60 days.

e. Signs Obstructing Motorists' Visibility

Signs that substantially interfere with the view necessary for motorists to proceed safely through intersections or to enter onto or exit from public streets or private roads or driveways or that obstruct the motorists' view of approaching, merging, or intersecting traffic including, but not limited to, signs in sight visibility triangles.

f. Signs in Public Rights-of-Way

Any sign erected in or over any public right-of-way is prohibited except for:

- 1. Signs as permitted and regulated in the Downtown DT-1 and DT-2 districts;
- 2. Governmental signs;
- **3.** Signs explicitly permitted to encroach into a public right-of-way which have received an encroachment permit or other authorization from the City or NCDOT.

g. Signs Obstructing Light, Air, or Ingress/Egress of Buildings

Signs that obstruct any window, door, fire escape, stairway, ladder or opening intended to provide light, air, ingress or egress for any building as required by law.

h. Signs Emitting Glare

Signs with light sources or reflectivity of such brightness that result in glare, blinding, or any other such adverse effect on motorist vision or into or upon any residential building not related to the signs.

i. Portable or Moveable Signs

Any sign that is not permanently affixed to a building, structure, or the ground, other than a Temporary Sign authorized by this section.

j. Roof Signs

Signs which are located, or extend, in any manner above the highest point of the roof or parapet, except as otherwise provided in this section.

k. Obscene Signs

Signs containing words or graphics that are obscene, as defined in North Carolina General Statutes Section 14-190.1.

I. Signs Below Minimum Clearance

Signs, marquees, canopies and awnings with vertical clearance of less than nine feet above sidewalks and pedestrian areas and less than 14 feet above parking or vehicular passage areas.

m. Improperly Maintained Signs

Signs, including structural elements and illumination, which are not maintained in accordance with the requirement of Section 30-5.L.4, Sign Maintenance and Repair.

n. Illuminated Temporary Signs

Temporary signs illuminated in any manner.

o. Novelty Signs

Signs which emit visible smoke, vapor particles, odor, or noises.

p. Unspecified Temporary Signs

Temporary signs not expressly permitted by Section 30-5.L.7.

q. Temporary Special Advertising Devices

Searchlights, stroboscopic lights, laser lights or similar illuminating systems. Also, inflatable and three- dimensional objects, except those specifically provided for herein.

r. All Other Signs not Specifically Permitted

Other signs not expressly allowed by this section.

s. Vehicles with Large Signs Parked Near a Right-of-Way

1. Except when in the process of loading or unloading or generally carrying out activities associated with the normal conduct of business (except advertising) vehicles and trailers with signs exceeding eight square feet on any one side, except passenger cars, vans and light trucks, are prohibited from parking within 50 feet of a public right-of-way. Licensed and operable passenger cars, vans and light trucks containing such signage may park in any legally-established parking space on the property on which the business being advertised is being conducted.

2. Exceptions to subsection (1) above may be granted by the City Manager in cases where lot size or topographical constraints require parking of vehicles closer than 50 feet from the right-of-way, or when the inventory of a business (such as rental trucks) greatly relies on the storage area within the subject 50- foot zone.

30-5.L.6. Exempt Signs

The following signs are not subject to the regulations of this section and do not require the issuance of a Sign Permit prior to their placement and display.

a. Governmental and Public Utility Signs

Signs erected by, or on behalf of, a legally recognized unit of local, state, or federal government, including legal notices, identification and informational signs, and traffic warning, directional, or regulatory signs. Also, official signs of a noncommercial nature erected by public utilities, including safety, warning, and informational signs.

b. Warning (Health, Safety, Hazard) Signs

Temporary or permanent signs erected by government agencies, public utility companies, or construction companies to warn of danger or hazardous conditions, including signs indicating the presence of underground cables, gas lines, and similar devices or signs providing directions around such conditions.

c. Internal Signs

Signs located on the interior of buildings, courts, lobbies, stadiums or other structures which are not primarily intended to be seen from the exterior of such buildings or structures.

d. Flags (Non-Advertising and Non-Informational)

- 1. Flags of the United States, North Carolina, County or City jurisdictions, foreign nations having diplomatic relations with the United States, or organizations of nations; flags of any religious, civic or fraternal organization, or any educational or cultural facility; any one corporate flag per lot; or any other flags adopted or sanctioned by the City Council, subject to United States Congressional protocol; except when such are used in connection with a commercial promotion or as an advertising device or as an integral part of a sign regulated under this section; provided not more than five such flags shall be flown on any lot or parcel, and provided such flags are displayed on permanent pole structures. Failure to display such flags in a manner which meets Congressional protocol will be a violation of this Ordinance.
- **2.** A greater number than five flags may be flown for community facilities and institutions, such as, but not limited to cemeteries, military museums, public parks, athletic facilities and hospitals.

- **3.** Proper maintenance shall not permit flags which are torn, ripped, frayed, separated from their grommets or incompletely fixed to their pole structures.
- **4.** All flags used in connection with a commercial promotion, as an advertising device, or as an integral part of a commercial sign, must conform to the permanent freestanding sign regulations for the district in which they are located.
- **5.** This exemption shall not apply to flags mounted or affixed to buildings in the DT-1 and DT-2 districts.

e. Vehicular Signs

- 1. Signs painted or otherwise permanently affixed to currently licensed operational motor vehicles and trailers used in the normal transport of goods or persons where the sign is incidental and accessory to the primary use of the vehicle or trailer.
- **2.** Temporary signs displayed upon the windows of vehicles in the inventory of a licensed automobile dealership.

f. Incidental Signs

- 1. Any sign painted or affixed to an object or product, where the sign is clearly incidental and accessory to the primary use and purpose of the object or product including, but not limited to, product dispensers and point of purchase displays for newspapers, soft drinks, gasoline, ice, ATMs or similar items which indicate the contents of the machine, the name or logo of the supplier, the price or operating instructions.
- **2.** Signs imprinted upon table umbrellas.
- **3.** Barber poles associated with a currently occupied barbershop.
- **4.** All other clearly incidental signs smaller than 1 square foot in area that are attached to a window, door, or wall of an occupiable structure, provided that where the aggregate area of such signage exceeds 8 square feet, it shall count toward the maximum permitted window signage permitted on that frontage.

g. Signs Required by Law

Legal notices and signs required by law, statute, ordinance, or regulation.

h. Integral Decorative or Architectural Building Features

Integral decorative or architectural features of buildings so long as such features do not contain advertising, letters, trademarks, moving parts or lights.

i. Artistic Works

Public displays of works of art, including murals, which contain no commercial messages or references to products or services offered upon the premises on which the work of art is displayed.

j. Memorials

Permanent memorials, plaques, cornerstones, tablets, gravestones or markers and similar objects that are noncommercial in nature.

k. Historical Markers and Monuments

Historical tablets, markers, plaques, or monuments specifically designated by resolution of City Council or the Historic Resources Commission due to their historic character or interest, as well as plaques and similar markers placed upon buildings, structures, and sites listed by the Secretary of the Interior on the National Register of Historic Places.

I. Transportation Facilities Signs

Informational signs indicating bus stops, taxi stands, train stations and similar transportation facilities.

m. Signs at Polling Places

Signs erected at polling places in conformance with the applicable provisions of North Carolina General Statute § 163-129.

n. Window Displays

Commercial or noncommercial displays of items, products, or services offered that may be viewed through a window from the outside.

o. Outdoor Merchandise Displays

Outside displays of merchandise offered for sale or rent on the premises where displayed. Only merchandise of the type that is actually for sale or rent, and not pictorial or other representations of such merchandise.

p. Street Address Numbers

Display of street address numbers on buildings, structures, and mailboxes in accordance with the requirements of the North Carolina Fire Prevention Code.

q. Fence Wraps

Fence wraps on construction sites displaying signage in conformance with the

standards of North Carolina General Statute 160D-908 shall be permitted for a period not to exceed 24 months from the date that such signage was initially installed on the site, provided that the period of permitted display shall terminate upon the receipt of a certificate of occupancy for the final portion of construction on the site.

r. Internal Facing Sports Field Signage

Internal facing signs not exceeding 32 square feet in area affixed to a fence or wall around the exterior of a sports field or stadium which are not visible from a street right-of-way, provided that such signage is well-maintained and does not present a threat to public safety.

s. Transit System Advertising Signage

Third-party signage displayed on bus shelters and benches associated with the Fayetteville Area System of Transit under an agreement approved by the City Manager or his designee.

30-5.L.7. Temporary Signs

a. Applicability

The provisions of this section shall apply to the placement and display of temporary signage within the City's jurisdiction. Any temporary sign that does not comply with the provisions of this Section is prohibited.

b. Common Standards

All temporary signs shall comply with the following common standards:

- **1.** Temporary signs shall not be illuminated or be provided with any electric service.
- **2.** Temporary signs shall not be placed within any public street right-of-way, including within medians, unless expressly permitted by this ordinance or the North Carolina General Statutes.
- **3.** Temporary signs attached to building walls (other than permitted temporary window signs) shall not be placed in a manner that obstructs any window, door, fire department sprinkler connection, or street number sign.
- **4.** Temporary signs shall not be affixed to a permanent sign or its supporting structure, including both building mounted and freestanding permanent signs.
- **5.** Temporary signs shall not be placed in a manner that obstructs clear site distance (within the required sight triangle) at street intersections or driveways.
- **6.** Temporary signs, other than Type 4 Freestanding Temporary Signs, shall not be placed upon or above any street, sidewalk, or other pedestrian walkway.
- **7.** Temporary signs shall not be placed on the roof of a building, or affixed to a tree, utility pole, street sign or a parked motor vehicle.
- 8. Where temporary signs are limited in the duration of their display and limited in the total number of displays per calendar year, any required period of separation between such displays shall carry through to the following calendar year, and shall be observed prior to initiating the first allowed display during the new calendar year.

c. Temporary Sign Registration

All temporary signs, other than Type 1 Freestanding Temporary Signs, shall be registered with the Development Services Department prior to their placement to ensure compliance with the standards of this section.

d. Freestanding Temporary Signs

1. General Provisions

The following standards shall apply to all Freestanding Temporary Signs:

- **a.** Signs shall not be affixed to poles, posts, stakes or other supporting structures that are permanently installed or anchored into the ground through the use of concrete foundations or similar anchoring techniques.
- **b.** Signs, other than Type 4 Freestanding Temporary signs, shall not encroach into the right of way of any public or private street.
- **c.** No more than one (1) Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy at any given time, regardless of type, unless otherwise expressly permitted.

2. Type 1 Freestanding Temporary Signs

Signs in this category consist of small, temporary yard signs that are typically associated with (but not limited to) the advertisement of real estate, political campaigns, community events, and meeting announcements

a. Where Permitted

Type 1 Freestanding Temporary signs may be displayed in any district, except the DT-1 district, and may be associated with any use, including parcels containing only vacant or undeveloped land.

b. Permitted Size

The maximum sign display area is limited to six (6) square feet (per side if dual sided).

c. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to four (4) feet above the adjacent grade.

d. Number Permitted

1. General

One (1) Type 1 Freestanding Temporary Sign may be displayed per 200 linear feet of street frontage upon each parcel, provided that where parcels have multiple street frontages, signs shall be separated by a minimum of 50 feet as measured in a straight line between them.

2. Suspension of Type 1 Freestanding Temporary Sign Limits

Beginning on the 30th day prior to the beginning of early voting for any scheduled primary or election, as established by the North Carolina Board of Elections, and ending the 10th day following the primary or election, the limit on the number of Type 1 Freestanding Temporary Signs that may be displayed on a parcel containing a use in the Household Living use classification is suspended. All other regulations associated with such signage shall remain in effect during such period of suspension. Following the end of such period of suspension of this regulation, the limit on the number of permitted Type 1 Freestanding Temporary Signs shall be in force until the following period of suspension.

e. Sign Material

The display area (sign face) shall be composed of a rigid material.

f. Mounting Standard

Signs may only be mounted and supported by posts or stakes.

g. Permitted Duration of Display

There is no limit to the duration of the display of a Type 1 sign.

3. Type 2 Freestanding Temporary Signs

Signs in this category are typically referred to as "banners" that are typically associated with (but not limited to) the announcement of community, sporting and similar special events.

a. Where Permitted

- **1.** Type 2 Freestanding Temporary signs are permitted in all districts, with the exception of the DT-1 district.
- 2. In districts where permitted, Type 2 signs may be displayed only on parcels or groups of adjacent parcels under common ownership which contain either:
 - (i) A use in the Agricultural use classification.
 - (ii) A multi-family use with twenty-four (24) or more dwelling units;
 - (iii) A use in the Group Living use classification;
 - (iv) A use in the Public and Institutional use category; or
 - (v) A use in the Recreation / Entertainment, Outdoor use category

b. Permitted Size

The maximum sign display area is limited to eighteen (18) square feet (per side if dual sided).

c. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to four (4) feet above the adjacent grade.

d. Number Permitted

One (1) Type 2 Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy.

e. Sign Material

The display area (sign face) shall be composed of flexible material.

f. Mounting Standard

Signs may only be mounted and supported by posts or stakes.

g. Number of Sides

The display area may be either single or dual sided, but shall not consist of more than one (1) distinct component.

h. Permitted Duration of Display

Type 2 signs are permitted to be displayed for a maximum period of fourteen (14) calendar days. A maximum of six (6) separate displays are permitted during each calendar year with a minimum of ten (10) days of separation between displays.

4. Type 3 Freestanding Temporary Signs

Signs in this category are large temporary signs typically associated with (but not limited to) the advertisement of large tracts of land for sale, large-scale construction and development activity, or the advertisement of commercial or industrial buildings for sale or lease.

a. Where Permitted

Type 3 Freestanding Temporary signs are permitted only on parcels or groups of adjacent parcels under common ownership which contain either:

- 1. A one- to four family dwelling where the size of the parcel or group of adjacent parcels under common ownership is a minimum of (3) acres in size;
- 2. Vacant or undeveloped land where the parcel or group of adjacent parcels under common ownership is a minimum of one (1) acre in size; or

3. A use in any other classification, category, or group, provided that the parcel upon which the sign is displayed has a minimum of 200 feet of frontage on a public street, as measured at the right-of-way.

b. Simultaneous Display Prohibited

A Type 3 Freestanding Temporary sign shall not be displayed upon a parcel that contains a permanent freestanding sign, including a sign structure that has had its display area removed.

c. Permitted Size

The maximum sign display area is limited to twenty-four (24) square feet (per side if dual sided).

d. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to eight (8) feet above the adjacent grade.

e. Number Permitted

One (1) Type 3 Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy.

f. Sign Material

The display area (sign face) shall be composed of a rigid material.

g. Mounting Standard

Signs shall be mounted to and supported by a minimum of two (2) separate posts or stakes.

h. Number of Sides

The display area may be either single or dual sided, provided that the sides of a dual sided sign may not exceed a separation of more than 30 degrees from parallel at their point of intersection.

i. Permitted Duration of Display

- **1.** Type 3 signs may be displayed without limit to duration upon any parcel or group of adjacent parcels under common ownership which contain only vacant or undeveloped land, including land whose principal use is the production of agricultural commodities or silviculture (forestry).
- 2. In all other cases, the duration of display shall be limited to two (2) years, provided that this limit shall not apply if the land, and any building(s) and/or structure(s) upon such parcel or group of parcels, is not occupied or in active use for purposes other than the occupancy of a one- to four family dwelling at any time during the period of display.

3. Where the display of a Type 3 sign is subject to a limit on the duration of display, there shall be a minimum period of separation of sixty (60) days between the removal of the previously permitted sign and the display of a new sign. Such period of separation shall apply in all cases where a sign subject to a limit on the duration of its display is removed, regardless of whether the maximum allowed duration for its display has been reached at the time of its removal.

5. Type 4 Freestanding Temporary Signs

The category of signs defined as Type 4 Freestanding Temporary signs shall include only those signs which are constructed in a manner that is commonly referred to as an "A-frame" or "sandwich board" sign. The faces of the sign shall be connected at the top by hinges or similar mechanisms and the sign shall be self-supporting when placed in its display position.

a. Where Permitted

Type 4 Freestanding Temporary signs may only be displayed in association with a nonresidential use, subject to the following standards.

b. Permitted Size

The maximum sign display area is limited to eight (8) square feet (per side if dual sided).

c. Permitted Sign Dimensions

The maximum height of the sign is limited to four (4) feet above the grade of the surface upon which it is displayed when placed in its display position, and shall have a width of no more than four (4) feet.

d. Sign Material

The display areas (sign faces) shall be composed of a rigid material, such as wood, metal, slate, or a high-quality synthetic material.

e. Number Permitted

One (1) Type 4 Freestanding Temporary Sign may be displayed per customer entrance, subject to the limitations on separation under Placement Standards.

f. Placement Standards

 A Type 4 sign may only be placed within an area bounded by an imaginary line running ten (10) feet along the building wall from the outer edges of the customer entrance, extending ten (10) feet perpendicular to the building wall and thence connecting at the center point of the customer entrance ten (10) feet from the building wall.

- 2. Type 4 signs may be placed upon a public sidewalk or other pedestrian walkway, provided that a minimum of four (4) feet of unobstructed clearance is maintained along the directional path of the walkway.
- 3. Type 4 signs associated with an individual tenant space with multiple entrances shall be separated by a minimum of 50 feet.
- 4. In no case shall a Type 4 sign be placed within a landscaped area, or within a vehicular use area, including parking areas.

g. Permitted Duration of Display

Type 4 signs may only be displayed during the period beginning 30 minutes prior to the daily opening and ending 30 minutes following the daily closing of the entity displaying the sign.

6. Type 5 Freestanding Temporary Signs

The category of signs defined as Type 5 Freestanding Temporary signs are typically known as "feather flags."

a. Where Permitted

Type 5 Freestanding Temporary signs may be displayed in any zoning district with the exception of the DT-1 and DT-2 districts, and areas designated as a Historic or Landmark Overlay District.

b. Permitted Size

Flags may not have a width of greater than three (3) feet.

c. Permitted Height

The maximum height of the sign (flag and pole) is limited to 10 feet above the grade of the surface upon which it is displayed when placed in its display position.

d. Number Permitted

One (1) sign is permitted per 50 feet of lot frontage, with a maximum of four signs per parcel.

e. Sign Material

Flag display areas shall be composed of a flexible fabric material.

f. Placement Standards

Type 5 signs shall be separated by a minimum of 50 feet from each other.

g. Mounting Standards

Type 5 signs shall be affixed with ground mounts with the pole installed perpendicular to the ground. Aboveground mounts including, but not limited to, feet or legs shall not be permitted. Type 5 signs shall not be mounted to any other structure.

h. Permitted Duration of Display

There is no limit to the duration of display of a Type 5 sign, provided that the sign is well-maintained and is not torn, faded, flayed, damaged, broken, or otherwise in disrepair.

i. Attachments

No other sign, object, or device shall be attached to a Type 5 sign.

e. Wall Mounted Temporary Signs

Temporary signs mounted to building walls may be displayed subject to the following provisions:

1. Where Permitted

- **a.** Wall mounted temporary signs are permitted in accordance with these regulations in all districts, subject to the following use restrictions.
- **b.** Wall mounted temporary signs are permitted to be displayed on buildings housing a principal use within the Public and Institutional, Commercial or Industrial use classification, as well as any building occupied in its entirety by a unit of government or a registered non-profit corporation.

2. Number Permitted

One (1) temporary wall sign may be displayed per building occupied by a single tenant. Buildings designed for occupancy by multiple tenants where each tenant has a separate entrance may display one (1) temporary wall sign per tenant space. Buildings occupied by multiple tenants that share a common entrance may not display more than one (1) temporary wall sign at any given time.

3. Mounting Requirement

Temporary wall signs shall be mounted flush against the building wall and secured by fasteners or other anchors at each corner.

4. Maximum Display Area

The maximum display area for temporary wall signs shall be the greater of eighteen (18) square feet or twenty-five percent (25%) of the maximum

permitted permanent wall signage, not to exceed 72 square feet. In the DT-1 district, the maximum size shall be limited to six (6) square feet.

5. Permitted Duration of Display

Temporary wall signs may be displayed for a maximum of thirty (30) consecutive calendar days.

6. Permitted Number of Displays

Temporary wall signs may be displayed a maximum of four (4) times per calendar year, with a minimum of thirty (30) days of separation between removing a temporary wall sign and displaying a new temporary wall sign. The minimum time period between temporary sign displays for buildings housing multiple uses that share a common entrance is ten (10) days.

7. Supplemental Display

Beginning on the date that a certificate of occupancy for a newly constructed building or permit for a bona fide change of use is issued and ending 60 calendar days following the issuance of said certificate or permit, a temporary wall sign in compliance with the remaining standards of this section may be displayed for the duration of the 60-day period. The display of a temporary wall sign subject to this provision shall be counted as one of the four (4) permitted displays for the calendar year in which the sign is removed. The required thirty (30) day separation period shall begin upon the removal of such sign.

f. Temporary Window Signage

The display of temporary window signs shall be regulated by the general window signage standard established in Section 30-5.L.8(b)(3)

g. Festival and Special Event Signage

A permit for the display of temporary signage advertising a festival or special event may be issued by the City Manager or his designee upon application by the event organizer. Such application shall specify the size, location, illumination, design, and duration of display for the temporary signs. If approved, a compliance deposit for each sign in an amount established by the City Council shall be required. Each permitted sign must be removed upon the expiration date of the approval. The compliance deposit shall be refunded when the permitted sign(s) is removed in a timely manner upon the expiration date of the approval. In addition to the other remedies cited in this Ordinance, failure to remove a sign upon the expiration date of the approval will result in the removal of the sign(s) by the City and retention of the entire compliance deposit.

h. Temporary Use Signage

The issuance of a Temporary Use Permit allows the display of one (1) Freestanding Temporary Sign (Type 1, 2 or 4) at the permitted location of the Temporary Use for the period of operation as specified in the Temporary Use Permit.

i. Supplemental Land Development Signage

Beginning upon the date of land development or construction activity authorized by a building permit, site plan, or preliminary subdivision plat approval and ending on the date that a certificate of compliance, certificate of occupancy, or final plat approval is granted, two (2) additional Type 1, 2 or 3 Freestanding Temporary Signs may be displayed upon the site of the permitted activity.

j. Supplemental Commercial Business Commencement and Cessation Signage

- Uses in the Commercial Use Group are permitted to display up to two (2) conforming Type 2 Freestanding Temporary signs per street frontage and one (1) Wall Mounted Temporary signs per street frontage for a period of 30 days to coincide with the period of the bona fide initial occupancy or commencement of business operations.
- 2. Such signage shall also be permitted for a period of 30 days coinciding with the bona fide cessation of a commercial use, provided that it shall be a violation of this Ordinance for the business to continue in operation or resume operations at the same location within 30 days following the date of cessation specified in the registration of the supplemental signage with the Planning and Development Department.
- **3.** No more than one (1) display authorized by the proceeding may occur within any 12-month period on a parcel that is individually occupied or in association with any individual tenant space in a multi-building or other multi-tenant development.

k. Supplemental Federal Holiday Temporary Signage

- Uses in the Commercial Use Group are permitted to display one (1) conforming Type 2 Temporary Freestanding sign per street frontage and one (1) conforming Wall Mounted Temporary Sign per building frontage for three (3) days prior to a recognized Federal Holiday, the day of the Federal Holiday, and the day immediately following the Federal Holiday.
- **2.** The display of such signs shall not count toward limits on the otherwise applicable limits on frequency of display per calendar year for each type of sign.

I. UC District Supplemental Temporary Signs

Colleges and universities located within the UC zoning district may display the following supplemental temporary signage.

1. Supplemental Type 2 Signage Attached to Light Poles

- **a.** Type 2 Freestanding Temporary signs of a unified design may be affixed to and displayed on privately owned and maintained light poles situated on the campus of the college or university.
- **b.** Such signs shall not exceed 15 square feet in area.
- **c.** There is no limit to the number of Type 2 signs that may be displayed in conformance with the provisions above.

2. Supplemental Type 5 Freestanding Temporary Signs

a. The restriction on the number of Type 5 sings shall not apply to colleges and universities in the UC district, provided that such signs maintain a 50-foot separation from each other and are set back at least 10 feet from property lines.

30-5.L.8. Permanent Signs

a. Permanent Signs Permitted within Residential Zoning Districts

The following regulations shall govern the display of permanent signs within the AR, SF-15, SF-10, SF-6, MR-5, and MH zoning districts.

1. Freestanding Residential Development Identification Sign

a. Where Permitted

Freestanding residential development identification signs shall be permitted in association with any residential development containing at least 12 lots or dwelling units, including single-family attached and detached developments, multi-family developments, and mobile home parks. Such signage may also be permitted within the interior of a residential development to identify the location of community amenities, such as clubhouses and recreational areas.

b. Number Permitted

- **1.** One double-faced sign or two single-faced signs are permitted at each entrance to the residential development from an external street.
- **2.** One double or single faced sign is permitted along each road frontage adjacent to a community amenity area, where such amenity is located at least 100 feet from an external street.

c. Sign Type

Residential development identification signs shall be designed as a ground mounted monument style sign or may be incorporated into a perimeter landscape wall or similar feature.

d. Permitted Sign Area

Residential development identification signs shall not exceed 32 square feet in area. When attached to walls or other landscaping features, only the area containing text, graphics, or logos shall count toward the maximum area.

e. Permitted Sign Height

Residential development identification signs shall not exceed six (6) feet in height.

f. Permitted Location

Signs shall be located within 100 feet of the entrance to the residential development with which they are associated. If requested, the City of

Fayetteville may grant an encroachment agreement to permit the placement of ground mounted monument style signage within the right-of-way at the entrance of the development, provided the location, design, and construction are approved by the Traffic Engineering Division and the Fire Department.

g. Illumination

Signs may only be externally illuminated.

2. Freestanding Non-Residential Signs

The following permanent signs shall be permitted in association with permitted non-residential uses within a residential zoning district.

a. Freestanding Non-Residential Use Identification Sign

1. Where Permitted

Freestanding non-residential use identification signs may be established on any parcel or group of parcels under common ownership containing a permitted non-residential use in a residential zoning district.

2. Number Permitted

One (1) sign is permitted per street frontage.

3. Sign Type

Non-residential use identification signs shall be designed as a ground mounted monument style sign.

4. Permitted Sign Area

Non-residential use identification signs shall not exceed 32 square feet in area.

5. Permitted Sign Height

Non-residential use identification signs shall not exceed six (6) feet in height.

6. Illumination

Only external illumination is permitted.

b. Freestanding Directional and Circulation Signage

Permanent freestanding directional and circulation signage may be established along entranceways, within parking areas, and along internal drives to direct vehicular and pedestrian traffic, subject to the following standards:

- **1.** Directional signs shall not exceed four (4) square feet of copy area.
- **2.** Signs shall be placed in a manner that does not interfere with site distance requirements or otherwise obstruct visibility.
- **3.** No directional signage shall be installed within a public right-of-way.
- 4. Directional signs may be internally or externally illuminated.
- **5.** Directional signs shall have a common design, including materials, color, illumination, and typeface.

3. External-Facing Sports Field Signage

External-facing signage may be established upon fences and walls enclosing sports fields and stadiums exclusively hosting amateur youth sports, subject to the following regulations:

a. Number Permitted

One (1) externally facing sign is permitted per each corresponding internally facing sign. No externally facing sign shall be displayed without the presence of an identical sign facing inward toward the sporting field or stadium.

b. Location

The sign shall be attached to a fence or wall enclosing a sports field or stadium that is at least 75 feet from a street right-of-way or any residentially used or zoned property line.

c. Permitted Sign Height

Signs shall not exceed six (6) feet in height and shall not extend beyond the top of the fence or wall to which they are mounted.

d. Design

Signs shall be constructed of a rigid material that permits secure mounting to a fence or wall. Signs shall all be of a similar shape and size to present a uniform appearance along the fence or wall.

e. Arrangement

All signs shall be mounted in a single row along the fence or wall. No sign shall be mounted above or below another sign.

f. Illumination

Signs may not have any direct illumination.

4. Home Occupation Signage

A permitted Home Occupation is allowed to display one (1) wall sign with an area of up to four (4) square feet that is mounted directly onto the wall of the structure in which the occupation is performed. Signs shall not be internally illuminated or have direct external illumination.

b. Permanent Signs Permitted within General Non-Residential Zoning Districts

The following regulations shall govern the display of permanent signs within the OI, NC, LC, CC, MU, BP, LI, and HI districts. Property owners are encouraged to pursue high quality signage through the use of performance incentives and alternative signage plans for unique or innovative sign designs, such as three dimensional signs.

1. Freestanding Signs

The following standards shall govern the display of freestanding signs.

a. General Standards

1. Permitted Number of Signs

- (i) One (1) freestanding sign is permitted per parcel per street frontage with a length of up to 150 feet.
- (ii) Parcels with street frontage exceeding 150 feet, may place one additional freestanding sign per each additional 100 feet of street frontage, up to a maximum of three (3) freestanding signs.
- (iii) Automobile sales uses holding franchises for the sale of multiple makes of vehicles on a single parcel shall be permitted to have at least one (1) freestanding sign per franchised make being held for sale on the parcel.
- (iv) A parcel containing a theater use which also contains other commercial uses in a combined development shall be permitted to have one (1) additional freestanding sign.

2. Minimum Separation of Signs

(i) Freestanding signs, other than directional signs, located on the same parcel shall be separated by a minimum distance of 75 linear feet.

(ii) Freestanding signs shall be separated from other freestanding signs on adjacent parcels by a minimum distance of 20 linear feet.

3. Unified Signage Style

Where multiple freestanding signs are permitted on a single parcel, only one type of freestanding sing (ground or pole) shall be permitted.

4. Supplemental Sign Height and Copy Area Allowance

Where a single entity occupies one or more contiguous parcels exceeding the minimum size threshold established herein, the following allowances shall be made for supplemental height and copy area for permitted freestanding ground and poles signs as follows:

- (i) Parcels 3.0 acres to 4.99 acres: 20% increase in height and copy area
- (ii) Parcels 5.0 acres and larger: 30% increase in height and copy area

b. Ground Signs

1. Permitted Copy Area

The maximum permitted copy area for ground signs in each district shall be in accordance with the following:

(i) OI and NC Districts

The maximum permitted sign copy area along each frontage shall be the greater of 24 square feet or one-half square foot (0.5) per linear foot of street frontage, not to exceed 75 square feet.

(ii) UC District

The maximum permitted sign copy area along each frontage shall be one (1) square foot per linear foot of street frontage, not to exceed 100 square feet

(iii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted sign copy area along each frontage shall be the greater of 48 square feet or one-half square foot (0.5) per linear foot of street frontage, not to exceed 150 square feet.

2. Maximum Height

(i) OI, NC, and UC Districts

The maximum permitted height for ground signs is 12 feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted height for pole signs is 20 feet.

3. Required Setback

Ground signs shall be set back from all adjoining rights-of-way and property lines by a minimum of 10 feet.

4. Illumination

Internal and external illumination are permitted.

5. Changeable Copy

Changeable copy area is permitted to occupy up to 30% of the sign face. Either manual changeable copy or electronic changeable copy is permitted. Where changeable copy displays are utilized, the display area shall be installed flush with the sign face.

6. Design Incentive

To incentivize the use of high-quality design and materials in ground signs, the permitted copy area of such signs may be increased by up to 50% if one of the following options is used:

- (i) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
- (ii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

c. Pole Signs

1. Permitted Copy Area

The maximum permitted copy area for pole signs in each district shall be in accordance with the following:

(i) OI, NC, and UC Districts

The maximum permitted sign copy area along each frontage shall be one-half square foot (0.5) per linear foot of street frontage, not to exceed 50 square feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted sign copy area along each frontage shall be (0.5) per linear foot of street frontage, not to exceed 150 square feet.

(iii) Sign Consolidation Incentive

In any situation in which multiple pole-signs are permitted on a single parcel and the owner chooses to utilize no more than one (1) pole sign per frontage, the permitted copy area of the sign may be increased by 25%. Any sign erected utilizing this incentive shall be removed or otherwise made conforming to the general standard before additional permitted pole signs may be placed on the parcel or frontage.

2. Maximum Height

(i) OI, NC, and UC Districts

The maximum permitted height for pole signs is 15 feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted height for pole signs is 25 feet.

3. Required Setback

Pole signs shall be set back from all adjoining rights-of-way and property lines by a minimum of 5 feet.

4. Changeable Copy

Changeable copy area is permitted to occupy up to 30% of the sign face. Either manual changeable copy or electronic changeable copy is permitted. Where changeable copy displays are utilized, the display area shall be installed flush with the sign face.

5. Illumination

Only internal illumination is permitted.

6. Supporting Structure Concealment

Rectangular covers having a color and finish similar to the main body of the sign shall be installed around each supporting pole from the sign base or grade to the bottom of the sign. The cumulative width of the covers shall be a minimum of 20% and maximum of 50% of the width of the sign.

2. Building Mounted Signage

The following standards shall govern the display of wall, window, canopy, awning, and marquee signs.

a. General Standards

1. Permitted Number of Signs

(i) Single Occupancy Buildings

No more than one (1) building mounted sign, excluding window signs, may be displayed per street frontage; provided that a projecting sign mounted on the corner of a building shall not count toward the maximum number of building mounted signs permitted per frontage.

(ii) Multiple Occupancy Buildings

No more than one (1) building mounted sign, excluding window signs, may be displayed per tenant space; provided that a projecting sign mounted on the corner of a building shall not count toward the maximum number of building mounted signs permitted per frontage.

2. Permitted Copy Area Calculation

Unless otherwise stated, the permitted copy area for building mounted signage shall be calculated as the greater of either:

- (i) One (1) square foot per linear foot of building wall or width of tenant space; or
- (ii) 10% of the area of the building wall (or portion of the building wall for the tenant space) between the base of the building and top of the parapet wall for flat roofed buildings or bottom of the eaves for buildings with sloped roofs.

3. Maximum Permitted Copy Area

- (i) In the OI, NC, and UC districts, the maximum copy area shall be limited to 50 square feet.
- (ii) In the other non-residential districts, the maximum copy area shall be limited to 500 square feet.

b. Wall Signs

- **1.** Wall signs shall not project more than six (6) inches from the building wall to which they are attached. The foregoing shall not apply to:
 - (i) Channel letter style signs;
 - (ii) Graphics, text, and logos that are affixed to, or protrude from, the face of a sign six (6) inches or less where the depth of the body of the sign does not project more than six (6) inches from the building wall.
- 2. Wall signs may be internally or externally illuminated.
- **3.** Digital readerboards and similar electronic display screens shall not be utilized for a wall sign.
- **4.** Manual changeable copy sign area is not permitted on the face of a wall sign.
- **5.** Wall signs shall not be painted directly on the surface of a building.
- **6.** To incentivize the use of high-quality design and materials in wall signage, the permitted area of such signs may be increased by up to 50% if one of the following options is used:
 - (i) Channel letter style design is utilized for the entire sign
 - (ii) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
 - (iii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

c. Canopy and Awning Signs

- 1. Canopy and awning signs may be painted or printed upon a canopy or awning or may be attached, provided such attached sign shall be affixed flat to the surface of the canopy or awning completely within the limits of the canopy or awning.
- **2.** Canopy and awning signs may only be externally illuminated.
- **3.** Under-canopy, canopy soffit, or ceiling signs shall be hung beneath a canopy so that the copy or display shall be perpendicular to the building wall. Signage shall be permitted along the edge of a canopy provided the sign copy shall not extend in any direction above, beyond or below the canopy edge. The fringe or drip-flap portion of a canvas awning shall be considered as a canopy edge.
- **4.** Signage shall be permitted above the edge of the canopy on the protection covering of the canopy provided the signage is within the parallel edges of the protective covering and is an integral part of the protective covering or is applied directly thereto.

d. Marquee Signs

- **1.** The copy area of a marquee sign shall be permitted to extend the full length of the sign, without regard to copy area limitations for building mounted signs.
- 2. The copy area of a marquee sign shall not exceed six (6) feet in height.
- **3.** Marquee signs may project over a pedestrian walkway, provided that a minimum overhead clearance of nine (9) feet is maintained from the grade of the walkway.
- **4.** Marquee signs may not project within two (2) feet of the curb or edge of a street.
- **5.** Where a marquee sign projects into a public right-of-way, a right-of-way encroachment permit shall be required prior to the approval of the sign permit.
- **6.** The copy area of a marquee sign may consist of either manual changeable copy or a digital readerboard or similar electronic display.
- **7.** Marquee signs may be either externally or internally illuminated.

e. Projecting Signs

- **1.** Projecting signs shall not extend vertically above the roof line or parapet wall of the building to which it is mounted.
- Where a projecting sign is located above a pedestrian walkway, a minimum overhead clearance of nine (9) feet shall be maintained from the grade of the walkway to the lowest point of the sign.
- **3.** Projecting signs may not project within two (2) feet of the curb or edge of a street.
- **4.** Where a projecting sign projects into a public right-of-way, a right-of-way encroachment permit shall be required prior to the approval of the sign permit.
- 5. Projecting signs may be externally or internally illuminated.
- **6.** To incentivize the use of high-quality design and materials in projecting signs, the permitted copy area of such signs may be increased by up to 50% if one of the following options is used:
 - (i) Channel letter style design is utilized for the entire sign
 - (ii) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
 - (iii) All graphics, text, and logos are routed into an opaque, hollow sign structure, with such routed area not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

3. Window Signs

Signs affixed to the interior or exterior of the glazed area of any window or glass door are permitted to cover a maximum of 50% of the cumulative square footage of glazed area on each building frontage, provided that where exterior building wall signage is utilized, the cumulative square footage of window signs on each frontage shall not exceed the square footage of installed wall signage. The cumulative amount of window signage shall include incidental window signs that exceed the threshold established for exemption.

4. Directional and Circulation Signage

Freestanding directional and circulation signage may be established along entranceways, within parking areas, and along internal drives to direct vehicular and pedestrian traffic, subject to the following standards:

- **a.** Directional signs shall not exceed four (4) square feet of copy area.
- **b.** Signs shall be placed in a manner that does not interfere with site distance requirements or otherwise obstruct visibility.
- **c.** No directional signage shall be installed within a public right-of-way.
- **d.** Directional signs may be internally or externally illuminated.
- **e.** Directional signs shall have a common design, including materials, color, illumination, and typeface.

5. External Facing Sports Field Signage

External-facing signage may be established upon fences and walls enclosing sports fields and stadiums exclusively hosting amateur youth sports, subject to the following regulations:

a. Number Permitted

One (1) sign is permitted per each corresponding internally facing sign. No externally facing sign shall be displayed without the presence of an identical sign facing inward toward the sporting field or stadium.

b. Location

The sign shall be attached to a fence or wall enclosing a sports field or stadium that is at least 75 feet from a street right-of-way or any residentially used or zoned property line.

c. Permitted Sign Height

Signs shall not exceed six (6) feet in height and shall not extend beyond the top of the fence or wall to which they are mounted.

d. Design

Signs shall be constructed of a rigid material that permits secure mounting to a fence or wall. Signs shall all be of a similar shape and size to present a uniform appearance along the fence or wall.

e. Arrangement

All signs shall be mounted in a single row along the fence or wall. No sign shall be mounted above or below another sign.

f. Illumination

Signs may not have any direct illumination

6. Billboard Signs

The following regulations shall apply to billboard signs.

a. Where Permitted

Billboard signs shall only be permitted in the LI and HI districts, subject to the following standards.

b. Permitted Copy Area

The maximum permitted copy area of a billboard sign shall be:

- 1. LI District: 300 square feet
- **2.** HI District: 400 square feet

c. Permitted Height

The maximum permitted height of a billboard sign shall be:

- **1.** LI District: 25 feet
- **2.** HI District: 30 feet

d. Number of Sign Faces

Billboards may display a single sign face or a double sign face where the two faces of the sign are situated back-to-back and parallel to each other.

e. Location Restrictions

- **1.** No billboard shall be located within 2,000 feet of any other billboard.
- **2.** No billboard shall be located within 500 feet of any residential zoning district or residential structure.

f. Landscaping

The area below the sign within a radius of 15 feet of the support structure shall be landscaped and maintained with a vegetative groundcover and

shrubs in compliance with Section 30-5.B.1, Landscaping Standards, with shrubs planted at a rate of one per five square feet.

c. Permanent Signs Permitted within the Downtown Zoning Districts

The following regulations shall govern the display of permanent signs within DT-1 and DT-2 districts.

1. Building Mounted Signage

a. General Standards

1. Permitted Number of Signs

(i) DT-1 District

One (1) primary exterior building mounted sign (wall or projecting) is permitted per street frontage or one (1) sign for each ground floor tenant space having an individual customer entrance. Additional secondary building mounted signs are permitted as specified herein.

(ii) DT-2 District

One (1) primary exterior building mounted sign (wall or projecting) is permitted per street frontage. Additional secondary building mounted signs are permitted as specified herein.

2. Permitted Copy Area Measurement

(i) DT-1 District

1. Single Tenant Buildings and Multi-Tenant Buildings with Common Ground Floor Tenant Entrances

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall upon which the sign is mounted.

2. Multi-Tenant Buildings with Individual Ground Floor Tenant Entrances

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall as measured from the outer edges of the ground floor tenant space accessed by the customer entrance with which the sign is associated.

(ii) DT-2 District

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall upon which the sign is mounted.

3. Uniformity of Sign Type Required

Where a building is permitted to display multiple exterior building mounted signs, all primary signs along each frontage shall be of a uniform type – either wall signs or projecting signs.

4. Changeable Copy

Changeable copy area of any type shall not be included in the design of building mounted signage other than for assembly and entertainment uses, such as theaters, arenas, and similar venues.

5. Integration with Architectural Features

Building mounted signs shall not be installed so as to obstruct architectural features. Where a building contains an existing space for a sign integrated into the façade, it shall be utilized for the placement of new wall signage.

b. Wall Signs

- **1.** Wall signs may not project more than 12 inches from the face of the building upon which they are mounted.
- **2.** Wall signs may not extend:
 - (i) Above the bottom of the building's upper cornice or cap;
 - (ii) The top of the parapet wall of a flat roofed building without a cornice or cap; or
 - (iii) The bottom of the eaves of a sloped roof building.
- 3. Wall signs shall not be painted directly onto the surface of a building.

c. Projecting Signs

- 1. Projecting signs shall not exceed 50 square feet in copy area.
- **2.** Projecting signs may project to a maximum of five (5) feet from the building wall upon which they are mounted.
- **3.** No part of a projecting sign shall be more than 20 feet above grade.
- **4.** Projecting signs located above pedestrian walkways shall maintain a clear heigh of at least nine (9) feet from the grade of a walkway to the bottom of the sign.

5. Projecting signs extending into a public right-of-way shall require an encroachment agreement prior to the issuance of a sign permit.

d. Window Signs

Window signs (including signs on glass doors) are permitted in accordance with the standard established in Section 30-5.L.8(b)(3), except that in the DT-1 district the following restrictions on size and coverage shall apply:

- **1.** Signage attached to an individual window shall not exceed the lesser of one-third (1/3) of the glazed area of the window or 15 square feet.
- **2.** The cumulative amount of window signage permitted for any individual tenant space, or building frontage in the case of a single tenant building, shall not exceed the lesser of one-third (1/3) of the cumulative glazed window area or 50 square feet.

e. Permanent Flag Displays

- 1. Each single tenant building or individual tenant space having an individual street level customer entrance onto a public sidewalk is permitted to permanently display one (1) exempt flag and one (1) other flag mounted to the building wall.
- **2.** One (1) additional flag is permitted to be mounted for each 50 linear feet of building wall, up to a total of five (5) flags.
- **3.** Flags displayed in accordance with this section shall not exceed 25 square feet in area.
- **4.** No portion of the flag or mounting hardware shall be below nine (9) feet above the grade of a pedestrian walkway.
- **5.** Flags projecting into a public right-of-way shall require the issuance of an encroachment permit.

f. Canopy and Marquee Signs

- **1.** Signs may be installed on the face of a canopy or marquee, or may be mounted to the top of a canopy using cut-out or channel style lettering.
- **2.** Where mounted to the top of a canopy, the sign components shall not exceed 24 inches in height or extend past the outer edges of the canopy structure.
- **3.** Canopy and marquee signs shall not exceed the maximum copy area that would be permitted for a wall mounted sign.

4. Where permitted, changeable copy area may be included on a canopy or marquee at the rate of three (3) square feet per linear foot of the canopy or marquee. The changeable copy area shall be limited to five (5) feet in height.

g. Awning Signs

Text, graphics, and logos, not exceeding 18 inches in height are permitted to be displayed (painted, printed, or embroidered) on the front and sides of awnings.

h. Directory and Customer Entrance Signage

One (1) sign having an area not exceeding three (3) square feet shall be permitted to me mounted to the exterior of a building wall within three (3) feet of each customer entrance.

2. Freestanding Signs

Freestanding signs in the DT-2 district shall be regulated in accordance with the standards set forth for such signs in the NC and OI districts as set forth in section 30-5.L.8.(b). Freestanding signs in the DT-1 district are permitted subject to the following regulations.

a. Ground Signs

1. Number Permitted

One (1) ground sign is permitted per street frontage.

2. Permitted Copy Area

The maximum permitted copy area is 20 square feet.

3. Maximum Height

The maximum permitted height of a ground sign is seven (7) feet. As measured from the grade of the adjacent sidewalk.

4. Illumination

Internal and external illumination are permitted.

5. Changeable Copy

Changeable copy area is permitted to occupy up to 50% of the sign face, provided that only manual changeable copy is permitted. Changeable copy area shall be designed so that it is flush with the sign face.

6. Design Standard

One of the following design options shall be utilized:

- (i) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
- (ii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

30-5.L.9. Alternative Signage Plan

Regardless of the other provisions of this Article, the Planning Commission may, at its sole discretion, approve a signage plan for development projects listed in this section. The approved signage plan may include signs of different sizes, types, locations, placement and height from those otherwise enumerated in this Article.

a. Purpose

The purpose of the optional provisions for an Alternative Signage Plan are:

- **1.** To permit creativity in sign design and placement to address site issues and constraints associated with topography, pedestrian-orientation, wayfinding and other conditions unique to the subject development.
- **2.** To encourage the development of comprehensive signage plans for large developments that promote an integrated approach to sign design and placement that is both attractive and informative.

b. Application

Alternative signage plans may be submitted for the following types of development: Commercial, industrial, institutional, office, residential or mixed-use developments containing five or more acres in area, and, regardless of site area, three-dimensional and signs associated with artist studios and galleries, business incubators, schools and large cultural or public facilities of a singular nature (for example, large public museums, city-wide or regional sports or convention centers, transportation centers).

c. Submittal Process

Alternative signage plan applications may be submitted for Planning Commission consideration at the time of original consideration of the proposed development or separately from the original development proposal. The following information or material shall be required for a signage plan application.

- **1.** Owner and contract name, address, telephone number and signature(s), as applicable.
- **2.** A signage plan proposal illustrating the proposed signs, their proposed location, their proposed purpose, along with a statement as to why the existing sign code cannot or should not be followed in the subject case.

- **3.** An analysis showing how the proposed signage plan differs from what could be provided under the existing city sign regulations set forth in this Article.
- **4.** Other similar information determined by the City Manager to be necessary for understanding the purpose and intent of the proposed signage plan application.

d. Review Procedure

The City Manager shall schedule the alternative signage plan for Planning Commission consideration at a legislative hearing. Appeal of the decision may be made to the City Council in accordance with procedures in section 30-2.C.18 Appeal, Item (c) Initiation. In reviewing the proposed signage plan, the Planning Commission shall take the following matters into consideration.

- **1.** The extent to which the proposed signage plan deviates from the sign allowances otherwise applicable in this Article.
- 2. The rationale provided by the applicant for the deviations.
- **3.** The extent to which the signage plan promotes city goals for way-finding, pedestrian-orientation, and business identification.
- **4.** The degree to which the signage plan creatively and effectively addresses the issues and constraints unique to the site with regard to signage.
- **5.** The degree to which the signage plan creates a unified approach to development signage that is attractive and effective in communication.
- **6.** The Planning Commission may deny or approve the proposed signage plan in part or in total and may establish conditions regarding approval.

Ordinance No. S2025-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-5.L., SIGNAGE, OF ARTICLE 30-5, DEVELOPMENT STANDARDS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Section 30-5.L., Signage, is amended by deleting the same in its entirety and

substituting with the following:

30-5.L.1. Purpose and Applicability

a. Purpose

The purpose of this section is to provide standards to safeguard life, public health, safety, property, and welfare by guiding, coordinating, and regulating the type, number, placement and scale (size and height) of signs referenced to different zoning districts, as well as the quality of material, construction, erection, alteration, illumination, display, use, maintenance and removal of signs in the City. In addition, the purpose of this section is to:

- 1. Ensure that signage is sufficiently visible to the public for which it is intended;
- 2. Provide regulatory direction and incentives to improve the quality of commercial and noncommercial signage in the City of Fayetteville;
- **3.** Ensure that signage reflects and complements the character of the location where it is installed;
- 4. Establish standards in keeping with the state-of-the-art technology and materials;
- **5.** Coordinate and balance the location of signage with other site features, including site lighting and landscaping, in order to minimize conflicts and ensure adequate visibility of installed signage;
- **6.** Enhance the aesthetic vitality of the City of Fayetteville by allowing and promoting creative sign design;
- 7. Allow designated historic and character-defining signs to remain in place;
- 8. Establish clear requirements and incentives for the effective display of addresses;

9. Ensure the effective use of temporary signage to promote economic, community, and social events and activity in the City.

b. Applicability

The provisions of this section shall apply to the construction, placement, display, maintenance, and removal of all signs within the territorial jurisdiction of the City of Fayetteville unless otherwise explicitly exempted herein.

30-5.L.2. General Provisions

a. In General

The regulations in this section specify the number, types, sizes, heights, and locations of signs which are permitted within the City. It shall be unlawful for any person to erect, place, alter or maintain a sign in the City except in accordance with the provisions of this section. Regulations governing the use of signs within the jurisdiction and referenced to the various zoning districts are set forth in this section. All signs shall be erected, altered, and maintained in accordance with the provisions of this section and, unless exempted, only those signs as specified and as regulated shall be erected within the City.

b. Sign Permit Required

A Sign Permit issued in accordance with the standards of Section 30-2.C.11 shall be required prior to the erection, placement, construction, reconstruction, or structural alteration of a sign regulated under this section, unless otherwise specifically exempted herein.

c. Determination of Sign Copy Area

- 1. In measuring the copy area of a sign permitted under this section the entire face of the sign containing the sign copy shall be included. Specifically exempted from this provision are poles, pole covers, bases of ground signs, and decorative elements not containing sign copy.
- 2. Where both sides of a double-faced sign contain lettering or other allowable display, one side only shall be used to compute the allowable size of the sign; however, each side of a multiple-faced sign shall be used separately to compute allowable sign size.
- **3.** Where the sign consists of individual letters, numbers, characters, figures or displays attached in some manner to a building or a sign face of irregular shape, the sign copy area shall include the area of the smallest circle, square, or rectangle that can encompass the total sign area composed of letters, numbers, characters, figures or displays or the irregular shaped sign face.

- 4. Where signs have appendages or additions, such as "pop-ups" or "cutouts" that extend beyond the main sign copy area, the area of such appendages or additions shall be measured separately, but included in the total sign copy area.
- 5. Any area designed for changeable copy shall also be counted as part of the total sign area.

d. Determination of Sign Height

- 1. The height of a sign erected within 30 feet of a street right-of-way line shall be the distance from the grade level of the nearest edge of the street to the top of the sign or sign structure, whichever is greater.
- 2. The height of all signs farther than 30 feet from a street right-of-way line shall be the distance from the grade level where the sign is erected to the top of the sign or sign structure, whichever is greater.

e. Determination of Sign Setback

In determining setback, measurement shall be made from the nearest street right-of-way line.

f. Changeable Copy Signs

Unless otherwise specified herein, any permanent sign allowed in this section may use manual, electrically, or mechanically activated changeable copy provided that the text, numbers or images change no more frequently than once every six seconds. Limitations on the proportion or dimensions of changeable copy signs are included with the regulations for each type of permanent sign where such is permitted.

30-5.L.3. Sign Construction Standards

a. Design and Construction

All signs shall be designed, constructed, and installed in accordance with generally accepted engineering practices to withstand wind pressures and load distributions as specified in the state building code. All signs shall be constructed according to the requirements of this article and the state building code, as amended, or whichever is more restrictive. It shall be unlawful for any person to erect or place any sign that does not conform to the requirements of this article and the state building code as amended.

b. Electric Service

1. All signs in which electrical wiring and connections are included shall be constructed in accordance with the state building code.

2. All detached signs to be illuminated shall be so illuminated by an underground electrical service.

c. Illuminated Signs

- 1. Illuminated signs shall be shielded and directed in a manner so as not to produce glare, excessive light, or concentrations of light that interfere with vehicular or pedestrian safety.
- 2. External sources of illumination shall be shielded from streets and adjoining property.
- **3.** Any external source of illumination, such as spotlights or floodlights shall be placed so that the source is not directly visible from any adjacent residentially zoned or used property.
- **4.** Freestanding signs, other than Billboard Signs, with a height exceeding six (6) feet shall only be permitted to utilize internal sources of illumination.

d. Billboard Signs

All billboard signs erected within the City after the effective date of the ordinance from which this section is derived shall be supported by a structure of monopole steel design and construction.

30-5.L.4. Sign Maintenance and Repair

a. Maintenance Required

- 1. Every sign and its support, braces, guys, anchors and electrical equipment shall be maintained in safe condition at all times.
- 2. All signs shall be kept in a state of good repair and aesthetic condition, free from defective, rusting or missing parts (e.g., broken sign facing, broken supports, loose appendages or struts, disfigured, cracked, ripped or peeling paint or poster paper) or missing letters or numbers.
- **3.** Signs shall be able to withstand the wind pressure as prescribed in the state building code.
- 4. Illuminated signs shall have their light sources regularly inspected and maintained to ensure that they are functioning properly.
- 5. The area within ten feet in all directions of the base of a freestanding sign shall be kept clear of debris and undergrowth.
- **6.** A sign face or sign structure may be disassembled and taken down temporarily for the purposes of maintenance provided such sign face and/or structure are reassembled to their original location and position within a period of no more than 60 days. A permit shall be required for such purpose.

b. Repair or Removal of ImproperlyMaintained Signs; Actions by the City Manager

The City Manager or his designee is authorized to order the painting, repair, or alteration of any sign which constitutes a hazard to the health, safety, or public welfare by reason of inadequate maintenance, dilapidation, obsolescence or abandonment. The City Manager may order the removal of any sign that is not maintained in accordance with the provisions of this article. Such removal shall be at the expense of the owner. Signs that are not repaired or removed as required by the City Manager shall be cause to take legal action to effectuate such repair or removal.

30-5.L.5. Prohibited Signs

The following signs, components, and characteristics are expressly prohibited within all zoning districts unless specifically stated otherwise in this section:

a. Simulated Public Safety, Warning, or Traffic Sign

Signs by their location, color, illumination, size, shape, nature, message or appearance tend to obstruct the view of or be confused with official traffic, safety, or warning signs, or lights or other devices erected by governmental agencies. This prohibition includes signs having no bona fide safety necessity, involving the terms "CAUTION," "DANGER," "SLOW," "STOP" OR "YIELD," or which utilize geometric figures, symbols, lights, location or message not unlike official traffic, safety, or warning signs, signals, or lights; provided, however, this provision is not intended to prevent the placement on private property of signs with "stop," "yield," or other such wording or design where such is necessary for traffic control or other such legitimate notice to the public.

b. Snipe Signs

Signs placed upon or attached to any curb, sidewalk, utility pole, post, fence, hydrant, bridge, another sign or other surface, public bench, street light, or any tree, rock or other natural object located on, over, or across any public street or public property; provided, however, this provision shall not apply to the posting of public interest, security, and warning signs permitted section 30-5.L.6.(b).

c. Flashing Signs

Signs or devices with flashing, intermittent, animated or changing intensity of illumination; provided, however, traffic signals, railroad crossing signals, and other official warning or regulatory signs and electronically controlled message centers or readerboards where different copy changes that present messages of a public service or commercial nature shall not be considered flashing signs.

d. Motion Signs

Signs or devices designed to attract attention, all or any part of which use movement or apparent movement by fluttering, revolving, rotating, spinning, swinging, animation or moving in some other manner, including fabric signs not securely fastened to their supporting structures, and are set in motion by movement of water or the atmosphere or by mechanical, electrical, or any other means. Such signs or devices include, but are not limited to, banners, pennants, ribbons, streamers, spinners, propellers, discs, consecutively hung official or unofficial flags, and bunting, whether or not any such sign or device has a written message but do not include non-advertising/non-informational flags and feather flags (designated as Type 5 Freestanding Temporary Signs). However, signs or devices that only move occasionally because of the wind are not prohibited if their movement is not a primary design feature of the sign or device, is not intended to attract attention to the sign or device and is permitted for a limited period of time for a special event not to exceed 60 days.

e. Signs Obstructing Motorists' Visibility

Signs that substantially interfere with the view necessary for motorists to proceed safely through intersections or to enter onto or exit from public streets or private roads or driveways or that obstruct the motorists' view of approaching, merging, or intersecting traffic including, but not limited to, signs in sight visibility triangles.

f. Signs in Public Rights-of-Way

Any sign erected in or over any public right-of-way is prohibited except for:

- 1. Signs as permitted and regulated in the Downtown DT-1 and DT-2 districts;
- 2. Governmental signs;
- **3.** Signs explicitly permitted to encroach into a public right-of-way which have received an encroachment permit or other authorization from the City or NCDOT.

g. Signs Obstructing Light, Air, or Ingress/Egress of Buildings

Signs that obstruct any window, door, fire escape, stairway, ladder or opening intended to provide light, air, ingress or egress for any building as required by law.

h. Signs Emitting Glare

Signs with light sources or reflectivity of such brightness that result in glare, blinding, or any other such adverse effect on motorist vision or into or upon any residential building not related to the signs.

i. Portable or Moveable Signs

Any sign that is not permanently affixed to a building, structure, or the ground, other than a Temporary Sign authorized by this section.

j. Roof Signs

Signs which are located, or extend, in any manner above the highest point of the roof or parapet, except as otherwise provided in this section.

k. Obscene Signs

Signs containing words or graphics that are obscene, as defined in North Carolina General Statutes Section 14-190.1.

I. Signs Below Minimum Clearance

Signs, marquees, canopies and awnings with vertical clearance of less than nine feet above sidewalks and pedestrian areas and less than 14 feet above parking or vehicular passage areas.

m. Improperly Maintained Signs

Signs, including structural elements and illumination, which are not maintained in accordance with the requirement of Section 30-5.L.4, Sign Maintenance and Repair.

n. Illuminated Temporary Signs

Temporary signs illuminated in any manner.

o. Novelty Signs

Signs which emit visible smoke, vapor particles, odor, or noises.

p. Unspecified Temporary Signs

Temporary signs not expressly permitted by Section 30-5.L.7.

q. Temporary Special Advertising Devices

Searchlights, stroboscopic lights, laser lights or similar illuminating systems. Also, inflatable and three- dimensional objects, except those specifically provided for herein.

r. All Other Signs not Specifically Permitted

Other signs not expressly allowed by this section.

s. Vehicles with Large Signs Parked Near a Right-of-Way

- 1. Except when in the process of loading or unloading or generally carrying out activities associated with the normal conduct of business (except advertising) vehicles and trailers with signs exceeding eight square feet on any one side, except passenger cars, vans and light trucks, are prohibited from parking within 50 feet of a public right-of-way. Licensed and operable passenger cars, vans and light trucks containing such signage may park in any legally-established parking space on the property on which the business being advertised is being conducted.
- 2. Exceptions to subsection (1) above may be granted by the City Manager in cases where lot size or topographical constraints require parking of vehicles closer than 50 feet from the right-of-way, or when the inventory of a business (such as rental trucks) greatly relies on the storage area within the subject 50- foot zone.

30-5.L.6. Exempt Signs

The following signs are not subject to the regulations of this section and do not require the issuance of a Sign Permit prior to their placement and display.

a. Governmental and Public Utility Signs

Signs erected by, or on behalf of, a legally recognized unit of local, state, or federal government, including legal notices, identification and informational signs, and traffic warning, directional, or regulatory signs. Also, official signs of a noncommercial nature erected by public utilities, including safety, warning, and informational signs.

b. Warning (Health, Safety, Hazard) Signs

Temporary or permanent signs erected by government agencies, public utility companies, or construction companies to warn of danger or hazardous conditions, including signs indicating the presence of underground cables, gas lines, and similar devices or signs providing directions around such conditions.

c. Internal Signs

Signs located on the interior of buildings, courts, lobbies, stadiums or other structures which are not primarily intended to be seen from the exterior of such buildings or structures.

d. Flags (Non-Advertising and Non-Informational)

- 1. Flags of the United States, North Carolina, County or City jurisdictions, foreign nations having diplomatic relations with the United States, or organizations of nations; flags of any religious, civic or fraternal organization, or any educational or cultural facility; any one corporate flag per lot; or any other flags adopted or sanctioned by the City Council, subject to United States Congressional protocol; except when such are used in connection with a commercial promotion or as an advertising device or as an integral part of a sign regulated under this section; provided not more than five such flags shall be flown on any lot or parcel, and provided such flags are displayed on permanent pole structures. Failure to display such flags in a manner which meets Congressional protocol will be a violation of this Ordinance.
- 2. A greater number than five flags may be flown for community facilities and institutions, such as, but not limited to cemeteries, military museums, public parks, athletic facilities and hospitals.
- **3.** Proper maintenance shall not permit flags which are torn, ripped, frayed, separated from their grommets or incompletely fixed to their pole structures.
- 4. All flags used in connection with a commercial promotion, as an advertising device, or as an integral part of a commercial sign, must conform to the permanent freestanding sign regulations for the district in which they are located.
- **5.** This exemption shall not apply to flags mounted or affixed to buildings in the DT-1 and DT-2 districts.

e. Vehicular Signs

- 1. Signs painted or otherwise permanently affixed to currently licensed operational motor vehicles and trailers used in the normal transport of goods or persons where the sign is incidental and accessory to the primary use of the vehicle or trailer.
- **2.** Temporary signs displayed upon the windows of vehicles in the inventory of a licensed automobile dealership.

f. Incidental Signs

- 1. Any sign painted or affixed to an object or product, where the sign is clearly incidental and accessory to the primary use and purpose of the object or product including, but not limited to, product dispensers and point of purchase displays for newspapers, soft drinks, gasoline, ice, ATMs or similar items which indicate the contents of the machine, the name or logo of the supplier, the price or operating instructions.
- 2. Signs imprinted upon table umbrellas.

- **3.** Barber poles associated with a currently occupied barbershop.
- 4. All other clearly incidental signs smaller than 1 square foot in area that are attached to a window, door, or wall of an occupiable structure, provided that where the aggregate area of such signage exceeds 8 square feet, it shall count toward the maximum permitted window signage permitted on that frontage.

g. Signs Required by Law

Legal notices and signs required by law, statute, ordinance, or regulation.

h. Integral Decorative or Architectural Building Features

Integral decorative or architectural features of buildings so long as such features do not contain advertising, letters, trademarks, moving parts or lights.

i. Artistic Works

Public displays of works of art, including murals, which contain no commercial messages or references to products or services offered upon the premises on which the work of art is displayed.

j. Memorials

Permanent memorials, plaques, cornerstones, tablets, gravestones or markers and similar objects that are noncommercial in nature.

k. Historical Markers and Monuments

Historical tablets, markers, plaques, or monuments specifically designated by resolution of City Council or the Historic Resources Commission due to their historic character or interest, as well as plaques and similar markers placed upon buildings, structures, and sites listed by the Secretary of the Interior on the National Register of Historic Places.

I. Transportation Facilities Signs

Informational signs indicating bus stops, taxi stands, train stations and similar transportation facilities.

m. Signs at Polling Places

Signs erected at polling places in conformance with the applicable provisions of North Carolina General Statute § 163-129.

n. Window Displays

Commercial or noncommercial displays of items, products, or services offered that may be viewed through a window from the outside.

o. Outdoor Merchandise Displays

Outside displays of merchandise offered for sale or rent on the premises where displayed. Only merchandise of the type that is actually for sale or rent, and not pictorial or other representations of such merchandise.

p. Street Address Numbers

Display of street address numbers on buildings, structures, and mailboxes in accordance with the requirements of the North Carolina Fire Prevention Code.

q. Fence Wraps

Fence wraps on construction sites displaying signage in conformance with the standards of North Carolina General Statute 160D-908 shall be permitted for a period not to exceed 24 months from the date that such signage was initially installed on the site, provided that the period of permitted display shall terminate upon the receipt of a certificate of occupancy for the final portion of construction on the site.

r. Internal Facing Sports Field Signage

Internal facing signs not exceeding 32 square feet in area affixed to a fence or wall around the exterior of a sports field or stadium which are not visible from a street right-of-way, provided that such signage is well-maintained and does not present a threat to public safety.

s. Transit System Advertising Signage

Third-party signage displayed on bus shelters and benches associated with the Fayetteville Area System of Transit under an agreement approved by the City Manager or his designee.

30-5.L.7. Temporary Signs

a. Applicability

The provisions of this section shall apply to the placement and display of temporary signage within the City's jurisdiction. Any temporary sign that does not comply with the provisions of this Section is prohibited.

b. Common Standards

All temporary signs shall comply with the following common standards:

- 1. Temporary signs shall not be illuminated or be provided with any electric service.
- 2. Temporary signs shall not be placed within any public street right-of-way, including within medians, unless expressly permitted by this ordinance or the North Carolina General Statutes.
- **3.** Temporary signs attached to building walls (other than permitted temporary window signs) shall not be placed in a manner that obstructs any window, door, fire department sprinkler connection, or street number sign.
- 4. Temporary signs shall not be affixed to a permanent sign or its supporting structure, including both building mounted and freestanding permanent signs.
- 5. Temporary signs shall not be placed in a manner that obstructs clear site distance (within the required sight triangle) at street intersections or driveways.
- **6.** Temporary signs, other than Type 4 Freestanding Temporary Signs, shall not be placed upon or above any street, sidewalk, or other pedestrian walkway.
- 7. Temporary signs shall not be placed on the roof of a building, or affixed to a tree, utility pole, street sign or a parked motor vehicle.
- 8. Where temporary signs are limited in the duration of their display and limited in the total number of displays per calendar year, any required period of separation between such displays shall carry through to the following calendar year, and shall be observed prior to initiating the first allowed display during the new calendar year.

c. Temporary Sign Registration

All temporary signs, other than Type 1 Freestanding Temporary Signs, shall be registered with the Development Services Department prior to their placement to ensure compliance with the standards of this section.

d. Freestanding Temporary Signs

1. General Provisions

The following standards shall apply to all Freestanding Temporary Signs:

- **a.** Signs shall not be affixed to poles, posts, stakes or other supporting structures that are permanently installed or anchored into the ground through the use of concrete foundations or similar anchoring techniques.
- **b.** Signs, other than Type 4 Freestanding Temporary signs, shall not encroach into the right of way of any public or private street.
- **c.** No more than one (1) Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy at any given time, regardless of type, unless otherwise expressly permitted.

2. Type 1 Freestanding Temporary Signs

Signs in this category consist of small, temporary yard signs that are typically associated with (but not limited to) the advertisement of real estate, political campaigns, community events, and meeting announcements

a. Where Permitted

Type 1 Freestanding Temporary signs may be displayed in any district, except the DT-1 district, and may be associated with any use, including parcels containing only vacant or undeveloped land.

b. Permitted Size

The maximum sign display area is limited to six (6) square feet (per side if dual sided).

c. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to four (4) feet above the adjacent grade.

d. Number Permitted

1. General

One (1) Type 1 Freestanding Temporary Sign may be displayed per 200 linear feet of street frontage upon each parcel, provided that where parcels have multiple street frontages, signs shall be separated by a minimum of 50 feet as measured in a straight line between them.

2. Suspension of Type 1 Freestanding Temporary Sign Limits

Beginning on the 30th day prior to the beginning of early voting for any scheduled primary or election, as established by the North Carolina Board of Elections, and ending the 10th day following the primary or election, the limit on the number of Type 1 Freestanding Temporary Signs that may be displayed on a parcel containing a use in the Household Living use classification is suspended. All other regulations associated with such signage shall remain in effect during such period of suspension. Following the end of such period of suspension of this regulation, the limit on the number of permitted Type 1 Freestanding Temporary Signs shall be in force until the following period of suspension.

e. Sign Material

The display area (sign face) shall be composed of a rigid material.

f. Mounting Standard

Signs may only be mounted and supported by posts or stakes.

g. Permitted Duration of Display

There is no limit to the duration of the display of a Type 1 sign.

3. Type 2 Freestanding Temporary Signs

Signs in this category are typically referred to as "banners" that are typically associated with (but not limited to) the announcement of community, sporting and similar special events.

a. Where Permitted

- **1.** Type 2 Freestanding Temporary signs are permitted in all districts, with the exception of the DT-1 district.
- 2. In districts where permitted, Type 2 signs may be displayed only on parcels or groups of adjacent parcels under common ownership which contain either:
 - (i) A use in the Agricultural use classification.
 - (ii) A multi-family use with twenty-four (24) or more dwelling units;
 - (iii) A use in the Group Living use classification;

- (iv) A use in the Public and Institutional use category; or
- (v) A use in the Recreation / Entertainment, Outdoor use category

b. Permitted Size

The maximum sign display area is limited to eighteen (18) square feet (per side if dual sided).

c. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to four (4) feet above the adjacent grade.

d. Number Permitted

One (1) Type 2 Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy.

e. Sign Material

The display area (sign face) shall be composed of flexible material.

f. Mounting Standard

Signs may only be mounted and supported by posts or stakes.

g. Number of Sides

The display area may be either single or dual sided, but shall not consist of more than one (1) distinct component.

h. Permitted Duration of Display

Type 2 signs are permitted to be displayed for a maximum period of fourteen (14) calendar days. A maximum of six (6) separate displays are permitted during each calendar year with a minimum of ten (10) days of separation between displays.

4. Type 3 Freestanding Temporary Signs

Signs in this category are large temporary signs typically associated with (but not limited to) the advertisement of large tracts of land for sale, large-scale construction and development activity, or the advertisement of commercial or industrial buildings for sale or lease.

a. Where Permitted

Type 3 Freestanding Temporary signs are permitted only on parcels or groups of adjacent parcels under common ownership which contain either:

- 1. A one- to four family dwelling where the size of the parcel or group of adjacent parcels under common ownership is a minimum of (3) acres in size;
- 2. Vacant or undeveloped land where the parcel or group of adjacent parcels under common ownership is a minimum of one (1) acre in size; or
- 3. A use in any other classification, category, or group, provided that the parcel upon which the sign is displayed has a minimum of 200 feet of frontage on a public street, as measured at the right-of-way.

b. Simultaneous Display Prohibited

A Type 3 Freestanding Temporary sign shall not be displayed upon a parcel that contains a permanent freestanding sign, including a sign structure that has had its display area removed.

c. Permitted Size

The maximum sign display area is limited to twenty-four (24) square feet (per side if dual sided).

d. Permitted Height

The maximum height of the sign, including any supporting posts or stakes, is limited to eight (8) feet above the adjacent grade.

e. Number Permitted

One (1) Type 3 Freestanding Temporary Sign may be displayed on a parcel or group of adjacent parcels under common ownership or tenancy.

f. Sign Material

The display area (sign face) shall be composed of a rigid material.

g. Mounting Standard

Signs shall be mounted to and supported by a minimum of two (2) separate posts or stakes.

h. Number of Sides

The display area may be either single or dual sided, provided that the sides of a dual sided sign may not exceed a separation of more than 30 degrees from parallel at their point of intersection.

i. Permitted Duration of Display

- 1. Type 3 signs may be displayed without limit to duration upon any parcel or group of adjacent parcels under common ownership which contain only vacant or undeveloped land, including land whose principal use is the production of agricultural commodities or silviculture (forestry).
- 2. In all other cases, the duration of display shall be limited to two (2) years, provided that this limit shall not apply if the land, and any building(s) and/or structure(s) upon such parcel or group of parcels, is not occupied or in active use for purposes other than the occupancy of a one- to four family dwelling at any time during the period of display.
- **3.** Where the display of a Type 3 sign is subject to a limit on the duration of display, there shall be a minimum period of separation of sixty (60) days between the removal of the previously permitted sign and the display of a new sign. Such period of separation shall apply in all cases where a sign subject to a limit on the duration of its display is removed, regardless of whether the maximum allowed duration for its display has been reached at the time of its removal.

5. Type 4 Freestanding Temporary Signs

The category of signs defined as Type 4 Freestanding Temporary signs shall include only those signs which are constructed in a manner that is commonly referred to as an "A-frame" or "sandwich board" sign. The faces of the sign shall be connected at the top by hinges or similar mechanisms and the sign shall be self-supporting when placed in its display position.

a. Where Permitted

Type 4 Freestanding Temporary signs may only be displayed in association with a nonresidential use, subject to the following standards.

b. Permitted Size

The maximum sign display area is limited to eight (8) square feet (per side if dual sided).

c. Permitted Sign Dimensions

The maximum height of the sign is limited to four (4) feet above the grade of the surface upon which it is displayed when placed in its display position, and shall have a width of no more than four (4) feet.

d. Sign Material

The display areas (sign faces) shall be composed of a rigid material, such as wood, metal, slate, or a high-quality synthetic material.

e. Number Permitted

One (1) Type 4 Freestanding Temporary Sign may be displayed per customer entrance, subject to the limitations on separation under Placement Standards.

f. Placement Standards

- 1. A Type 4 sign may only be placed within an area bounded by an imaginary line running ten (10) feet along the building wall from the outer edges of the customer entrance, extending ten (10) feet perpendicular to the building wall and thence connecting at the center point of the customer entrance ten (10) feet from the building wall.
- 2. Type 4 signs may be placed upon a public sidewalk or other pedestrian walkway, provided that a minimum of four (4) feet of unobstructed clearance is maintained along the directional path of the walkway.
- 3. Type 4 signs associated with an individual tenant space with multiple entrances shall be separated by a minimum of 50 feet.
- 4. In no case shall a Type 4 sign be placed within a landscaped area, or within a vehicular use area, including parking areas.

g. Permitted Duration of Display

Type 4 signs may only be displayed during the period beginning 30 minutes prior to the daily opening and ending 30 minutes following the daily closing of the entity displaying the sign.

6. Type 5 Freestanding Temporary Signs

The category of signs defined as Type 5 Freestanding Temporary signs are typically known as "feather flags."

a. Where Permitted

Type 5 Freestanding Temporary signs may be displayed in any zoning district with the exception of the DT-1 and DT-2 districts, and areas designated as a Historic or Landmark Overlay District.

b. Permitted Size

Flags may not have a width of greater than three (3) feet.

c. Permitted Height

The maximum height of the sign (flag and pole) is limited to 10 feet above the grade of the surface upon which it is displayed when placed in its display position.

d. Number Permitted

One (1) sign is permitted per 50 feet of lot frontage, with a maximum of four signs per parcel.

e. Sign Material

Flag display areas shall be composed of a flexible fabric material.

f. Placement Standards

Type 5 signs shall be separated by a minimum of 50 feet from each other.

g. Mounting Standards

Type 5 signs shall be affixed with ground mounts with the pole installed perpendicular to the ground. Aboveground mounts including, but not limited to, feet or legs shall not be permitted. Type 5 signs shall not be mounted to any other structure.

h. Permitted Duration of Display

There is no limit to the duration of display of a Type 5 sign, provided that the sign is well-maintained and is not torn, faded, flayed, damaged, broken, or otherwise in disrepair.

i. Attachments

No other sign, object, or device shall be attached to a Type 5 sign.

e. Wall Mounted Temporary Signs

Temporary signs mounted to building walls may be displayed subject to the following provisions:

1. Where Permitted

a. Wall mounted temporary signs are permitted in accordance with these regulations in all districts, subject to the following use restrictions.

b. Wall mounted temporary signs are permitted to be displayed on buildings housing a principal use within the Public and Institutional, Commercial or Industrial use classification, as well as any building occupied in its entirety by a unit of government or a registered non-profit corporation.

2. Number Permitted

One (1) temporary wall sign may be displayed per building occupied by a single tenant. Buildings designed for occupancy by multiple tenants where each tenant has a separate entrance may display one (1) temporary wall sign per tenant space. Buildings occupied by multiple tenants that share a common entrance may not display more than one (1) temporary wall sign at any given time.

3. Mounting Requirement

Temporary wall signs shall be mounted flush against the building wall and secured by fasteners or other anchors at each corner.

4. Maximum Display Area

The maximum display area for temporary wall signs shall be the greater of eighteen (18) square feet or twenty-five percent (25%) of the maximum permitted permanent wall signage, not to exceed 72 square feet. In the DT-1 district, the maximum size shall be limited to six (6) square feet.

5. Permitted Duration of Display

Temporary wall signs may be displayed for a maximum of thirty (30) consecutive calendar days.

6. Permitted Number of Displays

Temporary wall signs may be displayed a maximum of four (4) times per calendar year, with a minimum of thirty (30) days of separation between removing a temporary wall sign and displaying a new temporary wall sign. The minimum time period between temporary sign displays for buildings housing multiple uses that share a common entrance is ten (10) days.

7. Supplemental Display

Beginning on the date that a certificate of occupancy for a newly constructed building or permit for a bona fide change of use is issued and ending 60 calendar days following the issuance of said certificate or permit, a temporary wall sign in compliance with the remaining standards of this section may be displayed for the duration of the 60-day period. The display of a temporary wall sign subject to this provision shall be counted as one of the four (4) permitted displays for the calendar year in which the sign is removed. The required thirty (30) day separation period shall begin upon the removal of such sign.

f. Temporary Window Signage

The display of temporary window signs shall be regulated by the general window signage standard established in Section 30-5.L.8(b)(3)

g. Festival and Special Event Signage

A permit for the display of temporary signage advertising a festival or special event may be issued by the City Manager or his designee upon application by the event organizer. Such application shall specify the size, location, illumination, design, and duration of display for the temporary signs. If approved, a compliance deposit for each sign in an amount established by the City Council shall be required. Each permitted sign must be removed upon the expiration date of the approval. The compliance deposit shall be refunded when the permitted sign(s) is removed in a timely manner upon the expiration date of the approval. In addition to the other remedies cited in this Ordinance, failure to remove a sign upon the expiration date of the approval will result in the removal of the sign(s) by the City and retention of the entire compliance deposit.

h. Temporary Use Signage

The issuance of a Temporary Use Permit allows the display of one (1) Freestanding Temporary Sign (Type 1, 2 or 4) at the permitted location of the Temporary Use for the period of operation as specified in the Temporary Use Permit.

i. Supplemental Land Development Signage

Beginning upon the date of land development or construction activity authorized by a building permit, site plan, or preliminary subdivision plat approval and ending on the date that a certificate of compliance, certificate of occupancy, or final plat approval is granted, two (2) additional Type 1, 2 or 3 Freestanding Temporary Signs may be displayed upon the site of the permitted activity.

j. Supplemental Commercial Business Commencement and Cessation Signage

1. Uses in the Commercial Use Group are permitted to display up to two (2) conforming Type 2 Freestanding Temporary signs per street frontage and one (1) Wall Mounted Temporary signs per street frontage for a period of 30 days to coincide with the period of the bona fide initial occupancy or commencement of business operations.

- 2. Such signage shall also be permitted for a period of 30 days coinciding with the bona fide cessation of a commercial use, provided that it shall be a violation of this Ordinance for the business to continue in operation or resume operations at the same location within 30 days following the date of cessation specified in the registration of the supplemental signage with the Planning and Development Department.
- **3.** No more than one (1) display authorized by the proceeding may occur within any 12month period on a parcel that is individually occupied or in association with any individual tenant space in a multi-building or other multi-tenant development.

k. Supplemental Federal Holiday Temporary Signage

- 1. Uses in the Commercial Use Group are permitted to display one (1) conforming Type 2 Temporary Freestanding sign per street frontage and one (1) conforming Wall Mounted Temporary Sign per building frontage for three (3) days prior to a recognized Federal Holiday, the day of the Federal Holiday, and the day immediately following the Federal Holiday.
- 2. The display of such signs shall not count toward limits on the otherwise applicable limits on frequency of display per calendar year for each type of sign.

I. UC District Supplemental Temporary Signs

Colleges and universities located within the UC zoning district may display the following supplemental temporary signage.

1. Supplemental Type 2 Signage Attached to Light Poles

- **a.** Type 2 Freestanding Temporary signs of a unified design may be affixed to and displayed on privately owned and maintained light poles situated on the campus of the college or university.
- **b.** Such signs shall not exceed 15 square feet in area.
- **c.** There is no limit to the number of Type 2 signs that may be displayed in conformance with the provisions above.
- 2. Supplemental Type 5 Freestanding Temporary Signs

a. The restriction on the number of Type 5 sings shall not apply to colleges and universities in the UC district, provided that such signs maintain a 50-foot separation from each other and are set back at least 10 feet from property lines.

30-5.L.8. Permanent Signs

a. Permanent Signs Permitted within Residential Zoning Districts

The following regulations shall govern the display of permanent signs within the AR, SF-15, SF-10, SF-6, MR-5, and MH zoning districts.

1. Freestanding Residential Development Identification Sign

a. Where Permitted

Freestanding residential development identification signs shall be permitted in association with any residential development containing at least 12 lots or dwelling units, including single-family attached and detached developments, multi-family developments, and mobile home parks. Such signage may also be permitted within the interior of a residential development to identify the location of community amenities, such as clubhouses and recreational areas.

b. Number Permitted

- 1. One double-faced sign or two single-faced signs are permitted at each entrance to the residential development from an external street.
- 2. One double or single faced sign is permitted along each road frontage adjacent to a community amenity area, where such amenity is located at least 100 feet from an external street.

c. Sign Type

Residential development identification signs shall be designed as a ground mounted monument style sign or may be incorporated into a perimeter landscape wall or similar feature.

d. Permitted Sign Area

Residential development identification signs shall not exceed 32 square feet in area. When attached to walls or other landscaping features, only the area containing text, graphics, or logos shall count toward the maximum area.

e. Permitted Sign Height

Residential development identification signs shall not exceed six (6) feet in height.

f. Permitted Location

Signs shall be located within 100 feet of the entrance to the residential development with which they are associated. If requested, the City of Fayetteville may grant an encroachment agreement to permit the placement of ground mounted monument style signage within the right-of-way at the entrance of the development, provided the location, design, and construction are approved by the Traffic Engineering Division and the Fire Department.

g. Illumination

Signs may only be externally illuminated.

2. Freestanding Non-Residential Signs

The following permanent signs shall be permitted in association with permitted non-residential uses within a residential zoning district.

a. Freestanding Non-Residential Use Identification Sign

1. Where Permitted

Freestanding non-residential use identification signs may be established on any parcel or group of parcels under common ownership containing a permitted non-residential use in a residential zoning district.

2. Number Permitted

One (1) sign is permitted per street frontage.

3. Sign Type

Non-residential use identification signs shall be designed as a ground mounted monument style sign.

4. Permitted Sign Area

Non-residential use identification signs shall not exceed 32 square feet in area.

5. Permitted Sign Height

Non-residential use identification signs shall not exceed six (6) feet in height.

6. Illumination

Only external illumination is permitted.

b. Freestanding Directional and Circulation Signage

Permanent freestanding directional and circulation signage may be established along entranceways, within parking areas, and along internal drives to direct vehicular and pedestrian traffic, subject to the following standards:

- 1. Directional signs shall not exceed four (4) square feet of copy area.
- 2. Signs shall be placed in a manner that does not interfere with site distance requirements or otherwise obstruct visibility.
- **3.** No directional signage shall be installed within a public right-of-way.
- 4. Directional signs may be internally or externally illuminated.
- **5.** Directional signs shall have a common design, including materials, color, illumination, and typeface.

3. External-Facing Sports Field Signage

External-facing signage may be established upon fences and walls enclosing sports fields and stadiums exclusively hosting amateur youth sports, subject to the following regulations:

a. Number Permitted

One (1) externally facing sign is permitted per each corresponding internally facing sign. No externally facing sign shall be displayed without the presence of an identical sign facing inward toward the sporting field or stadium.

b. Location

The sign shall be attached to a fence or wall enclosing a sports field or stadium that is at least 75 feet from a street right-of-way or any residentially used or zoned property line.

c. Permitted Sign Height

Signs shall not exceed six (6) feet in height and shall not extend beyond the top of the fence or wall to which they are mounted.

d. Design

Signs shall be constructed of a rigid material that permits secure mounting to a fence or wall. Signs shall all be of a similar shape and size to present a uniform appearance along the fence or wall.

e. Arrangement

All signs shall be mounted in a single row along the fence or wall. No sign shall be mounted above or below another sign.

f. Illumination

Signs may not have any direct illumination.

4. Home Occupation Signage

A permitted Home Occupation is allowed to display one (1) wall sign with an area of up to four (4) square feet that is mounted directly onto the wall of the structure in which the occupation is performed. Signs shall not be internally illuminated or have direct external illumination.

b. Permanent Signs Permitted within General Non-Residential Zoning Districts

The following regulations shall govern the display of permanent signs within the OI, NC, LC, CC, MU, BP, LI, and HI districts. Property owners are encouraged to pursue high quality signage through the use of performance incentives and alternative signage plans for unique or innovative sign designs, such as three-dimensional signs.

1. Freestanding Signs

The following standards shall govern the display of freestanding signs.

a. General Standards

1. Permitted Number of Signs

- (i) One (1) freestanding sign is permitted per parcel per street frontage with a length of up to 150 feet.
- (ii) Parcels with street frontage exceeding 150 feet, may place one additional freestanding sign per each additional 100 feet of street frontage, up to a maximum of three (3) freestanding signs.
- (iii) Automobile sales uses holding franchises for the sale of multiple makes of vehicles on a single parcel shall be permitted to have at least one (1) freestanding sign per franchised make being held for sale on the parcel.
- (iv) A parcel containing a theater use which also contains other commercial uses in a combined development shall be permitted to have one (1) additional freestanding sign.

2. Minimum Separation of Signs

- (i) Freestanding signs, other than directional signs, located on the same parcel shall be separated by a minimum distance of 75 linear feet.
- (ii) Freestanding signs shall be separated from other freestanding signs on adjacent parcels by a minimum distance of 20 linear feet.

3. Unified Signage Style

Where multiple freestanding signs are permitted on a single parcel, only one type of freestanding sing (ground or pole) shall be permitted.

4. Supplemental Sign Height and Copy Area Allowance

Where a single entity occupies one or more contiguous parcels exceeding the minimum size threshold established herein, the following allowances shall be made for supplemental height and copy area for permitted freestanding ground and poles signs as follows:

- (i) Parcels 3.0 acres to 4.99 acres: 20% increase in height and copy area
- (ii) Parcels 5.0 acres and larger: 30% increase in height and copy area

b. Ground Signs

1. Permitted Copy Area

The maximum permitted copy area for ground signs in each district shall be in accordance with the following:

(i) OI and NC Districts

The maximum permitted sign copy area along each frontage shall be the greater of 24 square feet or one-half square foot (0.5) per linear foot of street frontage, not to exceed 75 square feet.

(ii) UC District

The maximum permitted sign copy area along each frontage shall be one (1) square foot per linear foot of street frontage, not to exceed 100 square feet

(iii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted sign copy area along each frontage shall be the greater of 48 square feet or one-half square foot (0.5) per linear foot of street frontage, not to exceed 150 square feet.

2. Maximum Height

(i) OI, NC, and UC Districts

The maximum permitted height for ground signs is 12 feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted height for pole signs is 20 feet.

3. Required Setback

Ground signs shall be set back from all adjoining rights-of-way and property lines by a minimum of 10 feet.

4. Illumination

Internal and external illumination are permitted.

5. Changeable Copy

Changeable copy area is permitted to occupy up to 30% of the sign face. Either manual changeable copy or electronic changeable copy is permitted. Where changeable copy displays are utilized, the display area shall be installed flush with the sign face.

6. Design Incentive

To incentivize the use of high-quality design and materials in ground signs, the permitted copy area of such signs may be increased by up to 50% if one of the following options is used:

- (i) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
- (ii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

c. Pole Signs

1. Permitted Copy Area

The maximum permitted copy area for pole signs in each district shall be in accordance with the following:

(i) OI, NC, and UC Districts

The maximum permitted sign copy area along each frontage shall be one-half square foot (0.5) per linear foot of street frontage, not to exceed 50 square feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted sign copy area along each frontage shall be (0.5) per linear foot of street frontage, not to exceed 150 square feet.

(iii) Sign Consolidation Incentive

In any situation in which multiple pole-signs are permitted on a single parcel and the owner chooses to utilize no more than one (1) pole sign per frontage, the permitted copy area of the sign may be increased by 25%. Any sign erected utilizing this incentive shall be removed or otherwise made conforming to the general standard before additional permitted pole signs may be placed on the parcel or frontage.

2. Maximum Height

(i) OI, NC, and UC Districts

The maximum permitted height for pole signs is 15 feet.

(ii) LC, CC, MU, BP, LI, and HI Districts

The maximum permitted height for pole signs is 25 feet.

3. Required Setback

Pole signs shall be set back from all adjoining rights-of-way and property lines by a minimum of 5 feet.

4. Changeable Copy

Changeable copy area is permitted to occupy up to 30% of the sign face. Either manual changeable copy or electronic changeable copy is permitted. Where changeable copy displays are utilized, the display area shall be installed flush with the sign face.

5. Illumination

Only internal illumination is permitted.

6. Supporting Structure Concealment

Rectangular covers having a color and finish similar to the main body of the sign shall be installed around each supporting pole from the sign base or grade to the bottom of the sign. The cumulative width of the covers shall be a minimum of 20% and maximum of 50% of the width of the sign.

2. Building Mounted Signage

The following standards shall govern the display of wall, window, canopy, awning, and marquee signs.

a. General Standards

1. Permitted Number of Signs

(i) Single Occupancy Buildings

No more than one (1) building mounted sign, excluding window signs, may be displayed per street frontage; provided that a projecting sign mounted on the corner of a building shall not count toward the maximum number of building mounted signs permitted per frontage.

(ii) Multiple Occupancy Buildings

No more than one (1) building mounted sign, excluding window signs, may be displayed per tenant space; provided that a projecting sign mounted on the corner of a building shall not count toward the maximum number of building mounted signs permitted per frontage.

2. Permitted Copy Area Calculation

Unless otherwise stated, the permitted copy area for building mounted signage shall be calculated as the greater of either:

- (i) One (1) square foot per linear foot of building wall or width of tenant space; or
- (ii) 10% of the area of the building wall (or portion of the building wall for the tenant space) between the base of the building and top of the parapet wall for flat roofed buildings or bottom of the eaves for buildings with sloped roofs.

3. Maximum Permitted Copy Area

- (i) In the OI, NC, and UC districts, the maximum copy area shall be limited to 50 square feet.
- (ii) In the other non-residential districts, the maximum copy area shall be limited to 500 square feet.

b. Wall Signs

- 1. Wall signs shall not project more than six (6) inches from the building wall to which they are attached. The foregoing shall not apply to:
 - (i) Channel letter style signs;
 - (ii) Graphics, text, and logos that are affixed to, or protrude from, the face of a sign six (6) inches or less where the depth of the body of the sign does not project more than six (6) inches from the building wall.
- 2. Wall signs may be internally or externally illuminated.
- **3.** Digital readerboards and similar electronic display screens shall not be utilized for a wall sign.
- 4. Manual changeable copy sign area is not permitted on the face of a wall sign.
- 5. Wall signs shall not be painted directly on the surface of a building.
- 6. To incentivize the use of high-quality design and materials in wall signage, the permitted area of such signs may be increased by up to 50% if one of the following options is used:
 - (i) Channel letter style design is utilized for the entire sign
 - (ii) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
 - (iii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

c. Canopy and Awning Signs

- 1. Canopy and awning signs may be painted or printed upon a canopy or awning or may be attached, provided such attached sign shall be affixed flat to the surface of the canopy or awning completely within the limits of the canopy or awning.
- 2. Canopy and awning signs may only be externally illuminated.
- **3.** Under-canopy, canopy soffit, or ceiling signs shall be hung beneath a canopy so that the copy or display shall be perpendicular to the building wall. Signage shall be permitted along the edge of a canopy provided the sign copy shall not extend in any direction above, beyond or below the canopy edge. The fringe or drip-flap portion of a canvas awning shall be considered as a canopy edge.
- 4. Signage shall be permitted above the edge of the canopy on the protection covering of the canopy provided the signage is within the parallel edges of the protective covering and is an integral part of the protective covering or is applied directly thereto.

d. Marquee Signs

- 1. The copy area of a marquee sign shall be permitted to extend the full length of the sign, without regard to copy area limitations for building mounted signs.
- 2. The copy area of a marquee sign shall not exceed six (6) feet in height.
- **3.** Marquee signs may project over a pedestrian walkway, provided that a minimum overhead clearance of nine (9) feet is maintained from the grade of the walkway.
- **4.** Marquee signs may not project within two (2) feet of the curb or edge of a street.
- 5. Where a marquee sign projects into a public right-of-way, a right-of-way encroachment permit shall be required prior to the approval of the sign permit.
- 6. The copy area of a marquee sign may consist of either manual changeable copy or a digital readerboard or similar electronic display.
- 7. Marquee signs may be either externally or internally illuminated.

e. Projecting Signs

1. Projecting signs shall not extend vertically above the roof line or parapet wall of the building to which it is mounted.

- 2. Where a projecting sign is located above a pedestrian walkway, a minimum overhead clearance of nine (9) feet shall be maintained from the grade of the walkway to the lowest point of the sign.
- **3.** Projecting signs may not project within two (2) feet of the curb or edge of a street.
- 4. Where a projecting sign projects into a public right-of-way, a right-of-way encroachment permit shall be required prior to the approval of the sign permit.
- 5. Projecting signs may be externally or internally illuminated.
- 6. To incentivize the use of high-quality design and materials in projecting signs, the permitted copy area of such signs may be increased by up to 50% if one of the following options is used:
 - (i) Channel letter style design is utilized for the entire sign
 - (ii) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
 - (iii) All graphics, text, and logos are routed into an opaque, hollow sign structure, with such routed area not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

3. Window Signs

Signs affixed to the interior or exterior of the glazed area of any window or glass door are permitted to cover a maximum of 50% of the cumulative square footage of glazed area on each building frontage, provided that where exterior building wall signage is utilized, the cumulative square footage of window signs on each frontage shall not exceed the square footage of installed wall signage. The cumulative amount of window signage shall include incidental window signs that exceed the threshold established for exemption.

4. Directional and Circulation Signage

Freestanding directional and circulation signage may be established along entranceways, within parking areas, and along internal drives to direct vehicular and pedestrian traffic, subject to the following standards:

a. Directional signs shall not exceed four (4) square feet of copy area.

- **b.** Signs shall be placed in a manner that does not interfere with site distance requirements or otherwise obstruct visibility.
- **c.** No directional signage shall be installed within a public right-of-way.
- d. Directional signs may be internally or externally illuminated.
- e. Directional signs shall have a common design, including materials, color, illumination, and typeface.

5. External Facing Sports Field Signage

External-facing signage may be established upon fences and walls enclosing sports fields and stadiums exclusively hosting amateur youth sports, subject to the following regulations:

a. Number Permitted

One (1) sign is permitted per each corresponding internally facing sign. No externally facing sign shall be displayed without the presence of an identical sign facing inward toward the sporting field or stadium.

b. Location

The sign shall be attached to a fence or wall enclosing a sports field or stadium that is at least 75 feet from a street right-of-way or any residentially used or zoned property line.

c. Permitted Sign Height

Signs shall not exceed six (6) feet in height and shall not extend beyond the top of the fence or wall to which they are mounted.

d. Design

Signs shall be constructed of a rigid material that permits secure mounting to a fence or wall. Signs shall all be of a similar shape and size to present a uniform appearance along the fence or wall.

e. Arrangement

All signs shall be mounted in a single row along the fence or wall. No sign shall be mounted above or below another sign.

f. Illumination

Signs may not have any direct illumination

6. Billboard Signs

The following regulations shall apply to billboard signs.

a. Where Permitted

Billboard signs shall only be permitted in the LI and HI districts, subject to the following standards.

b. Permitted Copy Area

The maximum permitted copy area of a billboard sign shall be:

- 1. LI District: 300 square feet
- **2.** HI District: 400 square feet

c. Permitted Height

The maximum permitted height of a billboard sign shall be:

- 1. LI District: 25 feet
- 2. HI District: 30 feet

d. Number of Sign Faces

Billboards may display a single sign face or a double sign face where the two faces of the sign are situated back-to-back and parallel to each other.

e. Location Restrictions

1. No billboard shall be located within 2,000 feet of any other billboard.

2. No billboard shall be located within 500 feet of any residential zoning district or residential structure.

f. Landscaping

The area below the sign within a radius of 15 feet of the support structure shall be landscaped and maintained with a vegetative groundcover and shrubs in compliance with Section 30-5.B.1, Landscaping Standards, with shrubs planted at a rate of one per five square feet.

c. Permanent Signs Permitted within the Downtown Zoning Districts

The following regulations shall govern the display of permanent signs within DT-1 and DT-2 districts.

1. Building Mounted Signage

a. General Standards

1. Permitted Number of Signs

(i) DT-1 District

One (1) primary exterior building mounted sign (wall or projecting) is permitted per street frontage or one (1) sign for each ground floor tenant space having an individual customer entrance. Additional secondary building mounted signs are permitted as specified herein.

(ii) DT-2 District

One (1) primary exterior building mounted sign (wall or projecting) is permitted per street frontage. Additional secondary building mounted signs are permitted as specified herein.

2. Permitted Copy Area Measurement

(i) DT-1 District

1. Single Tenant Buildings and Multi-Tenant Buildings with Common Ground Floor Tenant Entrances

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall upon which the sign is mounted.

2. Multi-Tenant Buildings with Individual Ground Floor Tenant Entrances

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall as measured from the outer edges of the ground floor tenant space accessed by the customer entrance with which the sign is associated.

(ii) DT-2 District

The maximum copy area shall be limited to one (1) square foot per linear foot of building wall upon which the sign is mounted.

3. Uniformity of Sign Type Required

Where a building is permitted to display multiple exterior building mounted signs, all primary signs along each frontage shall be of a uniform type – either wall signs or projecting signs.

4. Changeable Copy

Changeable copy area of any type shall not be included in the design of building mounted signage other than for assembly and entertainment uses, such as theaters, arenas, and similar venues.

5. Integration with Architectural Features

Building mounted signs shall not be installed so as to obstruct architectural features. Where a building contains an existing space for a sign integrated into the façade, it shall be utilized for the placement of new wall signage.

b. Wall Signs

- 1. Wall signs may not project more than 12 inches from the face of the building upon which they are mounted.
- 2. Wall signs may not extend:

- (i) Above the bottom of the building's upper cornice or cap;
- (ii) The top of the parapet wall of a flat roofed building without a cornice or cap; or
- (iii) The bottom of the eaves of a sloped roof building.
- 3. Wall signs shall not be painted directly onto the surface of a building.

c. Projecting Signs

- 1. Projecting signs shall not exceed 50 square feet in copy area.
- 2. Projecting signs may project to a maximum of five (5) feet from the building wall upon which they are mounted.
- **3.** No part of a projecting sign shall be more than 20 feet above grade.
- 4. Projecting signs located above pedestrian walkways shall maintain a clear heigh of at least nine (9) feet from the grade of a walkway to the bottom of the sign.
- 5. Projecting signs extending into a public right-of-way shall require an encroachment agreement prior to the issuance of a sign permit.

d. Window Signs

Window signs (including signs on glass doors) are permitted in accordance with the standard established in Section 30-5.L.8(b)(3), except that in the DT-1 district the following restrictions on size and coverage shall apply:

- 1. Signage attached to an individual window shall not exceed the lesser of one-third (1/3) of the glazed area of the window or 15 square feet.
- 2. The cumulative amount of window signage permitted for any individual tenant space, or building frontage in the case of a single tenant building, shall not exceed the lesser of one-third (1/3) of the cumulative glazed window area or 50 square feet.

e. Permanent Flag Displays

1. Each single tenant building or individual tenant space having an individual street level customer entrance onto a public sidewalk is permitted to permanently display one (1) exempt flag and one (1) other flag mounted to the building wall.

- 2. One (1) additional flag is permitted to be mounted for each 50 linear feet of building wall, up to a total of five (5) flags.
- **3.** Flags displayed in accordance with this section shall not exceed 25 square feet in area.
- **4.** No portion of the flag or mounting hardware shall be below nine (9) feet above the grade of a pedestrian walkway.
- **5.** Flags projecting into a public right-of-way shall require the issuance of an encroachment permit.

f. Canopy and Marquee Signs

- 1. Signs may be installed on the face of a canopy or marquee, or may be mounted to the top of a canopy using cut-out or channel style lettering.
- 2. Where mounted to the top of a canopy, the sign components shall not exceed 24 inches in height or extend past the outer edges of the canopy structure.
- **3.** Canopy and marquee signs shall not exceed the maximum copy area that would be permitted for a wall mounted sign.
- 4. Where permitted, changeable copy area may be included on a canopy or marquee at the rate of three (3) square feet per linear foot of the canopy or marquee. The changeable copy area shall be limited to five (5) feet in height.

g. Awning Signs

Text, graphics, and logos, not exceeding 18 inches in height are permitted to be displayed (painted, printed, or embroidered) on the front and sides of awnings.

h. Directory and Customer Entrance Signage

One (1) sign having an area not exceeding three (3) square feet shall be permitted to me mounted to the exterior of a building wall within three (3) feet of each customer entrance.

2. Freestanding Signs

Freestanding signs in the DT-2 district shall be regulated in accordance with the standards set forth for such signs in the NC and OI districts as set forth in section 30-5.L.8.(b). Freestanding signs in the DT-1 district are permitted subject to the following regulations.

a. Ground Signs

1. Number Permitted

One (1) ground sign is permitted per street frontage.

2. Permitted Copy Area

The maximum permitted copy area is 20 square feet.

3. Maximum Height

The maximum permitted height of a ground sign is seven (7) feet. As measured from the grade of the adjacent sidewalk.

4. Illumination

Internal and external illumination are permitted.

5. Changeable Copy

Changeable copy area is permitted to occupy up to 50% of the sign face, provided that only manual changeable copy is permitted. Changeable copy area shall be designed so that it is flush with the sign face.

6. Design Standard

One of the following design options shall be utilized:

- (i) All graphics, text, and logos are designed in a manner so that they are attached to, protrude from, or are etched/routed into, an opaque, solid, sign face, with a minimum relief of one (1) inch (either projection or recession), and either external or halo style illumination is utilized, if any.
- (ii) All graphics, text, and logos are routed into an opaque, solid surface, sign face, not to exceed 35% of the area of the sign face. Such routed area may have transparent (including colored) backing to allow for internal illumination of the sign.

30-5.L.9. Alternative Signage Plan

Regardless of the other provisions of this Article, the Planning Commission may, at its sole discretion, approve a signage plan for development projects listed in this section. The approved

signage plan may include signs of different sizes, types, locations, placement and height from those otherwise enumerated in this Article.

a. Purpose

The purpose of the optional provisions for an Alternative Signage Plan are:

- 1. To permit creativity in sign design and placement to address site issues and constraints associated with topography, pedestrian-orientation, wayfinding and other conditions unique to the subject development.
- 2. To encourage the development of comprehensive signage plans for large developments that promote an integrated approach to sign design and placement that is both attractive and informative.

b. Application

Alternative signage plans may be submitted for the following types of development: Commercial, industrial, institutional, office, residential or mixed-use developments containing five or more acres in area, and, regardless of site area, three-dimensional and signs associated with artist studios and galleries, business incubators, schools and large cultural or public facilities of a singular nature (for example, large public museums, citywide or regional sports or convention centers, transportation centers).

c. Submittal Process

Alternative signage plan applications may be submitted for Planning Commission consideration at the time of original consideration of the proposed development or separately from the original development proposal. The following information or material shall be required for a signage plan application.

- 1. Owner and contract name, address, telephone number and signature(s), as applicable.
- 2. A signage plan proposal illustrating the proposed signs, their proposed location, their proposed purpose, along with a statement as to why the existing sign code cannot or should not be followed in the subject case.
- **3.** An analysis showing how the proposed signage plan differs from what could be provided under the existing city sign regulations set forth in this Article.
- **4.** Other similar information determined by the City Manager to be necessary for understanding the purpose and intent of the proposed signage plan application.

d. Review Procedure

The City Manager shall schedule the alternative signage plan for Planning Commission consideration at a legislative hearing. Appeal of the decision may be made to the City Council in accordance with procedures in section 30-2.C.18 Appeal, Item (c) Initiation. In reviewing the proposed signage plan, the Planning Commission shall take the following matters into consideration.

- 1. The extent to which the proposed signage plan deviates from the sign allowances otherwise applicable in this Article.
- 2. The rationale provided by the applicant for the deviations.
- **3.** The extent to which the signage plan promotes city goals for way-finding, pedestrianorientation, and business identification.
- 4. The degree to which the signage plan creatively and effectively addresses the issues and constraints unique to the site with regard to signage.
- **5.** The degree to which the signage plan creates a unified approach to development signage that is attractive and effective in communication.
- **6.** The Planning Commission may deny or approve the proposed signage plan in part or in total and may establish conditions regarding approval.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-3.H.11. COLLISEUM TOURISM OVERLAY (CTO) DISTRICT., OF ARTICLE 30-3, ZONING DISTRICTS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-3.H.11.e.2., Off-premise signs, is amended by deleting the same in its entirety and substituting with the following:

30-3.H.11.e.2

Billboards shall meet the standards of City Code 30-5.L.8.b.6. In addition, billboards shall be allowed only along the right-of-way of full-control or limited-control access roadways and prohibited within 1,000 feet of either side of the right-of-way of the following:

a. U.S. Highway 301 (South Eastern Boulevard/Gillespie Street) from NC Highway 87 (Martin Luther King Jr. Freeway) south to SR 2286 (Seven Mountain Drive); and

b. Reserved for future use.

Section 2. It is the intention of the City Council, and it is hereby ordained that the

provisions of this ordinance shall become and be made part of the Code or Ordinances, City of

Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish

such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-2.C.12. BUILDING AND ADMINISTRATIVE ZONING PERMITS., OF ARTICLE 30-2, ADMINISTRATION, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that: Section 1. Subsection 30-2.C.12.b.2., Administrative Zoning Permit, is amended by deleting the following:

i. Installation of Signs

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-4.B.5., COMMERCIAL USE CLASSIFICATION., OF ARTICLE 30-4, USE STANDARDS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-4.B.5.e.3.d., Signage, is amended by deleting the same in its entirety and substituting with the following:

Signage shall be permitted in accordance with the standards of the underlying zoning district.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-5.A.11. OFF-STREET CIRCULATION, OF ARTICLE 30-5, DEVELOPMENT STANDARDS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-5.A.11.d., Medians in Driveway Entrances, is amended by deleting the following:

30-5.L.1. 30-5.A.11.d.2

Signage may be included within the median if it meets the requirements of the Fire Code, Sign Ordinance and Traffic Services; see Section 30-5.L.7.b.1;

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of

this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville,

North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

ATTEST:

MITCH COLVIN, Mayor

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-5.E., EXTERIOR LIGHTING., OF ARTICLE 30-5, DEVELOPMENT STANDARDS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that: Section 1. Subsection 30-5.E.9. Sign Lighting., is amended by deleting the same in its entirety:

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-5.J. LARGE RETAIL DESIGN STANDARDS., OF ARTICLE 30-5, DEVELOPMENT STANDARDS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-5.J.11. Signs., is amended by deleting the same in its entirety:

Section 2. It is the intention of the City Council, and it is hereby ordained that the

provisions of this ordinance shall become and be made part of the Code or Ordinances, City of

Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish

such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-7.E., NONCONFORMING SIGNS, OF ARTICLE 30-7, NONCONFORMITIES, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-7.E., Nonconforming Signs, is amended by deleting the same in its entirety and substituting with the following:

Nonconforming signs shall be regulated in accordance with NCGS 160D-912 for nonconforming billboards and NCGS 160D-912.1 for all other nonconforming permanent signage.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-9.D., DEFINITIONS, OF ARTICLE 30-9, DEFINITIONS, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-9.D., Definitions, is amended by changing the name of the definition for Sign, Sports Sponsorship to the following:

Sign, Sports Field

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be re-alphabetized to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-9.D., DEFINITIONS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA.

BE IT ORDAINED by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-9.D., Definitions, is amended by deleting the following definitions:

Sign, Copy Area Sign, Campaign or Election Sign, Discontinued Sign, Off-Premises Sign, On-Premises Sign, Political Sign, Real Estate Sign, Subdivision Identification

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be re-alphabetized to accomplish such intention.

ADOPTED this the 23rd day of June 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

Nonresidential District Freestanding Signage Regulation Comparison

City of Fayetteville

Freestanding Sign Classifications: Ground Signs, Pole Signs

Number Permitted: 1 per frontage, with 1 additional freestanding sign permitted per 100 linear feet of frontage for parcels with more than 250 feet of lot frontage (1 sign per 100 feet of lot frontage in excess of 150 feet), up to a maximum of 3 freestanding signs.

Permitted Sign Area: The maximum amount of sign area allowed is based on a combination of the type of sign, the zoning district, and the amount of lot frontage of the parcel.

Ground signs in the lower intensity nonresidential districts are allowed 1.5 sq. ft. of copy area per linear foot of frontage up to a maximum of 75 sq. ft. or 100 sq. ft. in the UC district. In higher intensity commercial and industrial districts, the amount of area for ground signs is calculated at 1 sq. ft. per linear foot of frontage up to 150 square feet.

The maximum area for pole signs is limited to 1 sq. ft. of copy area per linear foot of frontage up to a maximum of 50 sq. ft. in lower intensity commercial districts and up to 150 sq. ft. in higher intensity commercial and industrial districts.

Permitted Sign Height: Ground signs are limited to a maximum height of 12 feet in lower intensity nonresidential district and are limited to a maximum height of 20 feet in higher intensity commercial and industrial districts.

Pole signs are limited to a maximum height of 15 feet in lower intensity nonresidential district and are limited to a maximum height of 25 feet in higher intensity commercial and industrial districts.

Design Standards: There are copy area incentives for covering pole sign supports or providing a threedimensional facsimile sign.

City of Durham

Freestanding Sign Classifications: Monument Signs, Pylon Signs

Number Permitted: 1 per street frontage

Permitted Sign Area: The maximum permitted area for all freestanding signs in nonresidential districts is limited to 32 sq. ft. on street frontages up to 150 linear feet, while freestanding signs on street frontages exceeding 150 linear feet are allowed a maximum copy area of 80 square feet.

Permitted Sign Height: Monument signs are limited to 6 feet in height. Pylon signs are limited to 16 feet in height, with the exception of auto-oriented uses in close proximity to a limited access highway, in which case pylon signs are allowed a maximum height of 40 feet.

Design Standards: Pylon signs are required to be designed with covers for sign supports. In certain "Design Districts" there are requirements for certain prescribed design elements for both monument and pylon signs.

City of Greensboro

Freestanding Sign Classifications: No explicit regulatory distinction between freestanding sign types.

Number Permitted: 1 per street frontage

Permitted Sign Area: Freestanding sign area is regulated on a sliding scale in nonresidential districts as follows:

Lowest intensity districts: 0.25 square feet per linear foot up to 100 square feet with a minimum allowance of 25 square feet.

Medium intensity districts: 0.5 square feet per linear foot up to 200 square feet with a minimum allowance of 50 square feet.

High intensity districts: 0.75 square feet per linear foot up to 200 square feet with a minimum allowance of 75 square feet.

Permitted Sign Height: Freestanding sign height is regulated by the intensity of the district as follows:

Lowest intensity districts: 6 feet

Medium intensity districts: 15 feet

High intensity districts: 30 feet

Design Standards: Pole signs with a single support are required to utilize a cover on the pole.

City of Raleigh

Freestanding Sign Classifications: Low Profile (monument), Medium Profile (monument or pole), High Profile (pole).

The type of sign permitted is regulated by street frontage, with all lots permitted to have a Low Profile freestanding sign, lots with at least 100 feet of frontage allowed to have a Medium Profile sign, and lots with at least 200 feet of frontage allowed to have a High Profile sign.

Number Permitted: The number of freestanding signs permitted is regulated by type, as follows:

City of Fayetteville UDO Committee Peer City Sign Regulation Comparison

Low Profile: 1 per site per street frontage Medium Profile and High Profile: 1 per site with additional signs permitted by Special Use Permit **Permitted Sign Area:** The maximum sign area for freestanding signs is regulated by type, as follows: Lowest Profile: 70 square feet Medium Profile: 70 square feet for pole signs and 100 square feet for monument signs High Profile: 100 square feet **Permitted Sign Height:** Freestanding sign height is regulated by type as follows: Lowest Profile: 3.5 feet Medium Profile: 15 feet for pole signs and 10 feet for monument signs High Profile: 15 feet Medium Profile: 15 feet for pole signs and 10 feet for monument signs

City of Wilmington

Freestanding Sign Classifications: Monument, Pole

Number Permitted: 1 per site per street frontage, up to a maximum of 3 freestanding signs

Permitted Sign Area: The maximum sign area is regulated by the intensity of the zoning district and the width of the street frontage and number of travel lanes of the fronting street.

Lowest Intensity District: Ranges from 35 square feet to 50 square feet based on lot frontage and number of travel lanes.

Medium Intensity District: Ranges from 50 square feet to 65 square feet based on lot frontage and number of travel lanes.

High Intensity Districts: Ranges from 65 square feet to 175 square feet based on lot frontage and number of travel lanes.

Permitted Sign Height: Permitted sign height is regulated by the intensity of the zoning district and the width of the street frontage and number of travel lanes of the fronting street.

Lowest Intensity District: Pole signs are permitted a maximum height ranging of 12 feet to 20 feet. Monument signs are permitted a maximum height of 6 feet.

Medium Intensity District: Pole signs are permitted a maximum height of 20 feet. Monument signs are permitted a maximum height ranging from 6 feet to 12 feet.

High Intensity Districts: Pole signs are permitted a maximum height ranging of 20 feet to 30 feet. Monument signs are permitted a maximum height of 12 feet.

Design Standards: Monument signs have standards for the maximum height of the sign base and a maximum width at the top of the sign relative to the width of the base. There is an unclear standard for covering pole sign support structures.

City of Winston-Salem

Freestanding Sign Classifications: There is no regulatory distinction between types of freestanding signs.

Number Permitted: 1 per street frontage up to 300 linear feet. 1 additional sign permitted per street frontage exceeding 300 linear feet.

Permitted Sign Area: The maximum sign area is regulated by the intensity of the zoning district as follows:

Lowest Intensity District: 20 square feet

Low Intensity Districts: 36 square feet

Medium Intensity Districts: 50 square feet

High Intensity Districts: 75 square feet

Signs located in close proximity to a controlled access highway are allowed to have a maximum area of up to 150 square feet.

Permitted Sign Height: Permitted sign height is regulated by the intensity of the zoning district as follows:

Lowest Intensity District: 4 feet

Low Intensity Districts: 6 feet

Medium Intensity Districts: 8 feet

High Intensity Districts: 15 feet

Signs located in close proximity to a controlled access highway are allowed to have a maximum height of up to 50 feet.

Design Standards: None

Nonresidential District Wall Signage Regulation Comparison

City of Fayetteville

Number Permitted: Wall signage is allowed on each street frontage.

Permitted Sign Area: The maximum permitted area for wall signs is permitted at a ratio of 1 square foot per linear foot of building frontage up to a maximum of 50 square feet in low intensity nonresidential districts and the UC district and up to a maximum of 500 square feet in higher intensity commercial and industrial districts.

Design Standards: Incentives allowing a larger sign area are provided for wall signs that use a channel letter design or designed as a three dimensional facsimile sign.

City of Durham

Number Permitted: There is no explicit limit on the number of wall signs.

Permitted Sign Area: The maximum permitted area for all signs on a building wall is limited to 15% of the wall area, with a minimum allowance of 25 square feet for building walls with an area of less than 167 square feet.

Design Standards: Wall signs may not extend more than 12 inches from the building wall and may only have a single sign face.

City of Greensboro

Number Permitted: There is no explicit limit on the number of wall signs.

Permitted Sign Area: Maximum permitted sign area is regulated by the intensity of the zoning district, as shown below. Each building wall is permitted the maximum amount of signage for the particular wall.

Low Intensity District: 10% of the area of the building wall with a minimum allowance of 25 square feet

Medium Intensity Districts: 12.5% of the area of the building wall with a minimum allowance of 50 square feet

High Intensity Districts: 15% of the area of the building wall with a minimum allowance of 50 square feet

Building walls exceeding 30 feet in height are permitted additional sign area of 5% of the wall area above 30 feet in height, provided that the extra wall signage is located at or near the top of the building.

Design Standards: None

City of Fayetteville UDO Committee Peer City Sign Regulation Comparison

City of Raleigh

Number Permitted: There is no explicit limit on the number of wall signs.

Permitted Sign Area: The maximum permitted area of wall signage is limited to 2 square feet per linear foot of building wall that faces a public street or private drive.

Design Standards: Wall signs may not extend more than 12 inches from the building wall.

City of Wilmington

Number Permitted: The number of wall signs permitted is regulated by the type (single vs. multi-tenant) and overall square footage of the building, as follows:

Multi-Unit Building: 2 signs per unit (no more than one per building wall)

Single Tenant Building: Up to 3 signs

Single Story Buildings larger than 120,000 Square Feet: Up to 5 wall signs with no more than 4 signs on any building wall.

Permitted Sign Area: Maximum sign area is permitted as the lesser of 20% of the building wall or according to the maximum for the type and size of building as follows:

Multi-Unit Building: Up to 50 square feet per unit per building wall or up to 200 square feet per building

Single Tenant Building: Up to 200 square feet total

Single Story Buildings larger than 120,000 Square Feet: Up to 400 square feet total

Design Standards: Sign shall not project more than 12 inches from the building wall.

City of Winston-Salem

Number Permitted: There is no explicit limit on the number of wall signs.

Permitted Sign Area: Maximum permitted sign area is regulated by the intensity of the zoning district, as shown below. Each building wall is permitted the maximum amount of signage for the particular wall.

Low Intensity District: 5% of the area of the building wall

Medium Intensity Districts: 10% of the area of the building wall

High Intensity Districts: 15% of the area of the building wall

Design Standards: None

City of Fayetteville UDO Committee Peer City Sign Regulation Comparison



SIGN REGULATION AMENDMENTS CITY COUNCIL HEARING JUNE 23, 2025

BENCHMARK

FAYETTEVILLE® AMERICA'S CAN DO CITY

PURPOSE AND GOALS

PURPOSE AND GOALS

- Identify and eliminate conflicting sign regulations
- Consolidate sign regulations in Sec. 30-5.L
- Ensure content neutral regulation
- Provide incentives for quality signage
- Improve equity in application of regulations
- Maintain current maximum signage allowances



SEC. 30-5.L CONSOLIDATION AND REORGANIZATION

UPDATED SECTION 30-5.L

- Regulatory provisions for signage found throughout the UDO.
- Consolidated some provisions and eliminated others that were duplicative or conflicting.
- Reorganized the section to eliminate redundancies and improve clarity by reclassifying signs by type.

RECLASSIFICATION OF SIGNS • Signs are <u>currently</u> classified as: -Prohibited Signs -Exempt Signs -Signs Permitted Without a Sign Permit -Signs Permitted With a Sign Permit -Signs Permitted in Non-Residential Districts -Signs Permitted With a Special Use Permit

RECLASSIFICATION OF SIGNS • Signs are proposed to be classified as: -Prohibited Signs -Exempt Signs -Temporary Signs –Permanent Signs



PROPOSED CHANGES OF NOTE

TEMPORARY SIGNS

- Reclassified temporary signs by a generic "type" vs. current classification by purpose / function
- Proposed to simplify permitting and administration
- Ensure content neutral regulation in compliance with Supreme Court opinion in Reed vs. Gilbert

TEMPORARY SIGN CLASSIFICATION

- Type 1 Yard signs (typically used for real estate, public notices, and political campaigns).
- Type 2 Freestanding banners
- Type 3 Larger freestanding signs typically used for construction / development signage
- Type 4 Sandwich board / sidewalk signs
- Type 5 "Feather flags"
- Temporary Wall Signs

PERMANENT WALL SIGNS

- Current regulations limit size by length of the building wall / tenant space.
- This penalizes taller or bulkier buildings.
- Increased equity by adding a provision to allow using the <u>greater</u> of current 1 sf per linear foot OR 10% of the area of the building wall.
- Added design incentives that allow an increase in area beyond base maximum limits.

PERMANENT FREESTANDING SIGNS

- Established a <u>minimum sign allowance</u> for ground signs in nonresidential districts other than UC
- Reduced area calculation per linear foot
- <u>Maintained current maximum</u> allowed sign sizes
- Added design incentives that allow an increase in area beyond base maximum limits.

FAYETTEVILLE® AMERICA'S CAN DO CITY

RETAINED PROVISIONS

RETAINED PROVISIONS

- Prohibited and Exempt sign regulations, except where needed to ensure content neutrality.
- Provisions for special events, business openings, City-owned property.
- Billboards / outdoor advertising signs
- Downtown signage (reorganized)
- Alternative signage plans

FAYETTEVILLE® AMERICA'S CAN DO CITY

AMENDMENT EFFECTS

AMENDMENT EFFECTS

- Existing statutory constraints on applicability of regulations to existing signage (160D-912.1) – includes provisions for reestablishing signs.
- Lawfully erected signs subject to UDO nonconformity provisions.
- Regulations will be generally applicable to new signs / new development.

FAYETTEVILLE® AMERICA'S CAN DO CITY

QUESTIONS?

City of Fayetteville

City Council Action Memo

File Number: 25-4733

Agenda Date: 6/23/2025

Version: 1

In Control: City Council Regular Meeting

Agenda Number: 8.04

- TO: Mayor and Members of City Council
- THRU: Kelly Strickland Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director
- FROM: Craig Harmon Senior Planner Demetrios Moutos - Planner I

DATE: June 23, 2025

RE:

AX25-01: Yeadon Domes is petitioning to annex into the corporate limits of the City of Fayetteville one parcel of $12.53 \pm acres$. This parcel is located on the eastern side of Airport Road, at the end of Bridgewood Drive, at an unaddressed parcel and can be further identified by PIN: 0435-25-3050 and REID: 0435253050000.

COUNCIL DISTRICT(S):

Prospective Council District: 2 - Malik Davis

Relationship To Strategic Plan:

Strategic Operating Plan FY 2022

Goals 2027

Goal II: Responsive City Government Supporting a Diverse and Viable Economy

- Objective 2.1 To ensure a diverse City tax base.
- Objective 2.4 To sustain a favorable development climate to encourage business growth.

Goal III: City Invested in Today and Tomorrow

• Objective 3.2 - To manage the City's future growth and strategic land use.

Executive Summary:

The proposed annexation, AX25-01, involves a 12.53-acre parcel owned by Phoenix Global Support, LLC. Located at the end of Bridgewood Drive - just east of Gillespie

Status: Agenda Ready

File Type: Public Hearing (Public & Legislative)

Street and north of Airport Road - the site lies within Fayetteville's Municipal Influence Area (MIA) and is contiguous to current city limits. The petition-initiated annexation supports the City's long-term economic development vision and aligns with the 2040 Future Land Use Plan, which designates the area as an Industrial/Employment Center.

The annexation is associated with zoning case P25-20, in which the applicant requested a rezoning from Cumberland County's Planned Industrial Conditional Use (M(P)CU) to the City of Fayetteville's Light Industrial (LI) district. During the May 8, 2025, Zoning Commission meeting, City Planner Demetrios Moutos presented the request and outlined its consistency with the surrounding zoning context and land use policy. The proposed LI zoning supports the development of a dome manufacturing facility by Yeadon Domes and promotes employment-generating industrial use. The parcel is surrounded by industrial activity and undeveloped land, and its location near I-95 and the Fayetteville Regional Airport enhances its logistical appeal. The Zoning Commission unanimously recommended rezoning approval, citing alignment with the Future Land Use Plan, compatibility with existing development, and the project's economic benefits. Public speakers during the hearing - including the project engineer, economic development officials, and representatives from Yeadon Domes - emphasized the project's potential to create up to 70 new jobs, support

veteran hiring, and meet high safety and quality standards.

Upon annexation, municipal services will be extended to the parcel. Fire protection will continue through a contract with Pearce's Mill Fire Department Station 3, located one mile away, within the City's standard emergency response radius. The City will also provide police, stormwater, and inspection services, though no additional costs are anticipated. As state law requires, the City must assume a share of the rural fire districts' outstanding debt based on the parcel's assessed value, which is currently under reassessment. Property tax revenue and debt liability estimates will be finalized once reassessment is complete.

Water and sewer infrastructure is partially in place, and PWC will oversee utility extensions and ongoing service. PWC has reported no operational concerns and anticipates increased revenue from new water, sewer, and electric customers. Stormwater fees will also generate new revenue. Other services, such as solid waste and public transit, are either not applicable or pending further evaluation. The annexation and rezoning of the Yeadon Domes site position the City of Fayetteville for strategic industrial growth, aligned with adopted land use plans and supported by adequate infrastructure and staffing capacity.

Background:

Historical Background:

On April 27, 2021, Rogers and Breece, Inc., a Fayetteville-based corporation located at 500 Ramsey Street, transferred ownership of a 12.53-acre parcel of land to Phoenix Global Support, L.L.C., whose principal address is 6916 Cliffdale Road, Fayetteville, North Carolina. The transfer was formalized through a North Carolina General Warranty Deed and recorded with the Cumberland County Register of Deeds on April 28, 2021, in Book 11104, Pages 0809-0810.

The parcel, legally described as Lot 1 on a plat entitled "Exempt Subdivision for Rogers and Breece, Inc.," is recorded in Plat Book 146, Page 111 of the Cumberland

County Registry. The deed confirms that the property lies within the City of Fayetteville MIA and was conveyed in fee simple, free from encumbrances except for standard restrictions, easements, and applicable property taxes. Corey Breece, President of Rogers and Breece, Inc., executed the deed on behalf of the grantor. The document was notarized by Hanna McNeill, a North Carolina Notary Public, whose commission was valid through April 26, 2023.

This transaction established Phoenix Global Support, L.L.C., as the current legal owner of the parcel identified as PIN 0435-25-3050 and REID 0435253050000. Surrounding Environment:

The subject property is within a predominantly industrial corridor with active operations and undeveloped parcels. To the south and west, the site directly abuts established industrial uses, including warehousing, freight logistics, and light manufacturing facilities, reinforcing the area's regional employment and distribution hub role. To the north lies a tract of residentially zoned land that remains largely undeveloped and functions as open space, providing a buffer between the industrial activity and nearby residential areas.

The property's strategic location near major transportation routes - Fayetteville Regional Airport and I-95 - offers significant logistical advantages for industrial development. Its position within an emerging industrial node makes it well-suited for continued economic growth, while existing zoning patterns and infrastructure capacity support compatible land uses and long-term land use cohesion.

Future Land Use Map and Plan:

The proposed annexation of the 12.53-acre Yeadon Domes site directly supports the City of Fayetteville's 2040 Future Land Use Plan by reinforcing policies that promote intentional, infrastructure-efficient growth within the Municipal Influence Area (MIA). Specifically:

- **LU-1.4** affirms that when municipal services, such as water, sewer, and emergency response, are extended, annexation and zoning consistency are required to ensure long-term service equity and regulatory alignment. This annexation petition fulfills that policy by integrating a service-eligible site into the City's jurisdiction before development.
- LU-1.6 prioritizes infill and expansion in areas already served by infrastructure. This site is adjacent to water and sewer mains and within the City's fire and police service coverage area, minimizing the need for new infrastructure investments while maximizing the return on existing systems.
- LU-2.1 and LU-2.2 call for employment-generating land uses near transportation corridors and locations where conflicts with residential uses are limited. Compatible industrial and vacant parcels surround the subject site and lie near I-95, the Fayetteville Regional Airport, and major distribution facilities, making it a strategic location for annexation and economic development.
- **General Plan Goals** advocate for compact, efficient urban expansion, the discouragement of leapfrog and strip development, and the promotion of regional job creation. Annexing this parcel helps contain urban growth within a defined boundary and supports a cohesive industrial employment cluster forming along the Airport Road corridor.

The annexation of this parcel is consistent with the City's long-term development strategy, as outlined in the Future Land Use Plan. It ensures that new development, particularly employment-generating uses like light industrial manufacturing, occurs within the City's service area, where infrastructure is already available and zoning can be coordinated. The request is a logical and necessary step toward advancing Fayetteville's goals of managed growth, economic resilience, and land use compatibility. By bringing the Yeadon Domes site into the City's jurisdiction, Fayetteville positions itself to guide high-value industrial development that supports long-range planning and fiscal sustainability.

Issues/Analysis:

Compliance with North Carolina General Statute §160A-31 and §160A-58.1 Petition for annexation; standards.

On April 14, 2025, the City Clerk certified that the annexation petition met all statutory requirements for sufficiency, as documented in the accompanying memorandum. This verification confirms that the application includes the requisite signatures, legal description, and mapping necessary for formal review. In addition, the petitioner has submitted a complete application consistent with the provisions governing contiguous annexation under North Carolina General Statutes §160A-31 and §160A-58.1. The subject parcel lies directly adjacent to the existing municipal boundary, satisfies the criteria for contiguity, and is eligible for annexation under the procedures established by state law. This ensures that the request is legally valid and procedurally sound, providing a foundation for the City to evaluate the annexation in alignment with its regulatory responsibilities and policy objectives.

Compliance with the Development Standards of the UDO

The parcel conforms to the dimensional standards for lots within the Light Industrial zoning district and is suitable for industrial development. All future construction will be subject to the Unified Development Ordinance (UDO) provisions and must undergo comprehensive review through the City's site and building plan approval processes. During the Technical Review Committee's (TRC) preliminary review, multiple departments outlined development requirements to ensure full compliance with City standards. These include fire access roads with adequate clearances, hydrant placement, compliance with stormwater and erosion control regulations, landscape buffering, open space allocation, utility coordination, and adherence to the Airport Overlay District standards. Final plats must reflect all required easements, buffers, and site features, and PWC must approve the project for water, sewer, and electric service before construction. In addition, a driveway permit from NCDOT will be required due to the site's access configuration and location adjacent to state-maintained roads. All development conditions will be enforced at each stage of the review process, ensuring that any future site use maintains consistency with City regulations and infrastructure capacity.

Effective Date:

Per the North Carolina General Statutes governing municipal annexation procedures, voluntary petitions for both contiguous and noncontiguous areas must be assigned an effective date of annexation that falls either immediately upon adoption of the ordinance, on June 30 of the year in which the ordinance is adopted, or on June 30 of the following calendar year. This statutory requirement ensures consistency in the

timing of annexation actions and allows municipalities to plan for the orderly extension of services. For this petition-initiated annexation, the anticipated effective date is June 23, 2025, allowing sufficient time for administrative processing, service coordination, and final ordinance adoption before the statutory deadline.

Financial Impact of Annexation:

If the parcel is annexed, the property owner's tax obligation will increase due to the addition of municipal taxes levied by the City of Fayetteville. However, this increase will be partially offset by removing certain Cumberland County taxes, including the county's fire district tax, special fire tax, and recreation tax, which would no longer apply within city limits. While annexation does not immediately generate significant operational costs for City departments, it does obligate the City to assume a proportional share of outstanding rural fire district debt per NCGS §160A-58.2A. The precise amount of this financial obligation cannot be determined until the parcel's reassessed value is finalized. New revenue will also be generated through stormwater utility fees and expanded PWC services, including water, sewer, and electrical connections. These financial impacts reflect the typical fiscal realignment when transitioning from county to city jurisdiction.

Budget Impact:

A detailed analysis of the anticipated impacts associated with the proposed annexation is provided in Appendix A. This document outlines the expected costs of extending municipal services, potential operational impacts across departments, and the projected revenue streams that may result from the annexation of the subject parcel. These include stormwater fees, utility service charges, and future property tax revenue once the reassessment is complete. All estimates are based on the assumption that the annexation becomes effective on June 23, 2025, in alignment with the proposed ordinance schedule. Appendix A also highlights the City's statutory obligation to assume a proportionate share of the rural fire district's debt and includes information regarding infrastructure requirements and service delivery considerations by the Fayetteville Public Works Commission (PWC).

Options:

- 1. Adopt the annexation ordinance with an effective date of June 23, 2025. This option affirms the final action the City Council previously took on the initial zoning and schedules the annexation to take effect immediately upon adoption.
- 2. Adopt the annexation ordinance with an effective date of June 30, 2025. This option affirms the initial zoning while delaying the effective date of annexation to the next statutory threshold, allowing additional time for service coordination or development readiness.
- **3.** Adopt the annexation ordinance with an effective date of June 30, 2026. This option validates the Council's zoning action while maximizing the delay in annexation allowed under state law. It provides an extended timeline for development planning, infrastructure coordination, or further policy consideration before annexation.
- **4.** Decline to adopt the ordinance. Under this option, the annexation would not move forward, the associated initial

zoning would not be implemented, and the parcel would remain under county jurisdiction outside the City's corporate limits.

5. Defer action on the annexation petition to a specified future date. This option allows the City Council to postpone a final decision on the annexation, enabling further review, public input, or the resolution of outstanding issues before proceeding.

Recommended Action:

Staff recommends proceeding with Option 1, which calls for the City Council to adopt the proposed annexation ordinance effective June 23, 2025. This action would formally incorporate the parcel into the City of Fayetteville and validate the prior zoning decision made by the Council regarding the associated map amendment. Selecting this effective date ensures that annexation occurs promptly, is consistent with statutory requirements, and is aligned with the city's land use and service delivery planning. It also provides regulatory continuity by linking the annexation to the zoning designation approved by the Council, facilitating a smooth transition of the parcel into the City's jurisdiction under the established Light Industrial (LI) zoning classification.

Attachments:

- 1. Appendix A Summary of Services, Costs, and Revenues
- 2. Aerial Map
- 3. Legal Description
- 4. Basic Information Sheet
- 5. Sufficiency Memo
- 6. Draft Ordinance
- 7. Subject Property
- 8. Surrounding Properties
- 9. PowerPoint

APPENDIX A

SUMMARY OF SERVICES, COSTS, AND REVENUES

Name of Area: Yeadon Domes / Unaddressed (REID: 0435253050000)

(East of the Airport Commerce Park Subdivision, at the end of Bridgewood Drive, east of Gillespie Street, north of Airport Road.)

Assumed Effective Date: June 23, 2025

BUILD OUT ASSUMPTIONS

The property is expected to be developed as a manufacturing facility for Yeadon Domes.

CITY SERVICES

Depending on annexation, the City would provide the following services as detailed below.

Fire Department

Fire Protection Services - On May 8, 2025, the Fayetteville Fire Department's Planning & Research Division completed its evaluation of the subject parcel. Emergency response would be provided by contract through Pearce's Mill Fire Department, specifically from Fire Station 3 at 168 Dedication Drive, located approximately one mile from the site. This response distance meets the city's baseline emergency travel time standard of five minutes and twelve seconds. The department anticipates no additional costs or operational burdens. While no immediate revenues are expected, inspection or service fees may apply depending on future occupancy or use.

Debt Assumption- In accordance with NCGS 160A-58.2A, the City must assume a proportionate share of any outstanding debt for facilities or equipment held by the rural fire department currently serving the area. Pearce's Mill Fire Department has acknowledged the petition, and a certification of debt from Cumberland Road Fire Station (Station 5) is attached. The City's payment obligation will be based on the assessed value of the annexed area relative to the total fire district. The Local Government Commission must review and approve the payment schedule before disbursement.

Fire Inspection Services - Inspection requirements and associated fees will depend on the size and intended use of any future development.

Police Department

Patrol Services - Major Charles W. Hunt of the Police Department's Specialized Services Bureau confirmed that police coverage would be extended to the area upon annexation. Based on current conditions, the department anticipates no additional costs, revenues, or operational impacts.

Public Services Department

Engineering Division & Stormwater – Michael Monge of the Engineering and Stormwater Division stated that the department would inspect any stormwater control measures installed during construction if annexed. No additional costs or burdens are anticipated. However, the City would begin collecting stormwater fees from individual ratepayers, generating new revenue.

Street Maintenance – Street maintenance will not be provided, as no public streets are included in the annexation petition.

Traffic Services Division – Virginia Small of the Traffic Division reported that no services would be required and no costs, revenues, or impacts are expected under current conditions.

Solid Waste Division – As of this report, the Solid Waste Division has not submitted an evaluation. Their input will be incorporated into the final document once received.

Transit Department

Jaimie Walters of the Transit Planning Division noted that the Fayetteville Area System of Transit (FAST) would not serve the area. The department anticipates no associated costs, revenues, or issues.

Summary of Costs and Revenues

The annexation of the Yeadon Domes parcel is not expected to create operational costs for City departments under current use conditions. Fire protection will continue under contract with Pearce's Mill. While the City will need to assume a share of rural fire department debt, the exact value cannot be determined until the property's reassessment is completed. Therefore, expected tax revenue and debt obligations cannot be estimated at this time. New revenue will be generated through stormwater fees. Other departments—Police, Traffic, Transit, and Street Maintenance—do not expect additional expenses or revenues. The Solid Waste Division's feedback is still pending.

PWC Services

If the area is annexed, PWC will provide services as outlined below.

PWC Water and Sewer Division

Sewer: PWC currently provides partial sewer service, with an 8-inch main ending at the northwest corner of the parcel. The developer will be responsible for extending the main or installing laterals to serve the site.

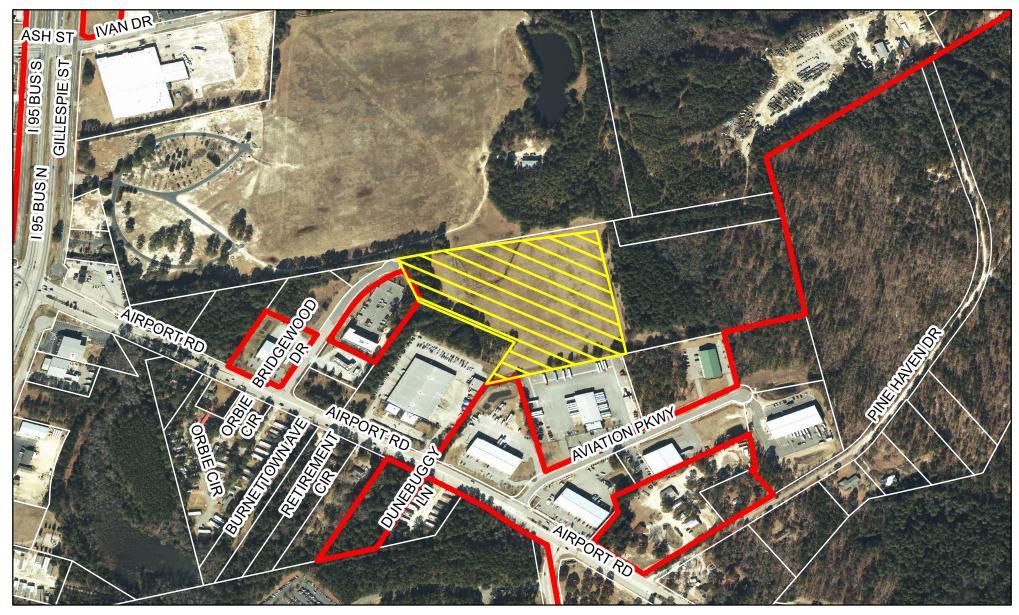
Water: Water service is also partially available—an 8-inch main stops about 10 feet from the parcel boundary at the end of Bridgewood Drive. The developer will need to extend the main to serve the property fully.

Fire Hydrants: A hydrant is approximately 100 feet from the northwest corner of the parcel. Additional hydrants are located along Bridgewood Drive, Airport Road, and Aviation Way, though most are outside effective range. The Fire Marshal may require new hydrants as part of site development.

Revenues and costs to PWC: PWC expects routine operations and maintenance costs for extending and servicing water, sewer, and hydrants. The utility will gain new revenue from water and sewer customers. No revenue is expected from hydrants. PWC reports no capacity or operational concerns related to this annexation.

PWC Electrical Division

Electrical: PWC electric service already fully serves the parcel. No other providers currently serve the area. While PWC does not provide street lighting—nor will it unless the adjacent street is annexed—the utility would extend its underground infrastructure approximately 550 feet to serve the site directly. Construction costs are expected, but new customer revenue will offset them. PWC foresees no operational issues or additional concerns.



Aerial Case #: P25-20

REQUEST: Rezoning M(P) CU to LI

LOCATION: 0 No Address 0435253050000



Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.

Ν

Beginning at an ERB (existing rebar) located on the northwest corner of lot one as shown in Plat Book 146 Page 111; thence from beginning point N 77°12'59" E a distance of 214.36'to an ECM (existing concrete monument); thence N 80°35'08" E a distance of 708.17'to a point; thence S 11°38'06" E a distance of 715.47'to a point; thence S 75°08'24" W a distance of 669.08'to an ERB (existing rebar); thence N 28°54'34" E a distance of 264.48'to an ERB (existing rebar) thence N 60°54'47" W a distance of 499.38'to an ERB (existing rebar); thence N 22°25'47" W a distance of 184.35'to a ERB (existing rebar) located in the eastern margin of Bridgewood Drive, a 60' public right-of-way; thence With said right-of-way N 22°09'54" W a distance of 59.86'to an ERB (existing rebar); thence leaving said right-of-way N 22°56'54" W a distance of 9.73'to the point of beginning, being lot one as shown in Plat Book 146 Page 111, having an area of 12.53 acres. Reference: Deed Book 11104 Page 809, (PIN 0435-25-3050) for Rogers and Breece Inc. Annexation.

BASIC INFORMATION ABOUT ANNEXATION AREA (AX25-01) Information Updated as of: 6 June 2025 Date Petition Found Sufficient: 14 April 2025 Ordinance Adoption Effective Date: TBD (Ideally 23 June 2025)

1	Name of Areas	Vardan Damas - AV25 01: No Addross Assigned (DEID: 0425252050000)		
1.	Name of Area:	Yeadon Domes – AX25-01; No Address Assigned (REID: 0435253050000)		
2. Name of		Phoenix Global Support, LLC		
3.	Owner(s): General			
3.	General Location/	The property is east of Gillespie Street, north of Airport Road, and at the end of		
	Adjacent	Bridgewood Drive. It is located east of the Airport Commerce Park subdivision.		
4.	Neighborhoods Tax			
4.	Identification	PIN: 0435-25-3050		
		REID: 0435253050000		
	Numbers (PIN):			
5.	TRC – Staff	A preliminary major site plan review has been submitted and accomplished, and the		
	Review –	applicant has received written comments and verbal feedback. TRC was applied for $A/25/2025$ with the meeting being held on $A/22/2025$		
-		on 4/15/2025, with the meeting being held on 4/23/2025.		
6.	Initial Zoning:	The parcel is currently zoned M(P)CU in the County; the applicant requests an initial		
	P25-20 – LI	Light Industrial (LI) zoning.		
7.	Fire	Pearce's Mill Fire Department Fire Station 3		
	Department To	If annexed, emergency response service will be provided through contract by the		
	Be Affected:	Pearce's Mill Fire Department Fire Station 3 located at 168 Dedication Dr.,		
		Fayetteville, NC 28306. The proposed annexation is 1.0 mile from this station and		
		within the adopted standard of coverage baseline of 5 minutes/12 seconds travel		
		response time.		
8.	Is the Area	Yes		
	Contiguous?			
9.	Is the Area in			
	the Fayetteville			
	MIA (Municipal	Yes		
	Influence			
	Area)?			
10.	Type of	Petition Initiated – Contiguous		
11	Annexation:			
11.	Background:	History:		
		On April 27, 2021, Rogers and Breece, Inc., a company based at 500 Ramsey Street in Fayetteville, North Carolina, transferred ownership of a 12.53-acre parcel of land to Phoenix Global Support, L.L.C., located at 6916 Cliffdale Road in Fayetteville. The		
		transfer was formalized through a North Carolina General Warranty Deed and recorded the following day, April 28, 2021, in Book 11104, Pages 0809-0810 with the Cumberland County Register of Deeds. The parcel, identified as Lot 1 on a plat titled		
		"Exempt Subdivision for Rogers and Breece, Inc.," is recorded in Plat Book 146, Page 111 of the Cumberland County Registry. The deed specifies that the property lies within the city of Fayetteville and conveys the land to Phoenix Global Support in fee		
		simple, free of encumbrances except for standard items such as existing restrictions, easements, and ad valorem taxes. Corey Breece, President of Rogers and Breece, Inc., signed the deed on behalf of the grantor. The execution was notarized by		
		Hannah McNeill, a North Carolina Notary Public, whose commission was valid through April 26, 2023.		
		Surrounding Area:		
		The site is surrounded primarily by industrial or vacant parcels. Active industrial operations are located to the south and west, while residentially zoned open space lies to the north. The location benefits from proximity to transportation infrastructure and compatible land uses.		
L				

BASIC INFORMATION ABOUT ANNEXATION AREA (AX25-01) Information Updated as of: 6 June 2025 Date Petition Found Sufficient: 14 April 2025 Ordinance Adoption Effective Date: TBD (Ideally 23 June 2025)

Proposed: required. 13. Number of Acres: 14. Type of Development in Area: North: R10 & R5A – Primarily Open Space South: M(P) & U – Averitt Express/Other Commercial/Industrial Activity East: M(P) & U – Averitt Express/Other Commercial/Industrial Activity Meter and Sever Service: N/A 15. Present Express: M/A . 16. Factors Likely to Affect the Future of the Area: a. <u>Plans of Owner</u> : Fabric dome manufacturing facility. b. <u>Development Controls</u> 11. Land Use Plans a. <u>Future Land Use Plans</u> : City 2040 Plan – Industrial/Employment Center 2. <u>Zoning</u> a. <u>Current Zoning in County</u> : M(P)CU – Planned Industrial Conditional Use b. <u>Expected Zoning After Annexation</u> : Light Industrial (LI) 3. <u>Plan Approval</u> : Shall be required for review and approval . 4. <u>Military Base Impacts</u> 1. In the Fay Airport Impact Zones? Yes 2. In the Fay Airport Overlay District? Yes 4. <u>Military Base Impacts</u> 1. In Simmons Accident Potential Zones? No 3. <u>Red-Cockade</u>	12. Reason the Annexation was	Yeadon Domes would like to build a dome manufacturing facility on the site. According to Fayetteville City Council Policy 150.2, connection to sewer service is			
Acres: 12.53 ± 14. Type of Development in Area: North: R10 & R5A – Primarily Open Space South: M(P) & LI – Averitt Express/Other Commercial/Industrial Activity East: M(P) & HI – Phoenix Global Support/FedEx 15. Present a. Present Land Use: Vacant and slightly wooded b. Present Number of Housing Units: 0 Conditions: b. Present Number of Housing Units: 0 Conditions: c. Present Demographics: 0 d. Present Streets: N/A e. Water and Sewer Service: N/A f. Electrical: N/A g. Current Real Property Tax Value: Unverifiable, the property is being reassessed. The last sale was for \$175,000. 16. Factors Likely a. Plans of Owner: Fabric dome manufacturing facility. b. Development Controls 1. Land Use Plans a. Current Zoning a. Current Zoning in County: M(P)CU – Planned Industrial Conditional Use b. Expected Zoning After Annexation: Light Industrial Conditional Use c. In the Fay Airport Impact Zones? No 3. Red-Cockaded Woodpecker I					
Development in Area: South: M(P) & LI – Averitt Express/Other Commercial/Industrial Activity East: M(P)CU – Vacant/Wooded West: M(P) & HI – Phoenix Global Support/FedEx 15. Present Conditions: a. <u>Present Land Use</u> : Vacant and slightly wooded b. <u>Present Demographics</u> : 0 d. <u>Present Demographics</u> : 0 c. <u>Present Demographics</u> : 0 d. <u>Present Demographics</u> : 0 d. <u>Present Demographics</u> : 0 d. <u>Present Service</u> : N/A e. <u>Water and Sewer Service</u> : N/A e. <u>Water and Sewer Service</u> : N/A f. <u>Electrical</u> : N/A g. <u>Current Real Property Tax Value</u> : Unverifiable, the property is being reassessed. The last sale was for \$175,000. 16. Factors Likely to Affect the Future of the Area: a. <u>Plans of Owner</u> : Fabric dome manufacturing facility. b. <u>Development Controls</u> 1. <u>Land Use Plans</u> a. <u>Future Land Use Plans</u> a. <u>Future Land Use Plans</u> a. <u>Current Zoning in County</u> : M(P)CU – Planned Industrial Conditional Use b. <u>Expected Zoning After Annexation</u> : Light Industrial (LI) 3. <u>Plan Approval</u> : Shall be required for review and approval c. <u>Fayetteville Airport Impact Zones</u> ? Yes 1. In the Fay Airport Umpact Zones? No 1. In Simmons Noise Contours? No 2. In the Simmons Accident Potential Zones? No 3. <u>Red-Cockaded Woodpecker Impacts?</u> Not known. 2. <u>Elood Zones</u> - None 1. <u>Watershed</u> : None 2. <u>Flood </u>		12.53 ±			
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West: M(P) & HI – Phoenix Global Support/FedEx 15. Present a. Present Land Use: Vacant and slightly wooded Conditions: b. Present Number of Housing Units: 0 c. Present Number of Housing Units: 0 c. Present Number of Housing Units: 0 d. Present Number of Housing Units: 0 c. Present Streets: N/A e. Water and Sewer Service: N/A e. Water and Sewer Service: N/A f. Electrical: N/A g. Current Real Property Tax Value: Unverifiable, the property is being reassessed. The last sale was for \$175,000. 16. Factors Likely a. Plans of Owner: Fabric dome manufacturing facility. b. Development Controls 1. Land Use Plans Area: a. Future Land Use Plan: City 2040 Plan – Industrial/Employment Center 2. Zoning a. Current Zoning in County: M(P)CU – Planned Industrial Conditional Use b. Expected Zoning After Annexation: Light Industrial (LI) 3. Plan Approval: Shall be required for review and approval c. Fayetteville Airport Impact Zones? Yes 1. In the Fay Airport Overlay District? Yes d. Military Base Impacts 1. In Simmons Accident Potential Zones? No 3. In the Simmons Accident Potential Zones? No 3. Red-Cockaded Woodpecker Impacts? No Known. e. Environmental Factors 1. Watershed: None 2. Elod Zones- None </td <td>Development in</td> <td colspan="4"></td>	Development in				
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Conditions: b. Present Number of Housing Units: 0 c. Present Demographics: 0 d. Present Streets: N/A e. Water and Sever Service: N/A f. Electrical: N/A g. Current Real Property Tax Value: Unverifiable, the property is being reassessed. The last sale was for \$175,000. 16. Factors Likely to Affect the Future of the Area: a. Plans of Owner: Fabric dome manufacturing facility. b. Development Controls 1. Land Use Plans a. Future Land Use Plans: 1. Current Zoning in County: M(P)CU – Planned Industrial Conditional Use b. b. Expected Zoning After Annexation: Light Industrial (LII) 3. Plan Approval: Shall be required for review and approval c. Fayetteville Airport Impact: 1. In the Fay Airport Overlay District? Yes d. Military Base Impacts 1. In Simmons Accident Potential Zones? No 1. In Simmons Accident Potential Zones? No 3. Red-Cockaded Woodpecker Impacts? No 1. In Simmons Accident Potential Zones? No 3. Red-Cockaded Woodpecker Impacts? No 1. In Simmons Accident Potential Zones? No 3. Red-Cockaded Woodpecker Impacts? No <					
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17. Expected a. <u>Future Land Use</u> : Industrial/Employment Center – Light Industrial (LI) Zoning					
	17. Expected				
Future b. <u>Future Number of Housing Units:</u> None					
Conditions: c. <u>Future Demographics:</u> None					
d. <u>Future Streets:</u> Unknown					
e. <u>Water and Sewer Service:</u> PWC					
f. <u>Electric Service:</u> PWC					



CERTIFICATION OF SUFFICIENCY

To the Mayor and City Council of Fayetteville, North Carolina:

I, Jennifer L. Ayre, MMC, City Clerk, do hereby certify that I have investigated the attached petition and hereby make the following findings:

• Said petition is signed by all owners of real property lying in the area described therein, in accordance with N.C.G.S. 160A-31.

• The petition contains an adequate property description of the area proposed for annexation.

• The area described in the petition is contiguous to the City primary corporate limits, as defined by N.C.G.S. 160A-58.

In witness whereof, I have hereunto set my hand and affixed the seal of the City of Fayetteville, this 14th day of April 2025.

JET Jennifer I. Ayre, MMC, Gity Clerk T 11 20 PTH CARO

Annexation Ordinance No: 2025-06-599 East of the Airport Commerce Park Subdivision, at the end of Bridgewood Drive, east of Gillespie Street, north of Airport Road PIN: 0435-25-3050; REID: 0435253050000

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA

WHEREAS, the City Council has been petitioned under G.S. 160A-31 to annex the area described below; and

WHEREAS, the City Clerk has investigated the sufficiency of the petition; and

WHEREAS, the City Clerk has certified the sufficiency of the petition, and a public hearing on the question of this annexation was held at City Council Chambers at 6:30 p.m. on June 23, 2025, located at 433 Hay Street, Fayetteville, NC after due notice by publication on June 6, 2025, and June 20, 2025; and

WHEREAS, the City Council further finds that the petition meets the requirements of G.S. 160A-31;

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

Section 1. By virtue of the authority granted by G.S. 160A-31, the following described contiguous property owned by Phoenix Global Support, LLC, is hereby annexed and made part of the City of Fayetteville, North Carolina as of June 23, 2025:

Annexation Petition – 12.53 ± Acres located at 0435253050000 to the east of the Airport Commerce Park Subdivision, at the end of Bridgewood Drive, east of Gillespie Street, and north of Airport Road, also identified by PIN: 0435-25-3050 and REID: 0435253050000.

Beginning at an ERB (existing rebar) located on the northwest corner of lot one as shown in Plat Book 146 Page 111; thence from beginning point N 77°12'59" E a distance of 214.36'to an ECM (existing concrete monument); thence N 80°35'08" E a distance of 708.17'to a point; thence S 11°38'06" E a distance of 715.47'to a point; thence S 75°08'24" W a distance of 669.08'to an ERB (existing rebar); thence N 28°54'34" E a distance of 264.48'to an ERB (existing rebar) thence N 60°54'47" W a distance of 499.38'to an ERB (existing rebar); thence N 22°25'47" W a distance of 184.35'to a ERB (existing rebar) located in the eastern margin of Bridgewood Drive, a 60' public rightof-way; thence With said right-of-way N 22°09'54" W a distance of 59.86'to an ERB (existing rebar); thence leaving said right-of-way N 22°56'54" W a distance of 9.73'to the point of beginning, being lot one as shown in Plat Book 146 Page 111, having an area of 12.53 acres. Reference: Deed Book 11104 Page 809, (PIN 0435-25-3050) for Rogers and Breece Inc. Annexation.

Section 2. Upon and after June 23, 2025, the effective date of this ordinance, the abovedescribed area, and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the City of Fayetteville and shall be entitled to the same privileges and benefits as other parts of the City of Fayetteville. Said area shall be subject to municipal taxes according to G.S. 160A-58.10.

Section 3. The Mayor of the City of Fayetteville shall cause to be recorded in the office of the Register of Deeds of Cumberland County, and in the Office of the Secretary of State in Raleigh, North Carolina, an accurate map of the annexed area, described in Section 1 above, together with a duly certified copy of this ordinance. Such a map shall also be delivered to the Cumberland County Board of Elections, as required by G.S. 163-288.1.

Adopted this ____ day of _____, 20__.

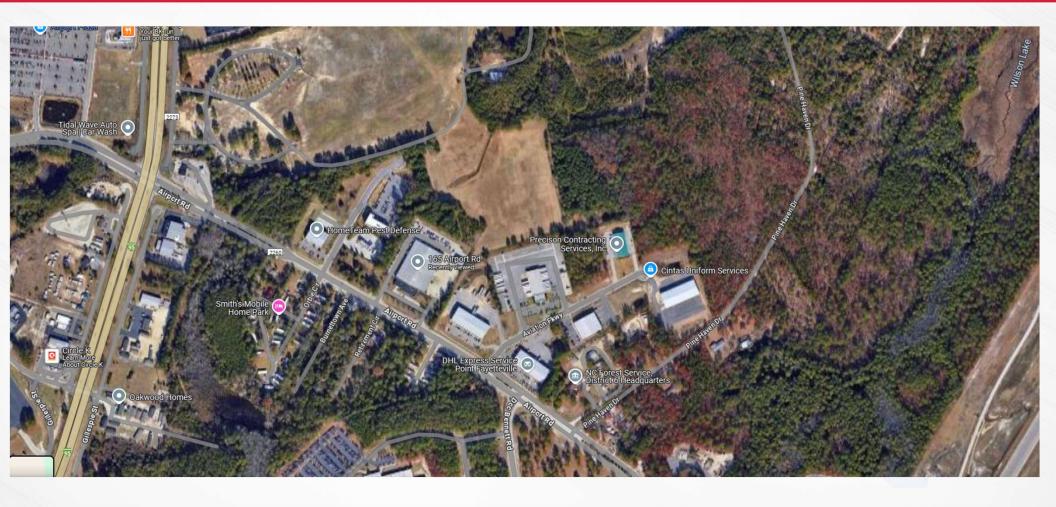
ATTEST:

Mitch Colvin, Mayor

Jennifer L. Ayer, City Clerk



Subject Property

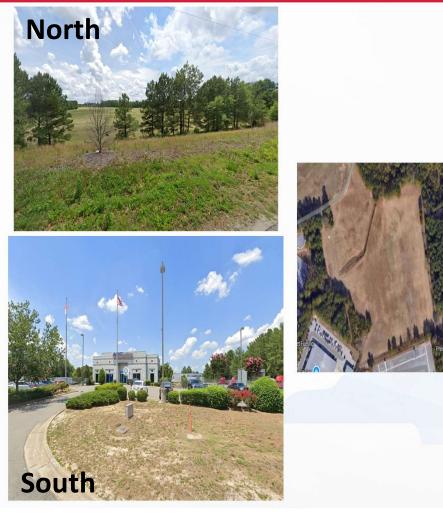




Surrounding Properties

East





City Council Annexation A25-01

June 23, 2025







- **Owner:** Phoenix Global Support, L.L.C.
- Applicant: Phoenix Global Support, L.L.C. (James A. Lyons, President)
- Located: Unaddressed Parcel at the end of Bridgewood Drive
- Acreage: $12.53 \text{ acres } \pm$
- **District:** 2 Malik Davis
- **REID** #: 0435253050000



Subject Property



Aerial Case #: P25-20

REQUEST: Rezoning M(P) CU to LI

LOCATION: 0 No Address 0435253050000

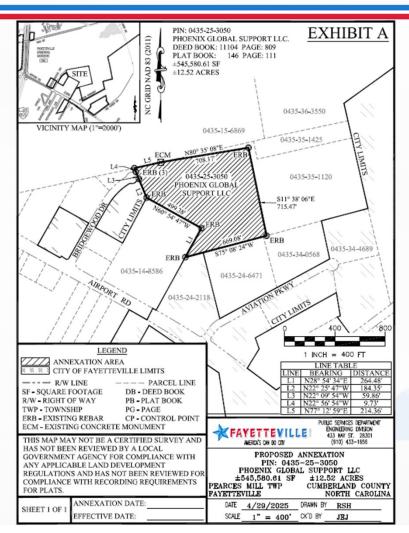


Letters are being sent to all property owners within the 1000' buffer. Subject property is shown in the hatched pattern.

N









Subject Property





Surrounding Properties



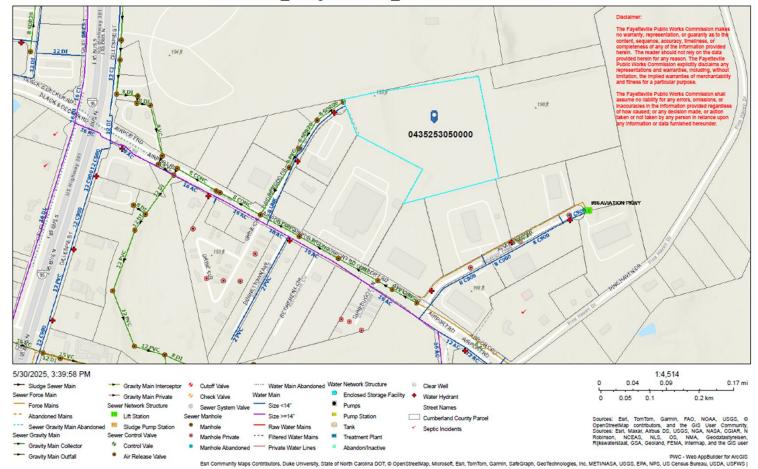






AX25-01

20250530_Bridgewood Dr_Yeadon Domes Annex





Recommendation

The Professional Planning Staff recommends that the City Council move to APPROVE the draft ordinance for AX25-01 (Yeadon Domes at Bridgewood Drive):

- The petition for annexation complies with the requirements of North Carolina General Statutes §160A-31 and §160A-58.1, and the City Clerk certified the petition's sufficiency on April 14, 2025. The application qualifies as a contiguous annexation and meets all statutory and procedural standards.
- The annexation aligns with the City's 2040 Future Land Use Plan and has been evaluated by relevant departments. Staff report that municipal services can be extended to the site without creating additional operational burdens, and PWC has confirmed the availability of utility infrastructure.
- Upon annexation, the property tax burden will increase due to imposing City taxes. Still, the county's fire district tax, special fire tax, and recreation tax will no longer apply, partially offsetting this increase.
- Appendix A details the fiscal impacts, including stormwater revenue and anticipated property tax contributions. It reflects the assumed effective date of June 23, 2025, and demonstrates the projected financial benefit to the City.

Options

1. Adopt the annexation ordinance with an effective date of June 23, 2025. This option affirms the City Council's final action on the initial zoning and schedules the annexation to take effect immediately upon adoption.

FAYETTEVILLE

- Adopt the annexation ordinance with an effective date of June 30, 2025. This option affirms the initial zoning while delaying the effective date of annexation to the next statutory threshold, allowing additional time for service coordination or development readiness.
- 3. Adopt the annexation ordinance with an effective date of June 30, 2026. This option validates the Council's zoning action while maximizing the delay in annexation allowed under state law. It provides an extended timeline for development planning, infrastructure coordination, or further policy consideration before annexation.
- 4. Decline to adopt the ordinance. Under this option, the annexation would not move forward, the associated initial zoning would not be implemented, and the parcel would remain under county jurisdiction outside the City's corporate limits.
- Defer action on the annexation petition to a specified future date.
 This option allows the City Council to postpone a final decision on the annexation, enabling further review, public input, or the resolution of outstanding issues before proceeding.





FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

Hearing

City Council Action Memo

File Number: 25-4702

Agenda Date: 6/23/2025		Version: 1	Status: Agenda Ready		
In Control:	City Council Regular Meeting		File Type: Evidentiary H		
Agenda Nur	nber: 9.01				
TO:	Mayor and Members of City Council				
THRU:	Kelly Strickland - Assistant City Manager Dr. Gerald Newton, AICP - Development Services Director				
FROM:	Craig Harmon, CZO - Senior	r Planner			
DATE:	June 23, 2025				
RE:					

SUP25-03: Special Use Permit request to reduce the separation requirement for an Automotive Wrecker Service in a CC Zoning District at 3003, 3005, 3009 MURCHISON RD (REID# 0428597115000, 0428596376000, 0428597350000) owned by Ali Abdo, CITY PROPERTY LLC.

COUNCIL DISTRICT(S):

4 - Haire

Relationship To Strategic Plan:

Goal III: City Investment in Today and Tomorrow Objective 3.2: To manage the City's future growth and strategic land use

Executive Summary:

City Council is asked to hold an Evidentiary Hearing to determine whether a Special Use Permit (SUP) should be approved or denied. If approved, the SUP will reduce the 250-foot separation requirement between an automotive wrecker service located at 3003, 3005, 3009 Murchison Road and residentially zoned property to approximately 0 feet. Two of the three properties in question abut residentially zoned property to the southwest.

During an Evidentiary Hearing, the burden of demonstrating that an application complies with applicable review and approval standards of this Ordinance is on the applicant, which shall be demonstrated by competent, material, and substantial evidence. The burden is not on the City or other parties to show that the standards have not been met by the applicant.

Background:

The properties in question has been a commercial use since at least 1968, according

to the Cumberland County's GIS Imagery. The current buildings and housings appears to date back to the early 1980's or earlier. Google earth images show an auto repair business on one of these properties since at least 2007. While all three properties are zoned commercial, two of them have single family residential structures currently on them.

The Applicant is requesting a reduction in the 250-foot separation standards between an automotive wrecker service and residentially zoned property. The Applicant's request would reduce the separation down to approximately 0 feet, since two of the three properties abut residential zoning. This development must meet all city buffer and fencing requirements.

In the City's Unified Development Ordinance, an automotive wrecker service is defined as an establishment operated for the purpose of temporary storage on-site of no more than nine wrecked or inoperable vehicles for a period no longer than 90 days. If an establishment has ten or more inoperable vehicles located on-site, stores inoperable vehicles for more than 90 days, stacks vehicles, or portions of the vehicles are dismantled or removed for sale, it shall be considered a salvage and junkyard.

Owner: Ali Abdo, City Property LLC. Applicant: Ali Abdo Requested Action: SUP - Reduction in separation between uses. Property Address: 3003, 3005, 3009 Murchison Road Council District: 4 - Haire Status of Property: CC - Automotive repair and residential housing Size: Approximately 2.35 acres

Adjoining Land Use & Zoning:

- North CC: Former bar lounge & Rosemary St.
- South CC: Auto oriented business
- West SF-6: Multi-family and Single-family residential
- East HI: Undeveloped

Letters Mailed: 118 Annual Average Daily Traffic: 2022 Murchison Road - 22,500

Land Use Plans:

Following the adoption of the 2040 Comprehensive Plan: Future Land Use Map & Plan on May 26, 2020, all properties within the city limits, as well as those in the Municipal Influence Area, are subject to its guidelines. The Plan recommends that this part of the city be developed as Neighborhood Improvement - NIR, which primarily allows higher density redevelopment and "missing Middle" housing to increase private reinvestment and revitalize neighborhoods. Target areas include clusters of vacant and /or underutilized parcels. Policies focus on neighborhood improvement and reinvestment.

Issues/Analysis:

Surrounding Area:

The surrounding area primarily consists of CC and HI zoning districts along Murchison Road, transitioning to a mix of single-family detached and attached housing, along with two to four family dwelling, townhomes and multi-family along Rosemary Drive and Waddell Drive. Two of the three properties that are included in this application abut residentially zoned properties and almost all of these properties are developed.

Special Use Permit Request:

The owner is requesting a reduction in the 250-foot separation standards between an automotive wrecker service and residentially zoned property. The applicant's request would reduce the separation down to approximately 0 feet. These properties and some of the surrounding residential properties share common property lines.

Use-specific standards are the requirements applied to individual use types regardless of the zoning district in which they are located or the review procedure by which they are approved. This section is intended to identify the use-specific standards for all principal uses identified in Table 30-4.A, Use Table, as subject to "additional requirements." These standards may be modified by other applicable requirements in this Ordinance.

These standards are not subject to a variance request. However, with the following exceptions or as explicitly stated in other sections of this ordinance, the separation standards may be reduced upon approval of a special use permit finding that the reduction in the separation standard does not increase negative impacts on surrounding uses and that there are specific characteristics that help minimize any negative impacts, such as natural or man-made features that create visual or physical separation between the uses. Consistent with standards for the procedure in Article 30-2.C.7 Administration - Special Use Permit, conditions may be attached to further minimize or prevent negative impacts, including limitations on hours of operation, maximum size, or range of activities.

Budget Impact:

This action should result in no increase in City Services.

Options:

OPTION 1

I move to APPROVE the Special Use Permit to allow the reduction of the separation requirement between an automotive wrecker service and residentially zoned property subject to the submitted site plans and conforming to the current Unified Development Ordinance standards as depicted on the attached site plan, as presented by staff, based on the standards of the City's development code and the evidence presented during this hearing. And that the application is consistent with applicable plans because: (1) the development is located in a Community Commercial (CC) zoning district and (2) that this use complies with the findings listed and (3) the proposed permit is in the public interest because the proposed SUP does fit with the character of the area.

[Applicable to Motion to Approve] If approved, this Special Use Permit shall become effective with the approval of the Order of Findings by the City Council. The SUP shall expire one year from its effective date if a building permit is not issued within that time. *For a motion to approve, all six findings below must be met:

- 1. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;
- 2. The special use will be in harmony with the area in which it is located;
- The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;
- 4. The special use is in general conformity with the City's adopted land use plans and policies;
- 5. The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and
- 6. The special use complies with all other relevant City, State, and Federal laws and regulations.

OPTION 2

I move to DISAPPROVE the Special Use Permit (SUP) for the reduction of the separation requirement between an automotive wrecker service and residentially zoned property as depicted on the attached site plan, as presented by staff, based on the standards of the City's development code and the evidence presented during this hearing. And that the application does not meet the finding(s) of fact listed below. More specifically finding(s) #____.]

* For a motion to deny only one of the findings shown below needs to not apply.

- The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;
- 2. The special use will be in harmony with the area in which it is located;
- 3. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;
- 4. The special use is in general conformity with the City's adopted land use plans and policies;
- 5. The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and
- 6. The special use complies with all other relevant City, State, and Federal laws and regulations.

[Applicable to Motion to Deny] If denied this action shall become effective upon the approval of the Order of Findings by the City Council.]

Recommended Action:

Staff recommends that City Council hold an Evidentiary Hearing and base their decision on the evidence and testimony provided.

Attachments:

- 1. Application
- 2. Aerial Map
- 3. Zoning Map
- 4. Land Use Plan Map
- 5. Subject Properties
- 6. Surrounding Properties
- 7. Storage Area Map
- 8. Requested Separation Map
- 9. PowerPoint



Planning & Zoning 433 Hay Street Fayetteville, NC 28301 910-433-1612 www.fayettevillenc.gov

#1681653

Project Overview

Project Title: Y & A Towing Lot **Application Type:** 5.3) Special Use Permit **Workflow:** Staff Review Jurisdiction: City of Fayetteville State: NC County: Cumberland

Notice Regarding Special Use Permit Procedural Process

Special Use Permit

Dear Applicant,

Thank you for applying for a Special Use Permit with the City of Fayetteville. The City Council's decision shall be based on written and sworn oral evidence presented at the evidentiary hearing. This application MUST BE COMPLETE, thorough responses must be provided. Incomplete applications and responses will not be accepted. The procedures you MUST follow are found in the Unified Development Ordinance (UDO) Sections 30-2.C.7., Special Use Permit, and 30-2.B.14., Public Evidentiary Hearing Procedures.

Pursuant to Section 30-2.C.7.d.7.a.2 of the UDO, the Special Use Permit shall automatically expire if a Building Permit for the development authorized by the Special Use Permit is not obtained within one year after the date of issuance or if the development authorized by the Special Use Permit is discontinued and not resumed for a period of one year, unless otherwise specified by City Council.

If you have any additional questions, please contact the Planning & Zoning Division at 910-433-1612 to speak with a Professional Planner.

If you would like a copy of the above text, you can download a copy here.

Please enter your full name in the space below to confirm your acknowledgement of the above statement and to confirm that you are the owner or owner's representative and you have the authority to apply for this permit.

Enter Your Full Name Here: ALIABDO

Project Location

Project Address or PIN:

• 3003 MURCHISON RD (0428597115000)

• 3009 MURCHISON RD (0428596376000)

• 3005 MURCHISON RD (0428597350000)

Is it in Fayetteville? If you're not sure, click this link: Cumberland County Tax Office GIS system

Zip Code: 28301

GIS Verified Data

Project Address:

- 3003 MURCHISON RD
- 3009 MURCHISON RD
- 3005 MURCHISON RD

Written Description of Special Use

Is the proposed project for a cell tower?: No

A) Provide a written description of the proposed special use, including summary of existing uses and the proposed use/activity in detail. : Description of Proposed Special Use

Summary of Existing Uses:

The subject property is currently zoned as **CC (Community Commercial)**. Prior to our involvement, the site was **vacant and underutilized**, with no active operations or ongoing maintenance. The lot was in poor condition and required significant cleanup and restoration to be viable for any future use.

Proposed Use/Activity:

The applicant is proposing to operate a **vehicle towing and storage lot** on the subject property, which qualifies as a special use under the CC zoning designation.

A detailed site plan was previously submitted to the City and received **approval**. Based on that approval, substantial investments have already been made into the property. This includes extensive **cleaning of the lot, clearing of debris, grading**, and the installation of a **perimeter fence** to secure the site in accordance with safety and regulatory standards.

The proposed use will involve **storing towed vehicles on the lot**, with no vehicle repairs or dismantling conducted on-site. Access to the lot will be restricted to authorized personnel and tow operators. Operating hours will be in accordance with local guidelines, and the site will be managed to minimize noise, traffic, and any potential disruption to nearby properties.

We are now in the process of fulfilling the Citys request for a **Special Use Permit** to formally recognize and approve the towing lot as a permitted activity under the CC zoning. We respectfully request approval of this permit in light of the significant investment already made based on prior approvals, and our commitment to maintaining the property in a clean, safe, and compliant manner.

B) Please provide a description of the Zoning District designations and existing uses on adjacent properties, including across the street.: adjacent Zooning CC,CC, HI, FS6 Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 1 - The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;:

The proposed towing lot use complies with all applicable standards outlined in the Citys Zoning Ordinance, including Section 30-4.C, which governs use-specific standards for vehicle storage and towing operations.

In accordance with these standards:

- The site has been **fully enclosed with a secure, opaque perimeter fence** to screen stored vehicles from public view and adjacent properties, as required.
- No vehicle repair, dismantling, or salvage activities will take place on-site. The lot is strictly for vehicle storage related to towing operations.
- The site plan submitted and approved by the City adheres to **setback**, **buffer**, **and access requirements**, and demonstrates safe circulation for tow vehicles.
- Stormwater management, lighting, and noise mitigation measures are in compliance with city codes and are designed to minimize any adverse impact on neighboring properties.
- All **vehicle ingress and egress** points are located and designed to ensure safe and efficient traffic flow in and out of the property.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 2 - The special use will be in harmony with the area in which it is located;:

The proposed towing lot will be in harmony with the surrounding area, which includes a mix of light industrial, commercial, and residential. This type of use is consistent with the functional character of the area, which supports vehicle-related businesses and other utility-based operations.

The lot will be maintained in a clean and orderly manner, with secure fencing and appropriate screening to minimize visual impact from the street and neighboring properties. Hours of operation and vehicle movement will be managed to avoid disruption to surrounding businesses or residents.

Overall, the towing lot will serve a necessary function within the community while fitting in with the existing land uses in the area, making it a compatible and appropriate addition to the neighborhood.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Y

Finding Number 3 - The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;:

The proposed towing lot will be developed in full compliance with all applicable local, state, and federal regulations regarding site safety, vehicle storage, and access. The site will include secure fencing, controlled access gates, proper lighting, and surveillance systems to ensure the safety of the property and the surrounding area.

Ingress and egress points have been designed to allow for safe vehicle movement without disrupting surrounding traffic patterns. No hazardous materials will be stored on-site, and all impounded vehicles will be contained in accordance with environmental and safety guidelines to prevent any public health risks.

With these measures in place, the proposed towing lot will operate safely and responsibly, posing no material risk to public health or safety.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 4 - The special use is in general conformity with the City's adopted land use plans and policies;:

The proposed towing lot is consistent with the Citys adopted land use plans and policies, which identify this area as appropriate for light industrial, service, or vehicle-related uses. The site is located within a zoning district that allows towing operations by special use permit, indicating that the City has contemplated this type of use as appropriate under certain conditions.

This use supports the broader goals of the land use plan by promoting economic activity, utilizing underused property for a productive purpose, and providing an essential public service. The proposal aligns with the City's vision for orderly growth, compatible land use transitions, and efficient use of infrastructure.

As such, the towing lot conforms to the Citys planning objectives and contributes positively to the areas intended development pattern.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 5 - The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and:

The proposed towing lot is not expected to substantially injure the value of abutting properties. The site is located in an area with compatible land uses, including other commercial, industrial, or service-oriented businesses, which are not sensitive to the impacts associated with towing operations.

The lot will be properly screened and secured with fencing, landscaping, and lighting designed to minimize visual and operational impacts on neighboring parcels. Noise, traffic, and activity will be limited to appropriate hours, and all operations will comply with applicable regulations to ensure a clean and well-managed environment.

Additionally, towing services are a public necessity that support law enforcement, traffic safety, and the general functioning of the transportation system. The facility will help meet community needs for vehicle storage and recovery, further justifying its approval in this location.

Please indicate, in detail, how the proposed special use meets the following standard. Be thorough in your response, as it shall be used as written evidence in the evidentiary hearing, per Special Use Standards 30-2.C.7.e. You may upload additional pages

Finding Number 6 - The special use complys with all other relevant City, State, and Federal laws and regulations?:

The proposed towing lot will be developed and operated in full compliance with all applicable City ordinances, State requirements, and Federal regulations. This includes, but is not limited to, zoning, land use, environmental protection, stormwater management, signage, and vehicle storage standards.

All necessary permits will be obtained, and the operation will adhere to industry best practices regarding safety, accessibility, and environmental responsibility. Regular inspections and operational oversight will ensure continued compliance with all governing laws.

The applicant is committed to maintaining a lawful and responsible operation that meets or exceeds all regulatory requirements.

Primary Contact Information

Contractor's NC ID#:

Project Owner Ali Abdo City Property LLC 500 Blount St Fayetteville, NC 28301 P:9106700378 alitahaabdo@gmail.com Property Owner Email:

Project Contact - Agent/Representative Ali Abdo City Property LLC 500 Blount St Fayetteville, NC 28301 P:9106700378 alitahaabdo@gmail.com

> As an unlicensed contractor, I am aware that I cannot enter into a contract that the total amount of the project exceeds \$40,000. :

NC State General Contractor's License Number:

NC State Electrical Contractor #1 License Number:

NC State Electrical Contractor #2 License Number:

NC State Electrical Contractor #3 License Number:

NC State Mechanical Contractor's #1 License Number:

NC State Mechanical Contractor's #2 License Number:

NC State Mechanical Contractor #3 License Number:

NC State Plumbing Contractor #1 License Number:

NC State Plumbing Contractor #2 License Number:

Indicate which of the following project contacts should be included on this project: Architect



Aerial Case #: SUP25-03

1

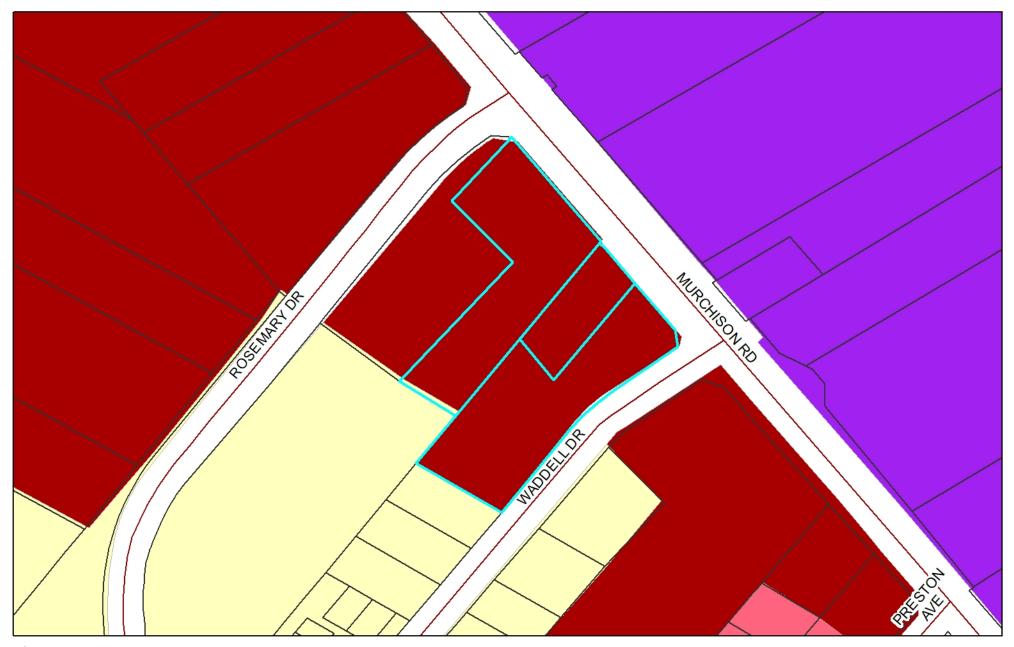
1,000 Foot Notification Area

Ν

Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.

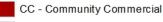
REQUEST: Reduction in separation for Automotive Wrecker Service

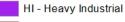
LOCATION: 3003, 3005, 3009 MURCHISON RD



Zoning Map Case #: SUP25-03

Legend





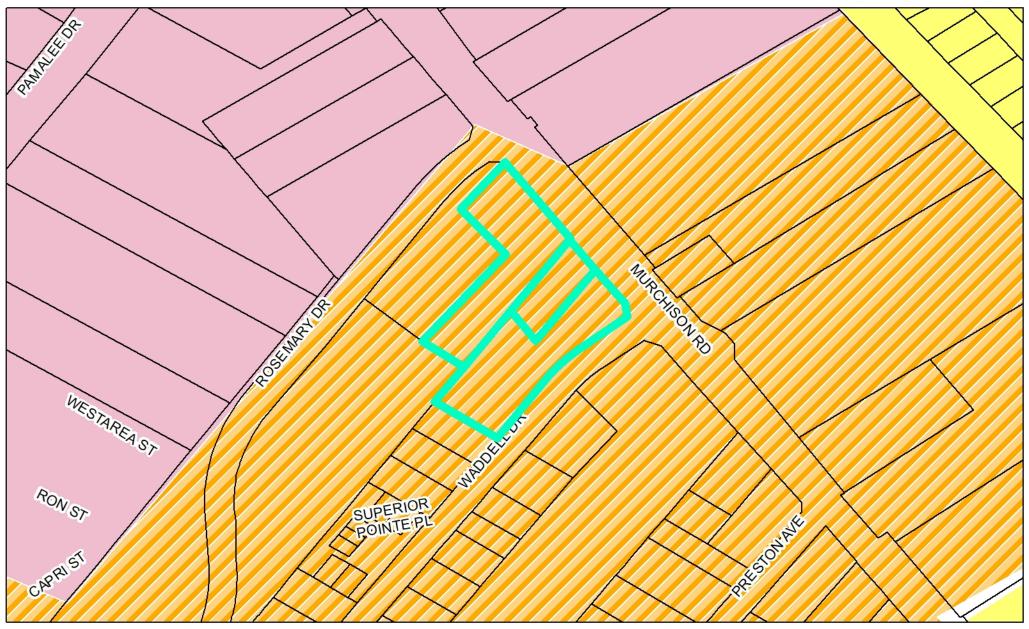
LC - Limited Commercial

SF-6 - Single-Family Residential 6



REQUEST: Reduction in separation for Automotive Wrecker Service

LOCATION: 3003, 3005, 3009 MURCHISON RD



Land Use Map Case #: SUP25-03

REQUEST: Reduction in separation for Automotive Wrecker Service

LOCATION: 3003, 3005, 3009 MURCHISON RD

Legend

Land Use Plan 2040

Character Areas



LDR - LOW DENSITY

NIR - NEIGHBORHOOD IMPROVEMENT

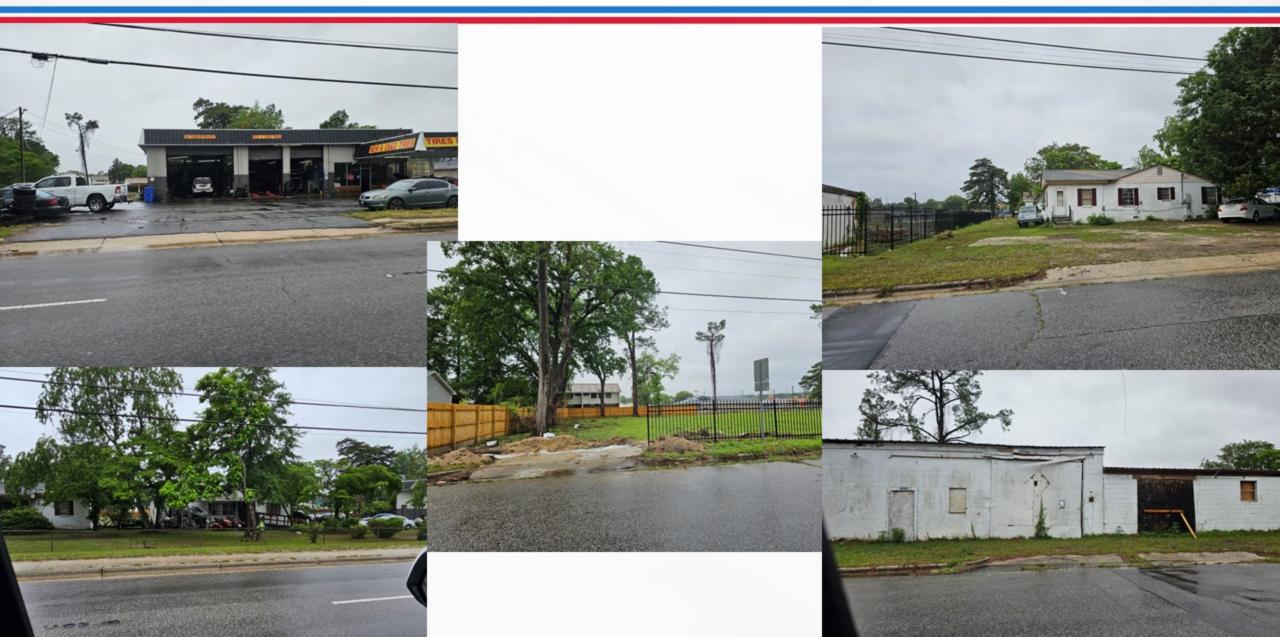
NMU - NEIGHBORHOOD MIXED USE







Subject Properties





Surrounding Properties



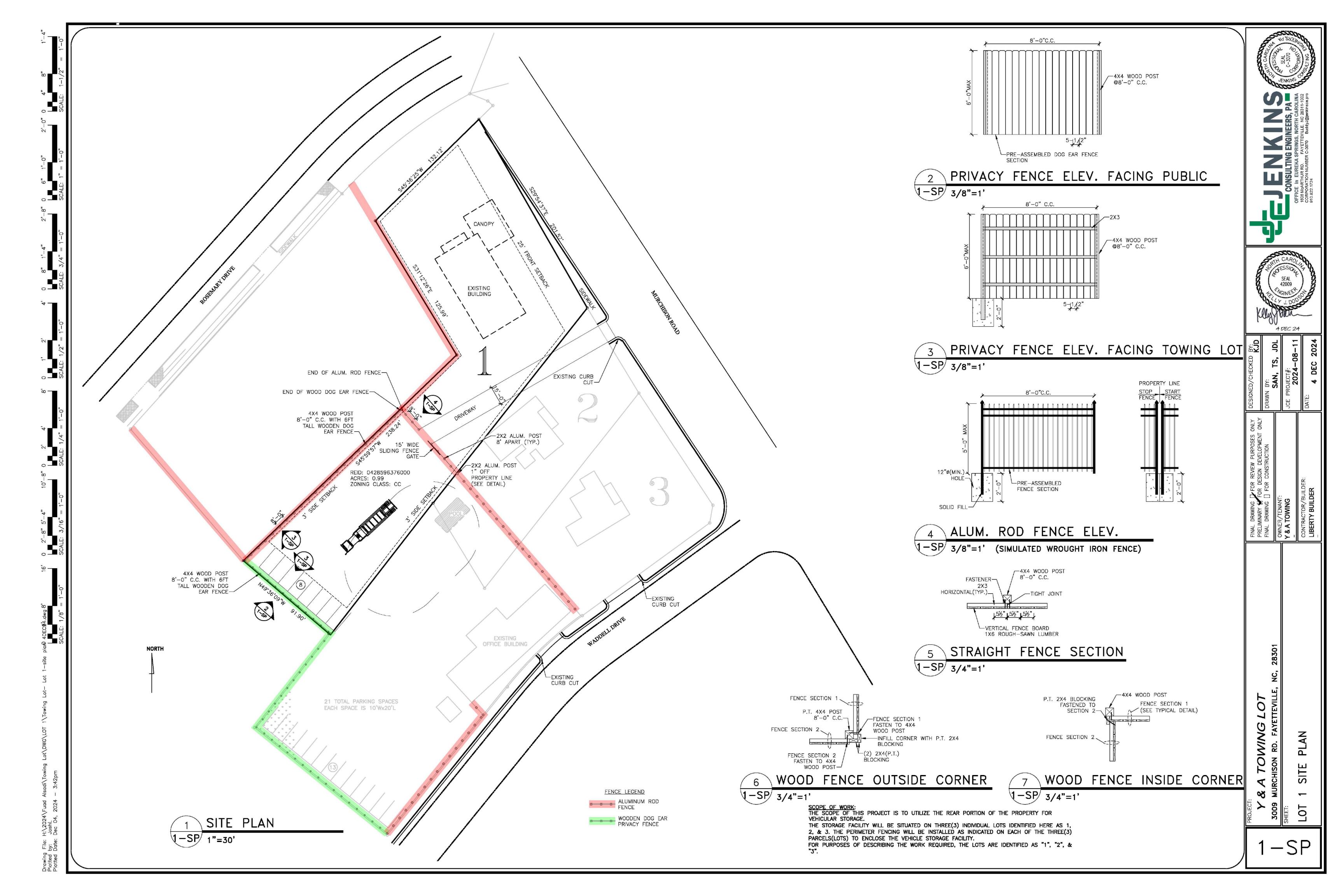


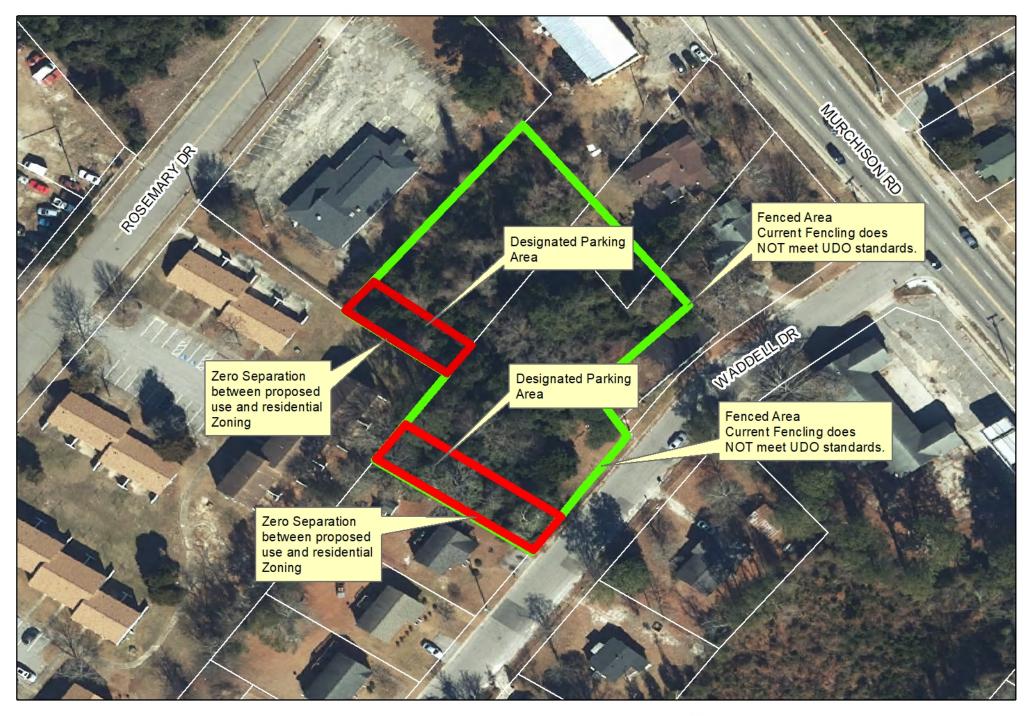












Requested Separation Case #: SUP25-03

CITY COUNCIL

Special Use Permit

May 27, 2025







- **Owners:** Ali Abdo, City Property LLC.
- Applicant: Ali Abdo

Request: SUP – Reduction in separation between uses.

Location: 3003, 3005, 3009 MURCHISON RD

Acreage: 2.35 ± acres

District: 4 – Haire

REID #: 0428597115000, 0428596376000, 0428597350000



Subject Property



1,000 Foot Notification Area

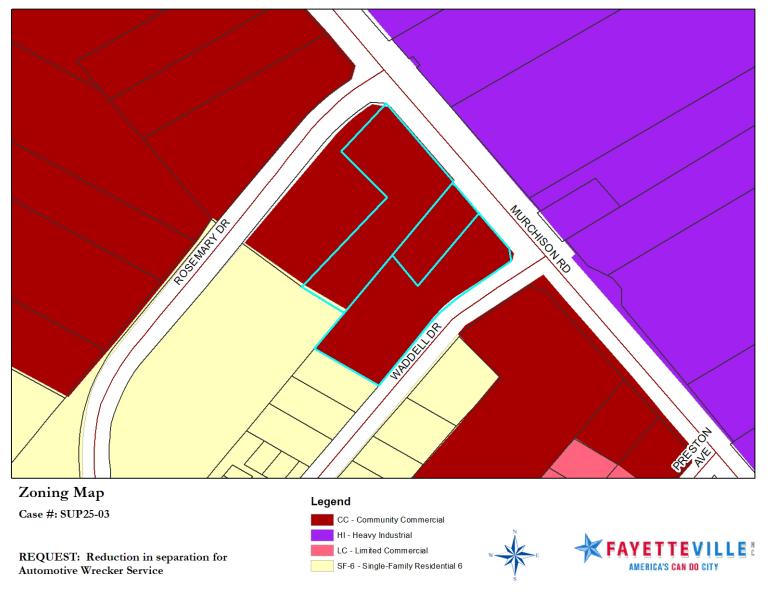
Aerial Case #: SUP25-03 Letters are being sent to all property owners within the 1,000' buffer. Subject property is shown in the hatched pattern.

REQUEST: Reduction in separation for Automotive Wrecker Service

LOCATION: 3003, 3005, 3009 MURCHISON RD



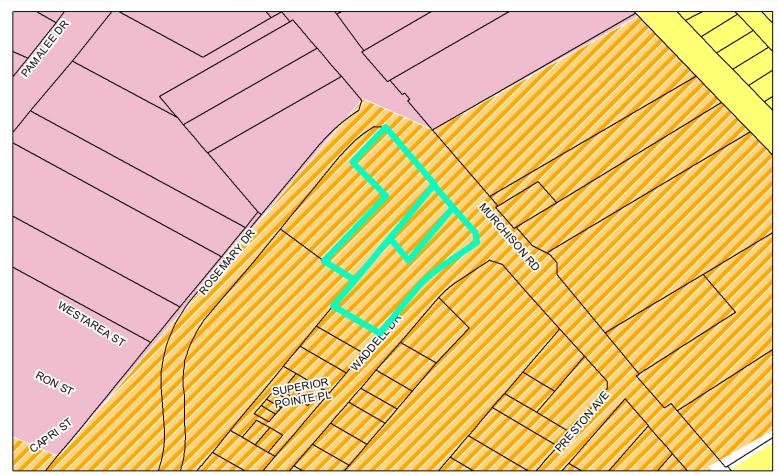
Zoning Map



LOCATION: 3003, 3005, 3009 MURCHISON RD



Land Use Map



Land Use Map Case #: SUP25-03

REQUEST: Reduction in separation for Automotive Wrecker Service

LOCATION: 3003, 3005, 3009 MURCHISON RD

Legend

Land Use Plan 2040

Character Areas

LDR - LOW DENSITY

nir - Neighborhood improvement 💛

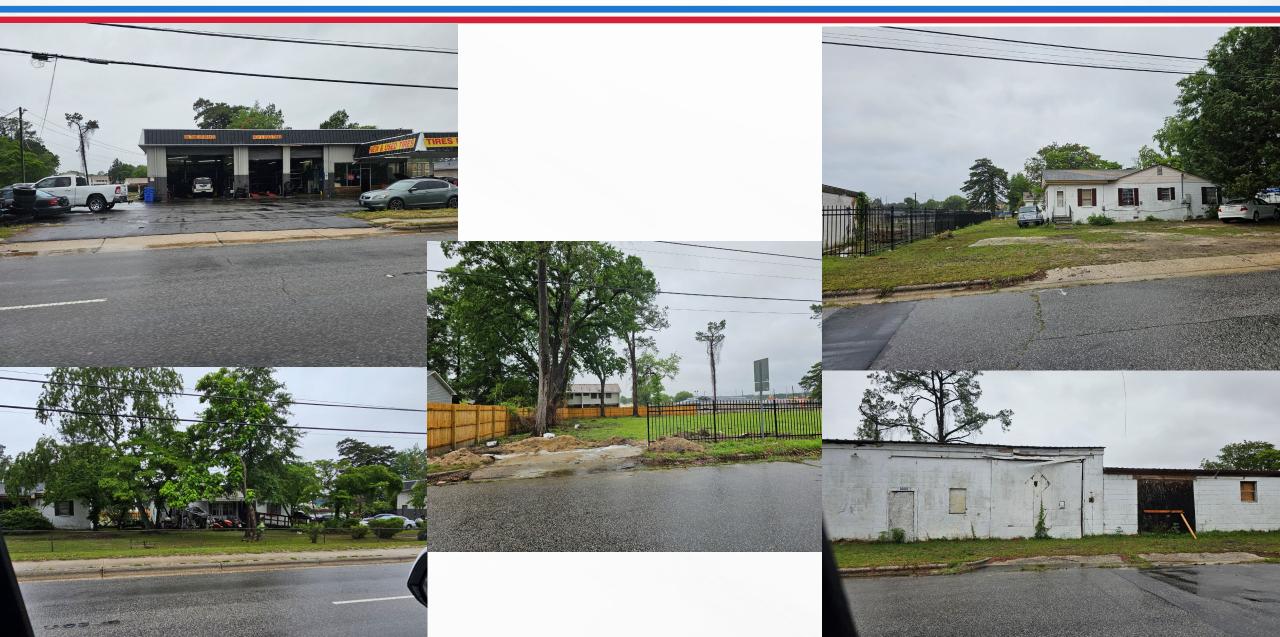
NMU - NEIGHBORHOOD MIXED USE







Subject Properties





Surrounding Properties







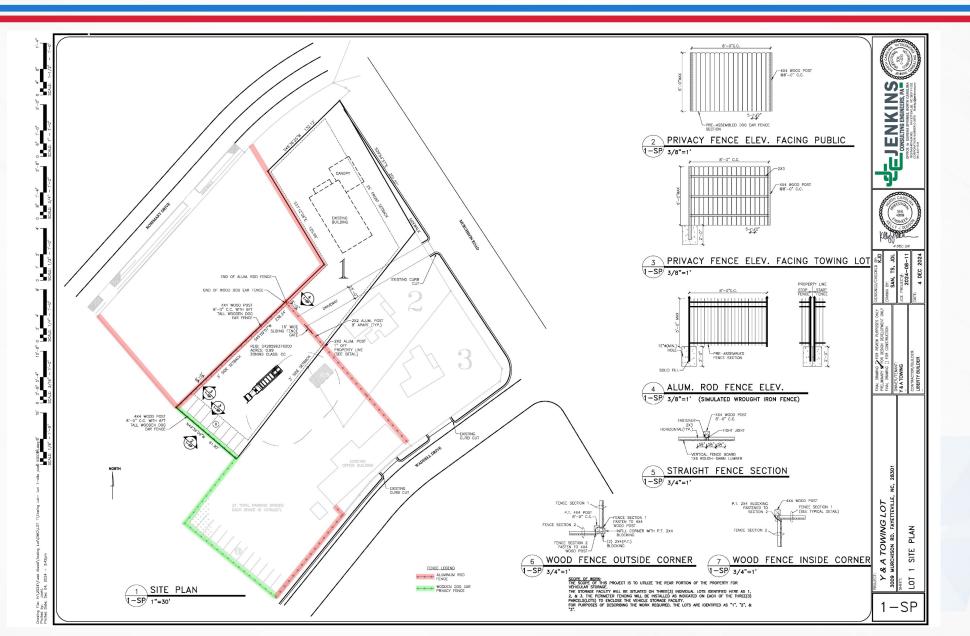








Site Plan





Requested Separation



N



Analysis

Surrounding Area:

The surrounding area primarily consists of CC and HI zoning districts along Murchison Road, transitioning to a mix of single-family detached and attached housing, along with two to four family dwelling, townhomes and multi-family along Rosemary Drive and Waddell Drive. Two of the three properties that are included in this application abut residentially zoned properties and almost all of these properties are developed.

Special Use Permit Request:

The owner is requesting a reduction in the 250-foot separation standards between an automotive wrecker service and residentially zoned property. The applicant's request would reduce the separation down to approximately 0 feet. These properties and some of the surrounding residential properties share common property lines.



OPTION 1

I move to APPROVE the Special Use Permit to allow the reduction of the separation requirement between an automotive wrecker service and residentially zoned property subject to the submitted site plans and conforming to the current Unified Development Ordinance standards as depicted on the attached site plan, as presented by staff, based on the standards of the City's development code and the evidence presented during this hearing. And that the application is consistent with applicable plans because: (1) the development is located in a Community Commercial (CC) zoning district and (2) that this use complies with the findings listed and (3) the proposed permit is in the public interest because the proposed SUP does fit with the character of the area.

OPTION 2

I move to DISAPPROVE the Special Use Permit (SUP) for the reduction of the separation requirement between an automotive wrecker service and residentially zoned property as depicted on the attached site plan, as presented by staff, based on the standards of the City's development code and the evidence presented during this hearing. And that the application does not meet the finding(s) of fact listed below. More specifically finding(s) #_____.]



Findings

For a motion to approve, all six findings below must be met:

- 1. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards;
- 2. The special use will be in harmony with the area in which it is located;
- 3. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved;
- 4. The special use is in general conformity with the City's adopted land use plans and policies;
- 5. The special use will not substantially injure the value of the abutting land, or the special use is a public necessity; and
- 6. The special use complies with all other relevant City, State, and Federal laws and regulations.



FAYETTEVILLE MARENICA'S CAN DO CITY

FayettevilleNC.gov

City of Fayetteville

433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4739

Agenda Date: 6/23	8/2025	Version: 1	Status: Agenda Ready
In Control: City Co	ouncil Regular Meeting		File Type: Other Items of Business
Agenda Number:	10.01		
TO: Ma	yor and Members o	of City Council	
THRU: Lac	helle H. Pulliam, C	City Attorney	
FROM: Joy PWC	^y Haddock, Deputy	Tax Collector	
DATE: Jur	ie 23, 2025		
RE: PWC - Determ	ination of Utility A	ssessment Appeal - 8038 Kir	ng Road
	TRICT(S):		
6			

Relationship To Strategic Plan:

Goal I - The City of Fayetteville will be a highly desirable place to live, work and recreate.

Executive Summary:

On March 17, 2025, PWC received a Utility Assessment Appeal from Mr. Donald R. Stoudt, Jr, at 8038 King Road, Fayetteville, NC 28306, pursuant to NCGS § 105-381. PWC sent the appeal to the City Attorney's Office on May 15, 2025. The subject property is in Phase 5 Project Area 32, East Section 1 and was listed on the assessment roll confirmed by City Council on February 10, 2025 for sewer service. Mr. Stoudt objects to his parcel being assessed for sewer service based on his belief that he is unable to build on the property due to the presence of an overhead Duke Energy electrical transmission line. Under the statute, the governing body of the taxing unit must determine whether the taxpayer has a valid defense to the tax imposed or any part thereof. Based on the statute, it appears that Mr. Stoudt does not have a valid defense to the enforcement of the collection of the \$5,000.00 tax assessed upon his property.

Background:

On January 13, 2025, the City Council held a public hearing on the assessment roll proposed for the extension of a sanitary sewer collection system to serve all or a portion of Area 32 East Section 1. On February 10, 2025, the City Council adopted a resolution confirming the Phase 5 Area 32 East Section 1 assessment roll and levying assessments.

NCGS § 160A-216 authorizes cities to make special assessments against benefited property within its corporate limits for constructing, reconstructing, extending, or otherwise building or improving water, sewage collection and disposal systems of all types.

NCGS § 160A-317 and Fayetteville City Code Section 28-5 authorize the City of Fayetteville to require connections to water and sewer service.

Additionally, Section 28-6 of the Code provides that PWC shall have the sole and exclusive right to tap or connect with the water and sewer lines in the municipality, charging for such taps or connections, and any repairs or replacements thereto, the reasonable cost to be fixed by and paid to the commission by the person for whom such work shall be done.

Under NCGS § 105-381, any taxpayer may assert a valid defense to the enforcement of the collection of a tax assessed upon his property. The statute outlines the three valid defenses: 1) A tax imposed through clerical error 2) An illegal tax or 3) A tax levied for an illegal purpose. Upon receiving a taxpayer's written statement of defense and request for release or refund, the governing body of the taxing unit shall within 90 days after receipt of such request determine whether the taxpayer has a valid defense to the tax imposed or any part thereof and shall either release or refund that portion of the amount that is determined to be in excess of the correct tax liability, or notify the taxpayer in writing that no release or refund will be made.

Mr. Stoudt's request and supporting documentation is attached for Council's consideration. PWC's Assessment Appeal Review Form (page 1) is also attached and includes PWC's findings that none of the three defenses apply to the \$5,000.00 assessment and the assessment should be paid in full.

Issues/Analysis:

• Mr. Stoudt does not believe his parcel should be assessed for sewer service because he believes he can not build on the lot.

Budget Impact:

Unknown

Options:

- 1. Determine that Mr. Stoudt does not have a valid defense to the tax imposed or any part thereof and notify him in writing that no release or refund will be made.
- 2. Determine that Mr. Stoudt has a valid defense to the tax imposed or a part thereof and release or refund that portion of the amount that is determined to be in excess of the correct tax liability, and notify him of such.

Recommended Action:

Staff recommends that Council determine that Mr. Stoudt does not have a valid defense to the tax imposed or any part thereof, and notify him in writing that no release or refund will be made.

Attachments:

8038 King Road Appeal Documents

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4728

Agenda Date: 6/23/2025	Version: 1	Status: Agenda Ready		
In Control: City Council Regular Meetin	g	File Type: Other Items of Business		
Agenda Number: 10.02				
TO: Mayor and Members of C	City Council			
THRU: Adam Lindsay, Assistant City	Manager			
FROM: Sheila Thomas-Ambat, Public	Services Director			
DATE: June 23, 2025				
RE:				
TA25-02. Proposed amendments to Ar covering sidewalk exemptions during d	,	ance) of the City Code		
end				
COUNCIL DISTRICT(S):				
All				
Goal 3: City Investment in Today and	e development climate to encourage	business growth.		
Executive Summary: This report analyzes a potential amend the City Code - Sidewalk development				

Commission Meeting.

Both staff and the Planning Commission (unanimously) recommend that these amendments be remanded back to staff for further consideration and specific changes.

Background:

At a recent City Council UDO Committee Meeting, a motion was made to amend the current UDO requirements for the construction of sidewalk. Proposed amendment and staff analysis follows.

Issues/Analysis:

The initial stage in presenting a proposed amendment to the City Council involves having it reviewed,

modified, and recommended by the City's Planning Commission per City policies and State Statutes, as outlined below. The Commission plays a pivotal role in every text amendment process.

According to Section 160D-301 of the North Carolina General Statutes:

(a) Composition. - A local government may, by ordinance, provide for the appointment and compensation of a planning board or may designate one or more boards or commissions to perform the duties of a planning board. A planning board established pursuant to this section may include, but shall not be limited to, one or more of the following:

(b) Duties. - A planning board may be assigned the following powers and duties:

(3) To develop and recommend policies, ordinances, development regulations, administrative procedures, and other means for carrying out plans in a coordinated and efficient manner.

Recommended text amendments:

- a) Revise 30- 5. F. 9. a
- i. Current:
- a. Location

Sidewalks shall be required on both sides of all streets, except:

1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no sidewalks are required);

2. In residential subdivisions where the average lot size is greater than 35,000 square feet in area (in these instances, sidewalks are required on one side of the street);

3. Along alleys;

4. On frontages adjacent to NCDOT full control access roadways; and

5. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City.

ii. Revised:

a. Location

Sidewalks shall be required on both sides of all streets, except:

1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no

sidewalks are required);

2. On lots or sites petitioning for voluntary annexation with an initial zoning designation of LI and/or HI (Industrial) and engaged in active industrial uses (in these instances, no sidewalks are required);

3. In residential subdivisions where the average lot size is greater than 35,000 square feet in area (in these instances, sidewalks are required on one side of the street);

4. Along alleys;

5. On frontages adjacent to NCDOT full control access roadways;

6. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City; and,

7. When a roadway improvement project has been programmed by NCDOT and appears on a STIP.

The below analysis outlines staff's concerns about the amendments as proposed.

1. Amendments contradict other sections of the City's Code of Ordinances:

As currently proposed, the exception allowing developers to forgo sidewalk construction along NCDOT roadways included in the NCDOT STIP may directly conflict with Section 30-5.F.9.c of the existing UDO. Under current regulations, Section 30-5.F.9.c already permits developers to waive sidewalk installation along state highways or routes slated for future widening or improvements by opting to provide a Payment In Lieu of Sidewalks for all or part of the required sidewalk infrastructure. Additionally, Section 30-6.A.3.e.2.f specifies that these in-lieu funds must be used exclusively for the development of new sidewalks and multi-use paths. The City actively utilizes these funds to enhance pedestrian safety, meet ADA compliance requirements, and improve overall connectivity within the sidewalk network.

The proposed amendment also conflicts with the requirements outlined in the City's Code of Ordinances, Chapter 24 - Streets and Sidewalks. Section 24-101(b) states: 'Where any new driveway is constructed or an existing driveway reconstructed that requires a driveway permit, a city standard sidewalk shall be constructed along the entire length(s) of the property served by such driveway that abut(s) a public street.' Under this provision, when a driveway permit is required on an NCDOT-maintained highway-regardless of its inclusion in the STIP-the developer is responsible for constructing a sidewalk along the full length of the property fronting the roadway, if one does not already exist. If the proposed amendment to Chapter 30 is adopted, developments along NCDOT roadways would still be subject to Chapter 24's sidewalk requirements, resulting in a direct conflict between the two ordinances.

2. Reliance on NCDOT STIP:

The proposed amendment relies on the inclusion of a highway in the NCDOT's State Transportation Improvement Program (STIP). The STIP is a multi-year, fiscally constrained plan that outlines transportation projects across North Carolina that are scheduled for funding and implementation over a 10-year period. The plan is required by both state and federal law and the NCDOT updates this plan every two years.

The City has no control or input into NCDOT's budget or scheduling for these STIP Projects. With the STIP being updated every two years, construction dates are often extended with each STIP and there are times when projects are removed from the STIP without construction or remain unfunded.

The below table shows highway projects that are located in the City of Fayetteville in the current adopted 2024-2033 STIP and how their schedules can change as shown in the Proposed 2026-2035 STIP.

Table 1. Proposed NCDOT STIP Roadway Projects

As shown in the table, many of these projects are not funded or are currently funded only for Preliminary Engineering and do not have a scheduled construction date. Additionally, some projects listed in the current STIP are slated for removal in the proposed STIP, while others face further delays in their construction timelines. If the proposed amendment is adopted, sidewalks associated with development or redevelopment along these highways would not be required. Sidewalk construction would be deferred until NCDOT advances the corresponding roadway projects.

Another important factor is the cost of constructing sidewalks as part of NCDOT roadway projects. If a sidewalk already exists, NCDOT will replace it at no cost to the City. However, if no sidewalk is present, the City must request its inclusion in the project and enter into a Municipal Agreement with NCDOT. Under this agreement, the City is typically responsible for covering 20% to 50% of the sidewalk construction cost, depending on the funding source. As proposed, the amendment would shift this financial responsibility to City residents.

3. Raeford Road U-4405 Example:

A real-world example can be seen in the ongoing NCDOT roadway project U-4405 along Raeford Road, which runs from Old Raeford Road to east of Robeson Street. This project can help to illustrate how the proposed amendment could negatively impact pedestrian accessibility and connectivity within the City. The Raeford Road Corridor Study, completed in 2010, was a collaborative effort between FAMPO, NCDOT, and the City of Fayetteville. The U-4405 project was introduced in the 2012-2018 State Transportation Improvement Program (STIP) as a plan to widen and improve Raeford Road. Since then, the project has been divided into three phases: U-4405A began construction in 2022, U-4405B is set to begin in 2025, and U-4405C is scheduled for 2029. Portions of this corridor have been programmed in the STIP between 10 and 17 years.

Had the proposed amendment been in effect during this time, no development along Raeford Road since 2012 would have been required to install sidewalks. However, under the current ordinance, which does not exempt sites along roadways with planned STIP projects, approximately 12,708 linear feet (2.4 miles) of sidewalk were installed by 23 developments prior to roadway construction. This developer installed sidewalk contributed to improved pedestrian connectivity, mobility, and safety along the corridor as well as reducing the cost to the City to install sidewalk an estimated \$650,000 as part of the roadway project.

4. Unintended Consequences:

An unintended consequence of approving the amendment as presented is that properties along major thoroughfares with existing sidewalks could be redeveloped without any requirement for developers to reconstruct sidewalks or implement necessary pedestrian improvements, such as ADA-compliant wheelchair ramps. As a result, this amendment could lead to a reduction in the existing sidewalk network, compromising pedestrian safety and connectivity

5. City's Sidewalk Program:

The proposed amendment directly conflicts with City Council Strategic Priority 4: Evaluate and Expand Transportation and Other Connectivity for Residents. By removing development requirements for sidewalk construction along the City's most heavily trafficked corridors, the amendment undermines efforts to enhance pedestrian safety, promote walkability, and ensure equitable access to transportation infrastructure. Sidewalks are critical to connecting residents to schools, jobs, transit, and essential services. Eliminating this requirement not only jeopardizes safety along high-volume roads but also risks creating fragmented, inaccessible neighborhoods. This shift in policy would be a significant step backward in achieving a more connected, inclusive, and resilient city.

6. Sidewalk Plans and Funding

The Comprehensive Pedestrian Plan Update is the City's plan for the next 20 years for sidewalk installation across the City and is an update to the 2020 Pedestrian Plan. The City of Fayetteville partnered with NCDOT to conduct a planning process to enhance pedestrian safety and comfort within city limits. The study involved technical analysis, coordination with agencies, and input from the community to develop pedestrian project recommendations. The update to the Fayetteville Pedestrian Plan focused on enhancing the network of multimodal facilities and developing projects, programs, and policies for implementation. The plan presented 144 recommended pedestrian projects throughout Fayetteville, representing both intersection enhancements and corridor wide improvements. The total estimated cost of the plan is \$769.51 million dollars and would construct approximately 146 miles of sidewalk.

The Supplemental Fayetteville Comprehensive Pedestrian Plan Study includes a detailed analysis of all school service areas to identify gaps in the pedestrian network. This analysis identified pedestrian safety improvement projects to expand the walkable areas around public schools. The study developed 26 cut sheets for pedestrian improvement projects near schools, and 12 cost estimates and more detailed recommendations for the highest-prioritized schools.

At the June 2, 2025 Council work session, City Council unanimously passed a motion to approve the Comprehensive Pedestrian Plan Update and Supplemental Pedestrian Plan Study to be placed on a Consent Agenda for adoption. Both plans will be placed on City Council agenda for the June 23, 2025 regular session.

The City historically funds sidewalk construction at \$500,000 per fiscal year. In addition to historic funding, staff have leveraged grants, bonds, and other funding sources when available to plan and construct sidewalk. One of those funding sources is payment-in-lieu funding, which developers can pay under current regulations, Section 30-5.F.9.c, previously discussed under staff concerns Section 1. Should the proposed amendment proceed, payment-in-lieu funding will decrease, and planning and construction of sidewalk will be delayed. Removing or decreasing a source of funding for sidewalks opposes the actions that City Council took on June 2, 2025, and are anticipated to take on June 23, 2025.

Land Use Map and Plan Consistency

The proposed text amendment to modify sidewalk construction requirements was evaluated for consistency with the City of Fayetteville's Future Land Use Plan, including its goals, policies, and the Future Land Use Map (FLUM). Staff finds that the proposed amendment is inconsistent with the adopted policy framework for growth and development.

Future Land Use Goals

The amendment is not consistent with several goals outlined in the Future Land Use Plan, specifically:

Goal #1: Focus value and investment around infrastructure and strategic nodes. The amendment would disincentivize sidewalk construction in areas already prioritized for infrastructure investment, reducing walkability and long-term value.

Goal #3: Encourage redevelopment of strip commercial areas. Eliminating sidewalk requirements on STIP-programmed corridors may deter reinvestment and pedestrian-oriented redevelopment in older commercial corridors.

Goal #4: Foster safe, stable, and attractive neighborhoods. Sidewalks are a key public infrastructure element that support neighborhood stability, safety, and visual cohesion. The amendment introduces the risk of fragmented sidewalk networks, especially in high-traffic areas.

Land Use Policies and Strategies

The amendment is not supported by the following policies and strategies:

LU-1.6: Require adequate infrastructure to be in place prior to or in tandem with new development. The proposed exemption shifts responsibility for essential infrastructure from developers to the City, thereby contradicting this directive.

LU-4.1: Ensure new development meets basic site design standards, including sidewalks and pedestrian pathways. Reducing sidewalk requirements undermines basic design expectations for public-facing development.

LU-6.1: Encourage quality neighborhood design through maintaining and improving standards for streets, sidewalks, stormwater, and open space. Allowing exemptions in key corridors could erode connectivity, walkability, and ADA accessibility, negatively affecting neighborhood quality.

LU-9.2: Prioritize connecting neighborhoods and destinations with greenways. Sidewalks are often critical links to existing and future greenway infrastructure. Exemptions may result in permanent gaps in the pedestrian network.

Budget Impact:

Adopting the proposed amendment would impact the City's general fund. If developers are no longer required to build sidewalks for their projects, the responsibility would shift to the City, either through direct funding or a municipal agreement with NCDOT. This would place additional strain on the City's allocated sidewalk construction budget and reduce its capacity to enhance pedestrian safety and mobility.

Options:

1. Accept the recommendation of the Planning Commission and remand all the proposed text amendments back to City Staff for further consideration and specific changes in conjunction with the most recent Pedestrian Study and explore the opportunity for a site-specific waiver recommendation.

2. Do not accept the recommendation of the Planning Commission and set the item for a public hearing.

Recommended Action:

City Council to remand all the proposed text amendments back to the City Staff for further consideration and specific changes and explore the opportunity for a site-specific waiver.

Attachments:

- 1. 30-5. F.9.a Current Sidewalk Exemptions
- 2. 30-5. F.9.a Sidewalk Exemptions Proposed Amendment
- 3. TA25-02 Consistency Statement
- 4. 24-101. Permit to Construct Required
- 5. 30-5.F.9.c Payment-In-Lieu
- 6. 30-6.A.3. Required Public Improvements
- 7. 2025.06.23 UDO TA on Sidewalks Presentation

30-5.F.9. Sidewalks

a. Location

Sidewalks shall be required on both sides of all streets, except:

- 1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no sidewalks are required);
- 2. In residential subdivisions where the average lot size is greater than 35,000 square feet in area (in these instances, sidewalks are required on one side of the street);

3. Along alleys;

- 4. On frontages adjacent to NCDOT full control access roadways; and
- 5. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City.

b. Configuration

- 1. Except within the DT-1 district, sidewalks shall be at least five feet wide, and may be required to match the width of a connecting sidewalk that exceeds five feet in width;
- 2. Sidewalks in the DT-1 district shall be at least eight feet wide, or wider depending upon sidewalk widths on adjacent properties or as established in an adopted plan or streetscape design for that area;
- 3. Sidewalks shall be constructed of concrete, brick, textured pavers or a combination of these materials, consistent with an approved Site Plan, or with the established sidewalk patterns in the general area of the development;
- 4. Except where brick or pavers are used, all public sidewalks shall maintain a brushed concrete finish for safety;
- 5. Sidewalks shall be raised above the adjacent street level;
- 6. Pedestrian street crossings at all intersections may be raised above the adjacent street level as a trafficcalming measure. Mid-block pedestrian crossings shall be raised above the pavement, and shall be a different material, or be striped for safety;
- 7. Sidewalks shall connect with existing or planned sidewalks at property boundaries;
- 8. New nonresidential, mixed-use, and multi-family development shall provide at least one on-site improved connection between the development and the adjacent public sidewalk system (planned or existing); and
- 9. Multi-family development shall provide sidewalks as required by applicable State and Federal law.

c. Payment-In-Lieu

In accordance with procedures and appeals specified in Article <u>30-6.A.3.e</u>, *Payment In Lieu of Sidewalks*, an applicant or developer may request the ability to provide payment-in-lieu for all or a portion of the required sidewalks when the following situations exist. The City Manager may approve or disapprove the request and may require a comparable amount of on-site pedestrian or multi-purpose facilities elsewhere on site instead of approving an in-lieu payment. Fees received in accordance with this subsection shall be used only for the development of new sidewalks and multi-use paths.

- 1. The street is designated as a state highway or route subject to widening or improvement in the foreseeable future;
- 2. The street is planned for improvement in accordance with the City's transportation plan(s);
- 3. Alternative on-site pedestrian facilities, such as trails, greenway, or multiuse paths, are adequate; or
- 4. The right-of-way, developing lot, or lot abutting a proposed sidewalk is not suitable for sidewalks due to <u>floodplains</u>, wetlands, riparian buffers, required tree <u>canopy</u> retention areas, slopes exceeding 25 percent, or other unique site conditions.

(Ord. No. S2012-007, § 5, 4-23-2012; Ord. No. S2014-007 § 1 & 2, 2-10-2014; Ord. No. S2019-042, 1, 08/26/2019; Ord. No. S2022-009, § 9, 05/23/2022)

Sec. 24-101. Permit to Construct Required.

- a. No person shall construct a driveway across any public sidewalk, walkway, parkway or into any street, or cut any curb for such purpose, without having first applied for and obtained a driveway permit from the city traffic engineer, which application shall show, among other things, the location, grade, dimensions, and the construction or reconstruction in those areas designated in the city's adopted sidewalk plan of the curbs and the purpose for which the driveway is desired. If the application complies with provisions of this section, the permit shall be issued.
- b. Where any new driveway is constructed or an existing driveway reconstructed that requires a driveway permit, a city standard sidewalk shall be constructed along the entire length(s) of the property served by such driveway that abut(s) a public street. This requirement is to include all developments except single or duplex family dwelling units.

(Code 1961, § 26-35; Ord. No. S2013-010, § 1, 6-10-2013)

30-6.A.3. Required Public Improvements

Except as provided for through a performance guarantee (see Section <u>30-6.C</u>, Performance and Maintenance Guarantees), the following requirements for improvements shall be fulfilled before a Final Plat shall be reviewed or approved in accordance with Section <u>30-2.C.6.e</u> Final Plat.

a. Monuments

Permanent monuments shall be installed at all points of intersection, points of curvature, and points of tangency of all outside boundary lines of the plat and along all street lines, including the intersection of boundary lines with street lines and at such other points and to such specifications as may be required by North Carolina General Statutes Section 47-30, as amended, in accordance with good engineering practice.

b. Streets and Alleys

All streets and alleys in the subdivision shall be graded by the subdivider to the full width, cross section, and profile indicated in the City's specification manual and this Ordinance, in accordance with good engineering practice

c. Storm Sewers and Stormwater Management Features

Storm sewers, drains, and structures shall be installed by the subdivider, and shall be of a size, type, and location to provide for the discharge of surface water into a natural watercourse, in accordance with the City's specification manual, this Ordinance, and good engineering practice.

d. Public Water and Sewer Facilities

In any subdivision located within the City limits in which public water, sewer, or both are available or can be made available through an extension of 200 feet or less of the subdivision boundary, water mains and sanitary sewers shall be extended by the subdivider to provide service to each lot in the subdivision. Public water and sewer lines shall be of a material, location, and installation technique specified in the City's specification manual, this Ordinance, and in accordance with good engineering practice, before the Final Plat shall be eligible for approval.

e. Sidewalks

1. General Standards

- a. Sidewalks shall be installed within in any subdivision located in the City's planning jurisdiction, and shall be constructed of concrete or other approved surface in accordance with the standards for sidewalks in Section <u>30-5.F.9</u>, Sidewalks. All sidewalks shall be installed in accordance with the City's specification manual, this Ordinance, and good engineering practice.
- b. When paved sidewalks are installed adjacent to parking areas, the sidewalks shall accommodate a vehicular bumper overhang and continue to be functional. All sidewalk construction shall conform with standards specified by the City in order to meet the American Disabilities Act (ADA) standards.
- c. Sidewalks outside the Downtown 1 (DT-1) district shall be at least five feet in width. Sidewalks within the DT district shall be at least eight feet in width, or wider depending upon sidewalk widths on adjacent lands.
- d. The developer shall be responsible for the entire cost of sidewalks within the development. Payment in-lieu of sidewalk construction may be considered by the City Manager in accordance with Section <u>30-6.A.3</u>, Payment in-lieu of Sidewalks.

2. Payment In-Lieu of Sidewalks

a. General

The payment of fees, in-lieu of installing a required public sidewalk, may occur at the request of the developer with approval of the City Manager, upon finding that one or more of the conditions listed in 30-5.F.9(c) exist and agreement that there are no on-site alternatives.

b. Procedure for Approval

- 1. The payment of such fees in-lieu shall be reviewed and approved as part of the Site Plan (Section 30-2.C.5) or Final Plat (Section 30-2.C.6.e), as appropriate. Any applicant proposing to make such payment shall attach a letter to the City Manager requesting the payment of fees in-lieu of installing the sidewalk. Upon receipt of the application, the City Manager shall review the request.
- 2. Appeals of the decision of the City Manager or the Technical Review Committee on the provision of sidewalks shall be decided by the City Council in accordance with Section 30-2.C.18, Appeal.
- c. Time of Payment

The fees in-lieu of sidewalks shall be paid prior to recording the Final Plat, and if no Final Plat is required, prior to the issuance of a Building Permit (see Section [@@9372]).

d. Amount of Payment

Where the payment of fees to the City is to be made in-lieu of installing a sidewalk as permitted by this subsection, the City Manager shall verify the cost estimate for installing the sidewalk in accordance with the adopted fee schedule, as amended.

e. Disagreements as to Amount

In the case of disagreement between the City and the applicant regarding the cost for installing the sidewalk, the City Council shall make the final determination of the acceptable in-lieu fee.

f. Use of Funds

Fees received in accordance with this subsection shall be used only for the development of new sidewalks and multi-use paths.

f. Certificates Required

1. The following certificate shall appear on the Plat over a blank line provided for the signature of the City Manager: 🛛

"All open space set-asides, planted islands within vehicular use areas, planted medians, or other required landscaping areas shall be maintained in perpetuity by the subdivider or other applicable owner's association."

- 2. In addition to the certificate in (1) above, one of the two following certificates shall also appear on the Plat over a blank line provided for the signature of the City Manager:
 - a. If the required improvements are completed prior to the submission of the Final Plat, the following certificate shall appear on the Plat:

"To whom it may concern, I hereby certify that on this the day of _____, 20_, all streets and alleys shown on this plat, in accordance with the approved plans dated _____, have been constructed and storm water facilities have been installed by the subdivider in a manner approved by the City Manager."

b. If the required improvements are not completed prior to the submission of the Final Plat, the following certificate shall appear on the Plat:

"To whom it may concern, I hereby certify that a performance guarantee of a satisfactory amount has been posted with the City of Fayetteville by the subdivider, guaranteeing that the streets in this subdivision will be constructed within ______ days from this date, the day of ______, 20___, by who is (are) the owner(s), to the full width and to the grade and cross section designated by the City Manager; and the subdivider will install the necessary storm water facilities in accordance with plans approved by the City Manager within ______ days from this same date."

g. Central Mailboxes (when required by USPS)

In April 2012 the USPS revised its regulations for home mail delivery to require central delivery mailboxes for new subdivisions. The local postal manager will review site and subdivision plans in relation to proposed locations for centralized mailboxes. When central mailboxes are required by the USPS, see Section <u>30-6.A.4</u> Subdivision Design Standards for the minimum standards in order to achieve the safe, logical placement and arrangement of central mail delivery.

(Ord. No. S2011-013, § 1.8, 11-28-2011; Ord. No. S2012-001, § 10, 1-23-2012; Ord. No. S2014-007 § 3, 2-10-2014; Ord. No. S2014-020, § 5a, 11-24-2014; Ord. No. S2022-010, § 1, 05/23/2022)

Ordinance No. S2025-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING SECTION 30-5.F., COMMUNITY FORM STANDARDS OF ARTICLE 30-5, DEVELOPMENT STANDARDS, OF CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA

BE IT ORDAINED, by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Subsection 30-3.F.9.a, Location, is amended by deleting the same in its entirety and substituting the following:

a. Location

Sidewalks shall be required on both sides of all streets, except:

1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no sidewalks are required);

2. On lots or sites petitioning for voluntary annexation with an initial

zoning designation of LI and/or HI (Industrial) and engaged in active

industrial uses (in these instances, no sidewalks are required);

3. In residential subdivisions where the average lot size is greater than

35,000 square feet in area (in these instances, sidewalks are required on one

side of the street);

4. Along alleys;

5. On frontages adjacent to NCDOT full control access roadways;

6. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City; and,

7. When a roadway improvement project has been programmed by

NCDOT and appears on a STIP.

Section 2. It is the intention of the City Council, and it is hereby ordained that the provisions of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North Carolina, and the section of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the _____ day of _____, 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

JENNIFER AYRE, City Clerk

Consistency Statement

Map Amendments

Pursuant to N.C.G.S. Sections 160D-604 and -605, the Planning Commission finds that the proposed UDO Text Amendments in case TA25-02 are consistent with the City of Fayetteville's Future Land Use Map and Plan (Comprehensive Plan). The following analysis examines the proposed amendment relative to the goals and landuse policies and strategies of the Comprehensive Plan:

Consistency

1. GOALS

GOAL(S)	CONSISTENT	INCONSISTENT
Goal #1: Focus value and investment around infrastructure and strategic nodes		Х
Goal #3: Encourage redevelopment of strip commercial areas.		Х
Goal #4: Foster safe, stable, and attractive neighborhoods.		Х

2. LAND USE POLICIES AND STRATEGIES:

LAND USE POLICIES AND STRATEGIES	CONSISTENT	INCONSISTENT
LU-1.6: Require adequate infrastructure to be in place prior to or in tandem with new development.		X
LU-4.1: Ensure new development meets basic site design standards, including sidewalks and pedestrian pathways.		x
LU-6.1: Encourage quality neighborhood design through maintaining and improving standards for streets, sidewalks, stormwater, and open space.		x
LU-9.2: Prioritize connecting neighborhoods and destinations with greenways.		X

Additional comments, if any (write-in):

June 17, 2025

Chair Signature

Print

Proposed Amendments to Article 30 of the City Code Covering Sidewalk Exemptions During Development

June 17, 2025



FAYETTEVILLE

Text Amendment 30-3.F.9.a

Sidewalks shall be required on both sides of all streets, except:

- 1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no sidewalks are required);
- 2. On lots or sites petitioning for voluntary annexation with an initial zoning designation of LI and/or HI (Industrial) and engaged in active industrial uses (in these instances, no sidewalks are required);
- 3. In residential subdivisions where the average lot size is greater than 35,000 square feet in area (in these instances, sidewalks are required on one side of the street);
- 4. Along alleys;
- 5. On frontages adjacent to NCDOT full control access roadways;
- 6. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City; and,
- 7. When a roadway improvement project has been programmed by NCDOT and appears on a STIP





- Contradictions to other Code of Ordinances sections
- Reliance on NCDOT STIP
- Raeford Road U-4405 Case Study
- Unintended Consequences
- City's Sidewalk Program
- Sidewalk Plans and Funding

FAYETTEVILLE: Contradictions to other Code of Ordinances sections

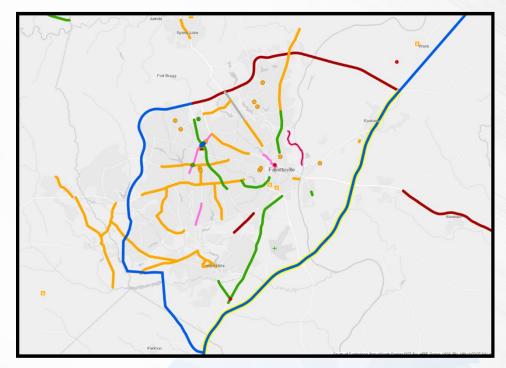
 Section 30-5.F.9.c: Permits developers to waive sidewalk installation along state highways or routes slated for future widening or improvements by opting to provide a <u>Payment In Lieu of Sidewalks</u> for all or part of the required sidewalk infrastructure. Payment in Lieu of Sidewalks also allows for other unique site conditions to qualify for not constructing sidewalk.

Section 24-101(b): 'Where any new driveway is constructed or an existing driveway reconstructed that
requires a driveway permit, a city standard sidewalk shall be constructed along the entire length(s) of the
property served by such driveway that abut(s) a public street.'



Reliance on NCDOT STIP

- State Transportation Improvement Program (STIP):
 - Multi-year, fiscally constrained plan that outlines transportation projects across North Carolina that are scheduled for funding and implementation over a 10-year period
 - Required by both state and federal law.
 - NCDOT updates every two years
- Staff Concerns:
 - City staff has no control or input into NCDOT's budget or schedule.
 - Construction schedules are often pushed into outer years in updated STIPs.
 - Projects appearing on STIP may not be funded or are funded for Preliminary Engineering Only.
 - Projects can be removed from STIP without construction.





Reliance on NCDOT STIP

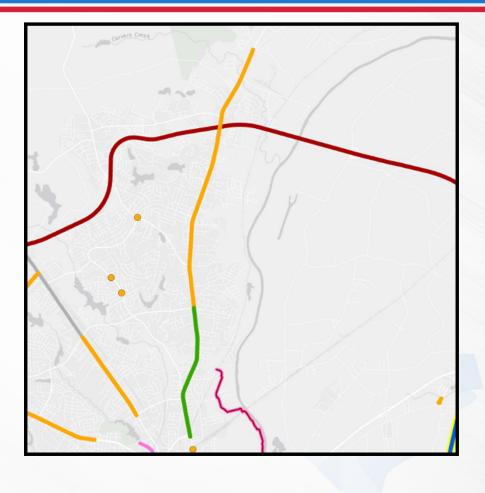
			Proposed Construction	
Project -1	Highway 👻	Project Limits	Approved 2024-2033 STIP 💌	Proposed 2026-2035 STIP
HP-0015	Pamalee	Bragg Blvd to Murchison Rd		Funded for Prelim Eng Only
HS-2006N	Gensford Rd	Raeford to Cliffdale Rd	2025	2025
U-3422A	Camden Rd	Proposed Fay outer to RockFish Rd	2025	2025
U-3422B	Camden Rd	Rockfish Rd to Hope Mills Rd	2026	2027
U-4403B	Ramsey Street	Country Club Dr to MLK Jr Fwy	Funded for Prelim EngOnly	Funded for Prelim Eng Only
U-4403C	Ramsey Street	Country Club Dr to Bethunes Dr	2029	2033
U-4404	Cliffdale Road	Morganton Rd to McPherson Ch Rd	2030	2032
U-4405A	Raeford Rd	Old Raeford Rd to Bunce Rd	2022	2022
U-4405B	Raeford Rd	Bunce to Brighton Rd	2025	2025
U-4405C	Raeford Rd	Brighton to Robeson St	2026	2026
U-4414	All American Freeway	Owen Drive to Sante Fe Dr	Funded for Prelim EngOnly	Removed from STIF
U-4900	Murchinson Rd	Pamalee Country Fay outer loop	NOT FUNDED	2026
U-5015	Murchinson Rd	Langdon Pamalee/Country Club	NOT FUNDED	Removed from STIF
U-5101A	Shaw Rd	Bragg to Murchison Rd	2028	2033
U-5753	Wayside Rd & Lindsay Rd	Raeford Rd to Plank Rd & Raeford Rd to Rockfish Rd	2026	2026
U-5798A	Gillis Hill Rd	Stoney Point Rd to Raeford Rd	2022	2022
U-5798B	Gillis Hill Rd	Lindsay Rd to Stoney Point Rd	2026	2026
		Gillis Hill Rd Ext Rockfish Rd Camden Rd to Westfeild		
U-5857	Rockfish Rd; Gillis Hill Rd Ext.	Dr & Gillis Hill to Lindsay Rd	2029	2034
U-6073	Fisher Rd	Strickland Bridge Rd to Bingham Dr	2028	2033
U-6152	Robeson St	Raeford to Walter St	NOT FUNDED	Funded for Prelim Eng Only
U-6209	Cliffdale Road	Bunce Rd to McPherson Ch Rd	Funded for Prelim EngOnly	Removed from STIF
U-6210	Strickland Bridge Road	Raeford Rd to Fisher Rd	NOT FUNDED	Removed from STIF
	Ireland Dr	Cumberland to Raeford Rd	NOT FUNDED	Removed from STIF
U-6229	Bragg Blvd	Skibo to Genville Ave	2023	2023

U-4403 Ramsey Street Example

- First Appeared on NCDOT's STIP in the 2012-2021 Cycle
- U-4403B (Country Club Drive to MLK Jr. Fwy)

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- Approved 2024 STIP Funded for Preliminary Engineering Only
- Proposed 2026 STIP Funded for Preliminary Engineering Only
- U-4403C (Country Club Drive to Bethunes Drive)
 - Approved 2024 STIP 2029 Construction
 - Proposed 2026 STIP 2033 Construction





U-6209 Cliffdale Road

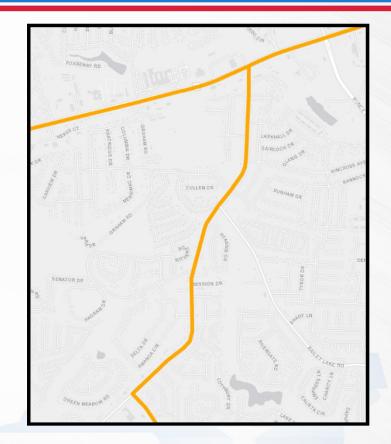
- First Appeared on NCDOT's STIP in the 2018-2027 Cycle
- U-6209 (Bunce Rd to McPherson Ch Rd)
 - Approved 2024 STIP Funded for Preliminary Engineering Only
 - Proposed 2026 STIP Removed from STIP





U-6210 Strickland Bridge Road

- First Appeared on NCDOT's STIP in the 2018-2027 Cycle
- U-6210 (Raeford Rd to Fisher Rd)
 - Approved 2024 STIP Not Funded
 - Proposed 2026 STIP Removed from STIP



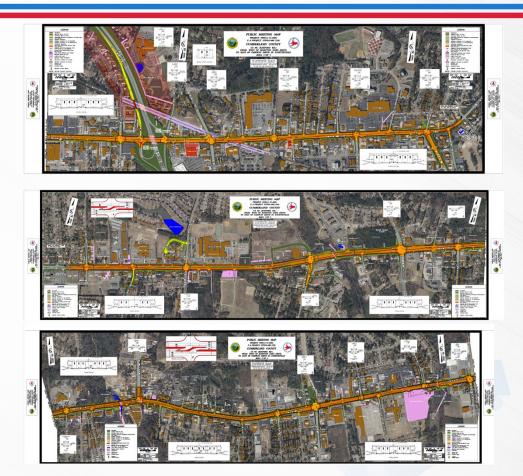


Reliance on NCDOT STIP

- Many projects are not funded or are currently funded for only Preliminary Engineering.
- Many projects do not have an identified construction date.
- Some projects are scheduled to be removed from the STIP.
- Construction schedules are fluid and often extended.
- Sidewalk construction on these major thoroughfares would be deferred until NCDOT advances the roadway project.
- If sidewalk doesn't exist, the City is responsible for covering 20%-50% of the sidewalk construction cost as part of NCDOT's construction.



- The Raeford Road Corridor Study, completed in 2010, was a collaborative effort between FAMPO, NCDOT, and the City of Fayetteville.
- The U-4405 project was introduced in the 2012– 2018 State Transportation Improvement Program (STIP) as a plan to widen and improve Raeford Road.
- Project has been divided into three separate phases.
 - U-4405A began construction in 2022
 - U-4405B to begin construction in 2025
 - U-4405C is scheduled to begin construction in 2026





- If the proposed amendment was in effect during this time......
 - No development along Raeford Rd would have been required to construction sidewalk dating back to 2012.
- Due to the existing UDO.....
 - 23 Developments constructed sidewalk along the corridor.
 - 12,708 linear feat (2.4 miles) of sidewalk has been constructed.
 - Improved pedestrian connectivity, mobility, and safety along the corridor.
 - Estimated \$650k cost savings to the City to install sidewalk as part of U-4405.







Sheetz at Bunce Rd – 1,140 LF sidewalk







Raeford Corporate Park (Neighborhood Walmart) – 1,440 LF sidewalk



Unintended Consequences

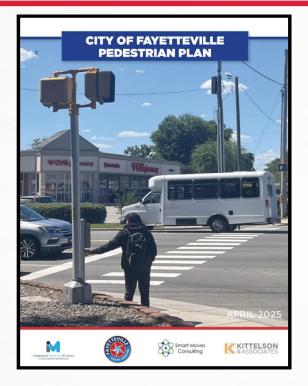
- Properties along major thoroughfares with existing sidewalks could be redeveloped without any requirement for developers to reconstruct sidewalks or implement necessary pedestrian improvements, such as ADA-compliant wheelchair ramps.
- This amendment could lead to a reduction in the existing sidewalk network, compromising pedestrian safety and connectivity.
- Jeopardizes safety along high-volume roads.



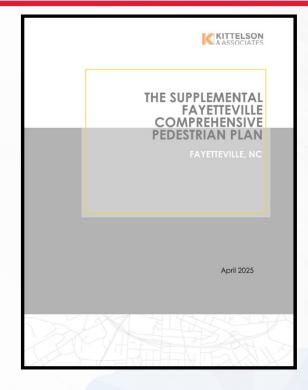




City's Sidewalk Program



City is finalizing an update to the 2020 Pedestrian Plan with the study yielding 144 recommended pedestrian projects totaling \$770M.



City is finalizing a Supplemental Pedestrian Plan analysis of all school service areas.



City's Sidewalk Program

- Proposed amendment directly conflicts with City Council Strategic Priority 4: Evaluate and Expand Transportation and Other Connectivity for Residents.
- City's Walk Score is 21 (Next to last out of 130 Cities with population of 200k or greater)
- Fayetteville has been labeled "Least Walkable city in the US"
- Proposed amendment undermines efforts to enhance pedestrian safety, promote walkability, and ensure equitable access to transportation infrastructure.
- Proposed amendment would be a significant step backward in achieving a more connected, inclusive, and resilient city.



Options for Consideration

- 1. Move to approve the proposed text amendments.
- 2. Move to approve some of the proposed text amendments.
- 3. Remand some or all the proposed text amendments back to the Planning Commission for further consideration and specific changes.
- 4. Move to recommend denial of all proposed text amendments. (Staff Recommended)





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Proposed Amendments to Article 30 of the City Code Covering Sidewalk Exemptions During Development

June 23, 2025



FAYETTEVILLE

Sidewalks shall be required on both sides of all streets, except:

- 1. On lots or sites engaged in active agricultural uses in the AR district (in these instances, no sidewalks are required);
- 2. On lots or sites petitioning for voluntary annexation with an initial zoning designation of LI and/or HI (Industrial) and engaged in active industrial uses (in these instances, no sidewalks are required);
- 3. In residential subdivisions where the average lot size is greater than 35,000 square feet in area (in these instances, sidewalks are required on one side of the street);
- 4. Along alleys;
- 5. On frontages adjacent to NCDOT full control access roadways;
- 6. When an in-lieu fee consistent with the City's fee schedule is determined to be appropriate by the City; and,
- 7. When a roadway improvement project has been programmed by NCDOT and appears on a STIP





- Contradictions to other Code of Ordinances sections
- Reliance on NCDOT STIP
- Raeford Road U-4405 Case Study
- Unintended Consequences
- City's Sidewalk Program
- Sidewalk Plans and Funding



FAYETTEVILLE: Contradictions to other Code of Ordinances sections

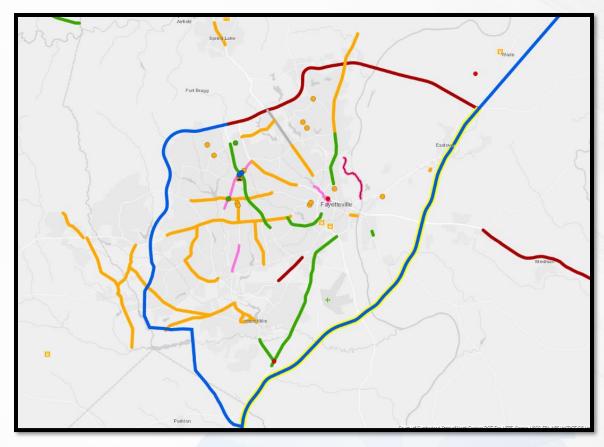
 Section 30-5.F.9.c: Permits developers to waive sidewalk installation along state highways or routes slated for future widening or improvements by opting to provide a <u>Payment In Lieu of Sidewalks</u> for all or part of the required sidewalk infrastructure. Payment in Lieu of Sidewalks also allows for other unique site conditions to qualify for not constructing sidewalk.

Section 24-101(b): 'Where any new driveway is constructed or an existing driveway reconstructed that
requires a driveway permit, a city standard sidewalk shall be constructed along the entire length(s) of the
property served by such driveway that abut(s) a public street.'

FAYETTEVILLE

Reliance on NCDOT STIP

- State Transportation Improvement Program (STIP):
 - Multi-year, fiscally constrained plan that outlines transportation projects across North Carolina that are scheduled for funding and implementation over a 10-year period
 - Required by both state and federal law.
 - NCDOT updates every two years
- Staff Concerns:
 - City staff has no control or input into NCDOT's budget or schedule.
 - Construction schedules are often pushed into outer years in updated STIPs.
 - Projects appearing on STIP may not be funded or are funded for Preliminary Engineering Only.
 - Projects can be removed from STIP without construction.



FAYETTEVILLE

Reliance on NCDOT STIP

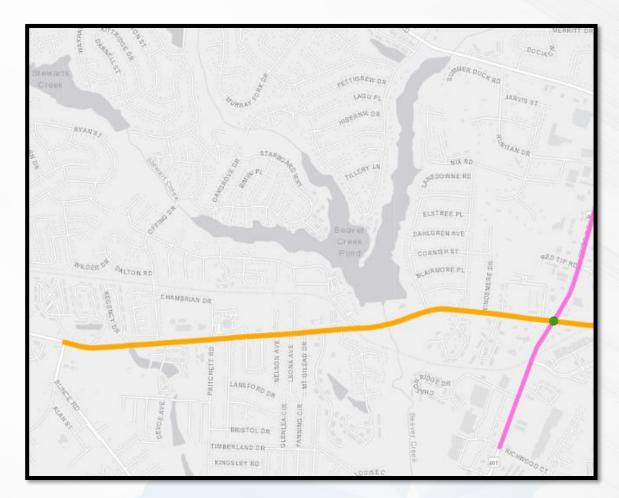
			Proposed Construction	
Project 🖵	Highway 🔽	Project Limits 🔹	Approved 2024-2033 STIP 💌	Proposed 2026-2035 STIP 🛛 🔽
HP-0015	Pamalee	Bragg Blvd to Murchison Rd		Funded for Prelim Eng Only
HS-2006N	Glensford Rd	Raeford to Cliffdale Rd	2025	2025
U-3422A	Camden Rd	Proposed Fay outer to RockFish Rd	2025	2025
U-3422B	Camden Rd	Rockfish Rd to Hope Mills Rd	2026	2027
U-4403B	Ramsey Street	Country Club Dr to MLK Jr Fwy	Funded for Prelim Eng Only	Funded for Prelim Eng Only
U-4403C	Ramsey Street	Country Club Dr to Bethunes Dr	2029	2033
U-4404	Cliffdale Road	Morganton Rd to McPherson Ch Rd	2030	2032
U-4405A	Raeford Rd	Old Raeford Rd to Bunce Rd	2022	2022
U-4405B	Raeford Rd	Bunce to Brighton Rd	2025	2025
U-4405C	Raeford Rd	Brighton to Robeson St	2026	2026
U-4414	All American Freeway	Owen Drive to Sante Fe Dr	Funded for Prelim Eng Only	Removed from STIP
U-4900	Murchinson Rd	Pamalee Country Fay outer loop	NOT FUNDED	2026
U-5015	Murchinson Rd	Langdon Pamalee/Country Club	NOT FUNDED	Removed from STIP
U-5101A	Shaw Rd	Bragg to Murchison Rd	2028	2033
U-5753	Wayside Rd & Lindsay Rd	Raeford Rd to Plank Rd & Raeford Rd to Rockfish Rd	2026	2026
U-5798A	Gillis Hill Rd	Stoney Point Rd to Raeford Rd	2022	2022
U-5798B	Gillis Hill Rd	Lindsay Rd to Stoney Point Rd	2026	2026
		Gillis Hill Rd Ext Rockfish Rd Camden Rd to Westfeild		
U-5857	Rockfish Rd; Gillis Hill Rd Ext.	Dr & Gillis Hill to Lindsay Rd	2029	2034
U-6073	Fisher Rd	Strickland Bridge Rd to Bingham Dr	2028	2033
U-6152	Robeson St	Raeford to Walter St	NOT FUNDED	Funded for Prelim Eng Only
U-6209	Cliffdale Road	Bunce Rd to McPherson Ch Rd	Funded for Prelim Eng Only	Removed from STIP
U-6210	Strickland Bridge Road	Raeford Rd to Fisher Rd	NOT FUNDED	Removed from STIP
U-6213	Ireland Dr	Cumberland to Raeford Rd	NOT FUNDED	Removed from STIP
U-6229	Bragg Blvd	Skibo to Glenville Ave	2023	2023

Developers would not be required to construct sidewalk for an unknown period of time.



U-6209 Cliffdale Road

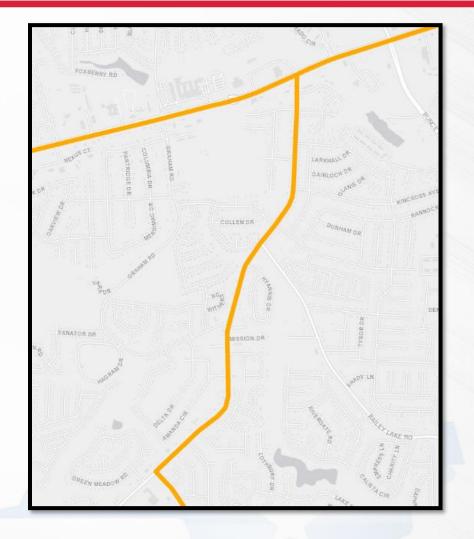
- First Appeared on NCDOT's STIP in the 2018-2027 Cycle
- U-6209 (Bunce Rd to McPherson Ch Rd)
 - Approved 2024 STIP Funded for Preliminary Engineering Only
 - Proposed 2026 STIP Removed from STIP





U-6210 Strickland Bridge Road

- First Appeared on NCDOT's STIP in the 2018-2027 Cycle
- U-6210 (Raeford Rd to Fisher Rd)
 - Approved 2024 STIP Not Funded
 - Proposed 2026 STIP Removed from STIP



FAYETTEVILLE

Reliance on NCDOT STIP

- Many projects are not funded or are currently funded for only Preliminary Engineering.
- Many projects do not have an identified construction date.
- Some projects are scheduled to be removed from the STIP.
- Construction schedules are fluid and often extended.
- Sidewalk construction on these major thoroughfares would be deferred until NCDOT advances the roadway project.
- If sidewalk doesn't exist, the City is responsible for covering 20%-50% of the sidewalk construction cost as part of NCDOT's construction.

 The Raeford Road Corridor Study, completed in 2010, was a collaborative effort between FAMPO, NCDOT, and the City of Fayetteville.

FAYETTEVILLE

- The U-4405 project was introduced in the 2012– 2018 State Transportation Improvement Program (STIP) as a plan to widen and improve Raeford Road.
- Project has been divided int three separate phases.
 - U-4405A began construction in 2022
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FAYETTEVILLE

Raeford Road Case Study

- If the proposed amendment was in effect during this time......
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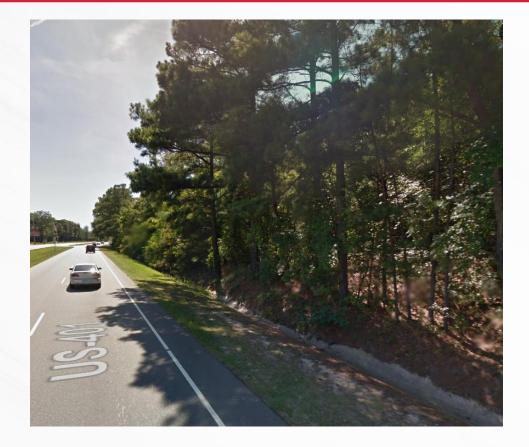




Sheetz at Bunce Rd – 1,140 LF sidewalk

FAYETTEVILLE

Raeford Road Case Study





Raeford Corporate Park (Neighborhood Walmart) – 1,440 LF sidewalk

FAYETTEVILLE

Unintended Consequences

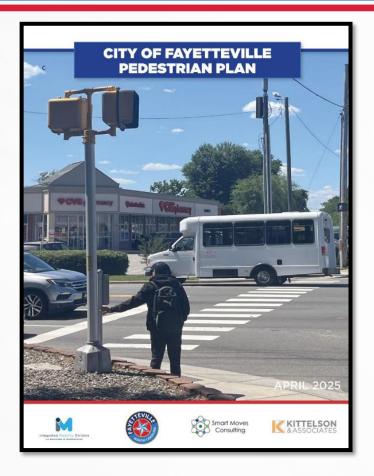
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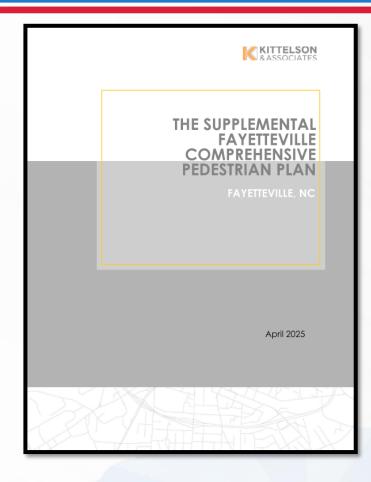




City's Sidewalk Program



City is finalizing an update to the 2020 Pedestrian Plan with the study yielding 144 recommended pedestrian projects totaling \$770M.



City is finalizing a Supplemental Pedestrian Plan analysis of all school service areas.



- Proposed amendment directly conflicts with City Council Strategic Priority 4: Evaluate and Expand Transportation and Other Connectivity for Residents.
- City's Walk Score is 21 (Next to last out of 130 Cities with population of 200k or greater)
- Proposed amendment creates challenges to enhance pedestrian safety, promote walkability, and ensure equitable access to transportation infrastructure and place of commerce.
- Proposed amendment presents challenges to achieving a more connected, inclusive, and resilient city.

FAYETTEVILLE

Options for Consideration

1. Accept the recommendation of the Planning Commission and remand all the proposed text amendments back to City Staff for further consideration and specific changes and explore the opportunity for a site-specific waiver recommendation

2. Do not accept the recommendation of the Planning Commission and set the item for a public hearing.



FAYETTEVILLE MANERICA'S CAN DO CITY

FayettevilleNC.gov

City of Fayetteville



433 Hay Street Fayetteville, NC 28301-5537 (910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4726

Agenda Date: 6/23/2025

Version: 1

Status: Agenda Ready

File Type: Other Items of Business

In Control: City Council Regular Meeting

Agenda Number: 10.03

- TO: Mayor and Members of City Council
- THRU: Adam Lindsay, ICMA-CM, Assistant City Manager
- FROM: Sheila Thomas-Ambat, PE, Public Services Director Brian McGill, PE, PTOE, Interim Assistant Public Services Director -Traffic Services Virginia Small, Transportation Planner John McNeill, PMP, Senior Project Manager - Traffic

DATE: June 23, 2025

RE:

Bicycle Lane Ordinance Clarifications and Recommendations

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: Be a highly desirable place to live, work, and recreate.

Executive Summary:

Council requested staff review the current Code of Ordinances for bicycle lane vagueness. Staff have returned with recommended amendments to reflect bicycle lane practices based on a peer-review of Charlotte and Greensboro, North Carolina Department of Transportation (NCDOT) information, and NC state ordinances. Staff have also included the definition of a multi-use lane to provide clarity on their intended use.

Bicycle Lane Ordinance Clarifications and Recommendations was presented to Council at the June 2, 2025 Work Session. The previous motion from Council was to approve the Code of Ordinance amendments and have staff place the item on a future consent agenda for adoption. Should Council approve the recommendations, these revisions will be codified, and bicycle lane and multi-use lanes will be more clearly defined and enforced. Further future Bicycle Plan projects will be reviewed against the

proposed ordinance, should the ordinance be adopted and staff will provide Council with bicycle lane updates as future agenda items to inform where we are planning/converting/removing Bicycle Plan projects. This will include cost, location, and timelines.

Background:

History of Bicycle Lanes:

- 2011 FAMPO Bike and Walk Plan is completed.
- October 2017 Council authorizes application for NCDOT Bicycle and Pedestrian Planning Grant initiative.
- March 2018 Staff receive notification that the grant submission was selected for funding.
- May 2018 Council authorizes municipal agreement with NCDOT to develop Comprehensive Bicycle Plan.
- February 2019 Staff notify Council of restriping Langdon Street between Murchison Road and Trinity Drive to include Bicycle Lanes due to street resurfacing project and alignment with Draft FAMPO Sandhills Regional Bicycle Plan.
- August 2019 FAMPO Sandhills Regional Bicycle Plan finalized.
- March 2020 Fayetteville Bicycle Plan finalized and adopted.
- June 2025 Bicycle Lane Ordinance Clarifications and Recommendations presented to Council at Work Session.

Based on review of records, the creation of multi-use lanes, and conversion of bicycle lanes to multi-use lanes, are not currently submitted to Council for approval. Bicycle Lane approval is provided through the City's adoption of the Bicycle Plan. These treatments are often identified and performed through one of two means:

- 1. From reviewing the resurfacing list, a road is about to be re-paved and lane markings are going to be replaced. In this instance, where roads are wide enough and the surrounding land use is appropriate, we strive to include multi-use lanes.
- 2. In response to citizen concerns/requests, we consider applying multi-use lane markings or converting bicycle lanes to multi-use lanes.

The history of how the bicycle lanes and multi-use lanes started pre-dates current staff and is believed to have begun around 2010 per conversations with former City staff. Multi-use lanes originated in Haymout and began being installed as a CIP project that continued through the years. With the initial CIP project, a list of roadways to receive multi-use lanes was provided, however through the years the list was no longer maintained due to the plethora of roads being included. Anecdotally, per former City staff, previous Council direction has been to install the multi-use lanes wherever possible.

The most recent conversion of the bicycle lane on Hilliard Drive to a multi-use lane was due to the road being placed on the City's resurfacing list. By converting this lane from a bicycle lane to a multi-use lane, we have expanded the allowed uses on this neighborhood road.

The City's Code of Ordinances does not explicitly define a bicycle lane. The Code of Ordinances defines vehicles to include bicycles under Chapter 16, Article I, Section 16-1. Further, Chapter 16, Article X, Section 16-294, explicitly prohibits the parking of vehicles so "...as to interrupt or interfere with...other vehicles." Further, Chapter 16, Article IX, Section 16-263 states "All vehicles operated on any roadway which has been clearly marked with lanes for traffic...shall not be removed from such lane until the driver has first ascertained that such move can be made with safety." Staff have interpreted this as saying a bicycle lane is part of the roadway which "...has been clearly marked with lanes for traffic...", and to interfere with the passage of the vehicle (a bicycle in this case) by parking in their lane is prohibited. It is through this interpretation of the ordinances which currently prohibit parking in bicycle lanes.

Multi-use lanes can be considered as a traffic calming measure and are generally installed in neighborhoods. They're normally installed where the road is wide enough for one/two multi-use lanes while still allowing two-way traffic on the road. Their purpose is intended as an area for pedestrians to walk, bicyclists to ride, and for on-street parking. Multi-use lanes are typically installed in-place of sidewalk, as sidewalk is more costly and could require land purchase / easement from citizens for construction. The City's Code of Ordinances do not currently define these multi-use lanes.

During the City Council Meeting on January 6, 2025, it was requested of staff to clarify the bicycle lane ordinance vagueness. It was further requested to provide recommendations in the code to reflect who can park where and when with regards to bicycle lanes.

Staff reviewed the bicycle lane ordinances for the cities of Charlotte and Greensboro, as well as reviewed information from NCDOT and NC state Ordinances. To reduce vagueness surrounding bicycle lanes, as well as to define multi-use lanes and their uses, staff propose the following:

Chapter 16, Article I, Section 16-1 'Definitions'

Add, or revise existing, definitions to the following:

- <u>'Bicycle'</u> means a human-powered vehicle with two-wheels tandem, a steering handle, one or more saddle seats, and pedals by which the vehicle is propelled.
- <u>'Bicycle lanes</u>' A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. The street or portions of streets designated for traffic are established as bicycle lanes for the use of bicycles.
- <u>'Multi-Use Path'</u> A shared-use path, greenway, or multi-use path is a pathway designed to accommodate the movement of pedestrians, cyclists, and other active lifestyles.
- <u>'Multi-Use Lane</u>' A Multi-Use lane is a portion of the roadway that has been designated by striping for the preferential use for motor vehicle parking, pedestrian walking, and recreating.
- 'Operator' means a person who travels on a bicycle seated on a saddle seat

from which that person is intended to and can pedal the bicycle.

• <u>'Passenger</u>' means a person who travels on a bicycle in any manner except as an operator.

Chapter 16, Article IX, Section 16-263 'Driving on Roadways Laned for Traffic'

Add the following to the existing ordinance:

Notwithstanding any other ordinance, no person shall drive a vehicle on or across a designated bicycle lane in such manner as to interfere with the safety and passage of people operating bicycles thereon. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

Chapter 16, Article X, Section 16-320 'Blocking or Obstructing Public Bicycle Lanes'

Create this section as a new entry under Chapter 16, Article X, with the information below.

- 1. When official traffic signs are in place designating a bicycle lane, it shall be unlawful to operate, drive, stop, stand or park a motor vehicle on or across a designated bicycle lane, except when it is reasonable and necessary:
 - a. To enter or leave a driveway; or
 - b. To enter or leave a legal curbside parking space; or
 - c. To cross an intersection; or
 - d. To make a turn within an intersection; or
 - e. To comply with the direction of any law enforcement officer or other person authorized to enforce this rule; or
 - f. To avoid an obstacle that leaves fewer than ten feet available for the free movement of vehicular traffic.
- 2. When official traffic signs are in place, designating a bicycle lane, it shall be unlawful for any person to drive, enter, stop, stand or park any motor vehicle within a bicycle lane. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

By adopting the recommendations, what is prohibited in a bicycle lane should be clearer. By defining what a multi-use lane is under Section 16-1, their intended use should now be clearer as well. Should Council approve the recommendations, these revisions will be codified, and bicycle lane and multi-use lanes will be more clearly defined and enforced. Further future Bicycle Plan projects will be reviewed against the proposed ordinance, should the ordinance be adopted and staff will provide Council with bicycle lane updates as future agenda items to inform where we are planning/converting/removing Bicycle Plan projects. This will include cost, location, and timelines.

Issues/Analysis:

The City's Code of Ordinances is vague in relation to bicycle lanes and multi-use lanes.

Budget Impact:

N/A

Options:

Option 1 - Approve and adopt the Code of Ordinance amendments. Option 2 - Do not approve and adopt the recommended changes and provide further direction.

Recommended Action:

Option 1 - Approve and adopt the Code of Ordinance amendments and place them on Consent Agenda for adoption.

Attachments:

Chapter 16 Ordinance Amendments.pdf FayOrdinance_16-263.pdf FayOrdinance_16-294.pdf Bicycle Lane Ordinance Presentation.pdf

Ordinance No. S2025 - _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING ARTICLE I, IN GENERAL, OF CHAPTER 16, MOTOR VEHICLES AND TRAFFIC, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA

BE IT ORDAINED, by the City Council of the City of Fayetteville, North Carolina, that:

Section 1. Section 16-1, Definitions under This Article, of Chapter 16, Motor Vehicles

and Traffic, is amended by adding the following:

'Bicycle lanes' A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. The street or portions of streets designated for traffic are established as bicycle lanes for the use of bicycles.

'Multi-Use Path' A shared-use path, greenway, or multi-use path is a pathway designed to accommodate the movement of pedestrians, cyclists, and other active lifestyles.

'Multi-Use Lane' A Multi-Use lane is a portion of the roadway that has been designated by striping for the preferential use for motor vehicle parking, pedestrian walking, and recreating.

'Operator' means a person who travels on a bicycle seated on a saddle seat from which that person is intended to and can pedal the bicycle.

'Passenger' means a person who travels on a bicycle in any manner except as an operator.

Section 2. Section 16-1, Definitions under This Article, of Chapter 16, Motor Vehicles

and Traffic, is amended by replacing the definition of 'Bicycle' with the following:

'Bicycle' means a human-powered vehicle with two-wheels tandem, a steering handle, one or more saddle seats, and pedals by which the vehicle is propelled.

Section 3. Section 16-263, Driving on Roadways Laned for Traffic, under Article IX,

Operation of Vehicles, of Chapter 16, Motor Vehicles and Traffic, is amended by adding the

following section:

Notwithstanding any other ordinance, no person shall drive a vehicle on or across a designated bicycle lane in such manner as to interfere with the safety and passage of people operating bicycles

thereon. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

Section 4. Article X, Parking, of Chapter 16, Motor Vehicles and Traffic, is amended

by adding the following section:

Sec. 16-320. Blocking or Obstructing Public Bicycle Lanes.

- 1. When official traffic signs are in place designating a bicycle lane, it shall be unlawful to operate, drive, stop, stand or park a motor vehicle on or across a designated bicycle lane, except when it is reasonable and necessary:
 - a. To enter or leave a driveway; or
 - b. To enter or leave a legal curbside parking space; or
 - c. To cross an intersection; or
 - d. To make a turn within an intersection; or
 - e. To comply with the direction of any law enforcement officer or other person authorized to enforce this rule; or
 - f. To avoid an obstacle that leaves fewer than ten feet available for the free movement of vehicular traffic.
- 2. 2. When official traffic signs are in place, designating a bicycle lane, it shall be unlawful for any person to drive, enter, stop, stand or park any motor vehicle within a bicycle lane. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

Section 4. It is the intention of the City Council, and it is hereby ordained that the provisions

of this ordinance shall become and be made part of the Code or Ordinances, City of Fayetteville, North

Carolina, and the sections of this ordinance may be renumbered to accomplish such intention.

ADOPTED this the _____ day of _____, 2025.

CITY OF FAYETTEVILLE

MITCH COLVIN, Mayor

ATTEST:

JENNIFER L. AYRE, City Clerk



PART II - CODE OF ORDINANCES

CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

Article IX. - Operation of Vehicles

Sec. 16-263. Driving on Roadways Laned for Traffic.

All vehicles operated on any roadway which has been clearly marked with lanes for traffic shall be driven as nearly as practical entirely within a single lane and shall not be removed from such lane until the driver has first ascertained that such move can be made with safety.

(Code 1961, § 20-105)

Effective on: 11/18/2013



PART II - CODE OF ORDINANCES

CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

Article X. - Parking

Sec. 16-294. Obstructing Passage of Other Vehicles.

No vehicles shall so stand on any street as to interrupt or interfere with the passage of public conveyances or other vehicles.

(Ord. No. S2019-056, § 2, 11/25/2019) Effective on: 11/18/2013

Bicycle Lane Ordinance Clarifications and Recommendations

June 2, 2025





Council directed staff to research current bicycle lane code vagueness and return with recommendations.



Bicycle Lane: A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. The street or portions of streets designated for traffic are established as bicycle lanes for the use of bicycles.

Multi-Use Lane: A Multi-Use lane is a portion of the roadway that has been designated by striping for the preferential use for motor vehicle parking, pedestrian walking, and recreating.

Multi-Use Path: A shared-use path, greenway, or multi-use path is a pathway designed to accommodate the movement of pedestrians, cyclists, and other active lifestyles.



Bicycle Lane

Bicycle lanes are marked on the roadway and are intended for cyclists but are not necessarily physically separated from traffic. Bike lanes will include striping, bike symbols and bike signs. Parking is not allowed in Bike Lanes.





Multi-Use Lane

A multi-use lane is a lane marked on a roadway and designed for use by pedestrians and cyclists. Allowable uses include motor vehicle parking, walking, biking, trash collection, recreation etc.





Multi-Use Path

Multi-Use Path, also known as a shared-use path, is designated to accommodate the movement of pedestrians and cyclists. Multi-Use Paths are typically wider than sidewalk (6-10 feet wide) and are separated from the roadway.





Proposed Sec 16-263 Addition

CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

Article IX. - Operation of Vehicles

Sec. 16-263. Driving on Roadways Laned for Traffic.

All vehicles operated on any roadway which has been clearly marked with lanes for traffic shall be driven as nearly as practical entirely within a single lane and shall not be removed from such lane until the driver has first ascertained that such move can be made with safety.

Chapter 16

Article IX

Sec. 16-263 Driving on Roadways Laned for Traffic [ADD TO EXISTING]

 Notwithstanding any other ordinance, no person shall drive a vehicle on or across a designated bicycle lane in such manner as to interfere with the safety and passage of people operating bicycles thereon. Pursuant to N.C.G.S. \$14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).



Chapter 16 Article X Parking Sec. 16-320 [NEW]

Blocking or obstructing public bicycle lanes.

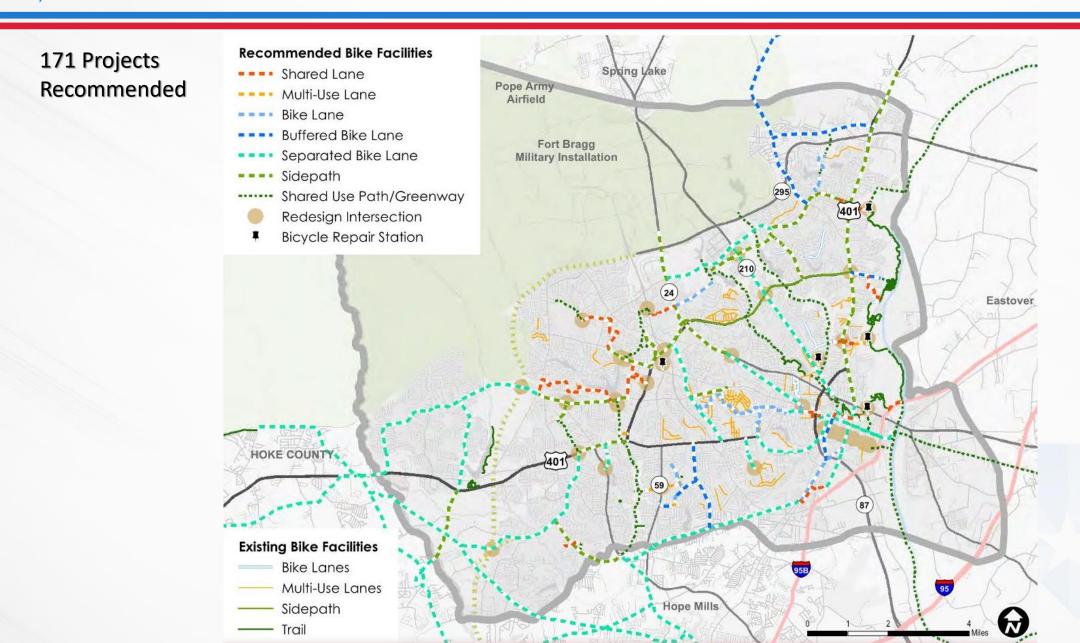
1. When official traffic signs are in place designating a bicycle lane, it shall be unlawful to operate, drive, stop, stand or park a motor vehicle on or across a designated bicycle lane, except when it is reasonable and necessary:

- (a) To enter or leave a driveway; or
- (b) To enter or leave a legal curbside parking space; or
- (c) To cross an intersection; or
- (d) To make a turn within an intersection; or
- (e) To comply with the direction of any law enforcement officer or other person authorized to enforce this rule; or
- (f) To avoid an obstacle that leaves fewer than ten feet available for the free movement of vehicular traffic.

2. When official traffic signs are in place, designating a bicycle lane, it shall be unlawful for any person to drive, enter, stop, stand or park any motor vehicle within a bicycle lane. Pursuant to N.C.G.S. §14-4(b) a violation of this section shall be an infraction with a penalty of not more than fifty dollars (\$50.00).

FAYETTEVILLE

Bike Plan (Updated 2020)



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Current Bicycle Plan Projects

DESCRIPTION	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
SOURCES								
GO BONDS	\$ 340,000	100,000	-	-	-	-	-	440,000
CAPITAL RATE PAY GO	-	-	100,000	100,000	100,000	100,000	100,000	500,000
SOURCES TOTAL	\$ 340,000	100,000	100,000	100,000	100,000	100,000	100,000	940,000

Current Bicycle Plan Projects

Location	From	То	Cost	Recom Pro	Length (ft.)	
				Rank	Score	
Winslow Street	Southern Ave	Rankin St	\$140,000	16	58.4	5,500
Coventry Road [®]	Camelot Dr	Ireland Dr	\$100,000	23	55.1	4,073
McGilvary Street ^A	Branson St	Robeson St	\$100,000	34	51.9	6,600
McRae Drive ^A	McGill Dr	McBain Dr	\$60,000	N/A; Selected for Continuity		2,200
Total	-	-	\$400,000	-	-	18,373

^AResurfacing Complete – Pavement Markings Installed
 ^BResurfacing Complete – Pavement Markings To Be Installed
 All projects align with proposed ordinance revisions



We anticipate requesting approval and matching funds for a municipal agreement in FY26 to update the Bicycle Plan in FY27.

Should the proposed ordinance be adopted, it will take us several months to review the previous Bicycle Plan against the updated ordinance and provide new recommendations; Staff suggest waiting until the Bicycle Plan Update in FY27 is completed for future project recommendations.

We are continuing to utilize the 2020 Bicycle Plan.



Future Bicycle Plan projects will be reviewed against the proposed ordinance, should the ordinance be adopted.

We will provide Council with bicycle lane updates as future agenda items to inform where we are planning/converting/removing Bicycle Plan projects. This will include cost, location, and timelines.

FAYETTEVILLE: Options and Recommendations

Options:

Option 1 – Approve the Code of Ordinance amendments and place them on Consent Agenda for adoption.

Option 2 – Do not approve the recommended changes and provide further direction.

Recommended Action:

Option 1 – Approve the Code of Ordinance amendments and place them on Consent Agenda for adoption.



FAYETTEVILLE MANERICA'S CAN DO CITY

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