

Meeting Agenda - Final City Council Work Session

Tuesday, September 2, 2025**2:00 PM****Council Chamber**

1.0 CALL TO ORDER

2.0 INVOCATION

3.0 PLEDGE OF ALLEGIANCE

4.0 CITY MANAGER REPORT

5.0 APPROVAL OF AGENDA

6.0 OTHER ITEMS OF BUSINESS

- 6.01** [25-4857](#) Receive the Blount and Gillespie Redevelopment Efforts Update
Recommendation: Receive the report from staff and give feedback on the process.
- 6.02** [25-4887](#) Receive the Fayetteville State University Update on the Memorandum of Understanding for Catalyst Site 1
Recommendation: Receive the presentation from FSU.
- 6.03** [25-4885](#) Receive Evaluation of ShotSpotter Technology – Final Report Presentation by the Wilson Center for Science and Justice
Recommendation: Receive the presentation and findings from the Wilson Center and provide feedback or direction as appropriate.
- 6.04** [25-4844](#) Receive Update on Affordability Period Requirements for the Homebuying HERO Program
Recommendation: Staff recommends that Council receive updated information and provide consensus to adjust the Homebuying HERO Program affordability periods.
- 6.05** [25-4863](#) Receive Bicycle Lane Ordinance Clarifications and Recommendations
Recommendation: Option 1 - Approve the Code of Ordinance amendments and place them on Consent Agenda for adoption
- 6.06** [25-4864](#) Receive Presentation on Resident Request for “No Parking” in Neighborhoods
Recommendation: This item is for informational purposes only and is for staff to receive guidance from Council.

- 6.07 [25-4877](#) Receive the City Manager's Update – City Council Agenda Item Requests
Recommendation: City Council accept the administrative report for public record
- 6.08 [25-4856](#) City Council Agenda Item Request - Parkview Manor and the Downtown MSD - Mayor Colvin
- 6.09 [25-4881](#) City Council Agenda Item Request - Ruritan Drive Speed Limit Reduction
- 6.010 [25-4883](#) City Council Agenda Item Request - Massey Hill After School Programming - Council Members Davis & Benavente

7.0 ADJOURNMENT

CLOSING REMARKS

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@ci.fay.nc.us, 910-433-1989, as soon as possible but no later than 72 hours before the scheduled event.

COUNCIL WORK SESSION WILL BE AIRED
September 2, 2025 - 2:00 p.m.
Cable Channel 7 and streamed "LIVE" at FayTV.net



Five Council Strategic Priorities





City of Fayetteville

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

City Council Action Memo

File Number: 25-4857

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.01

TO: Mayor and Members of City Council

THRU: Kelly Strickland, Assistant City Manager

**FROM: Christopher Cauley, Director of Economic and Community
Development
Derrick McArthur, Economic Development Manager**

DATE: September 2, 2025

**RE:
Blount and Gillespie Redevelopment Efforts Update**

COUNCIL DISTRICT(S):

District 2

Relationship To Strategic Plan:

Strategic Plan FY 2026

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

- Objective 2.1 - To ensure a diverse City tax base.
- Objective 2.3 - To invest in community places to ensure revitalization and increase quality of life.

Goal IV: Desirable Place to Live, Work and Recreate

- Objective 4.5 - To ensure a place for people to live in great neighborhoods.

Executive Summary:

City Council is asked to receive a report on the redevelopment of the Blount & Gillespie site. HR&A Advisors was contracted by the City to evaluate the site and conduct community engagement and feasibility analysis for a potential public-private partnership.

Background:

From 2008 to 2024, the City acquired a total of 41 individual parcels, using local funding allocated as the City's leverage for the HOPE VI Redevelopment Project. In 2016, the Red Rock Global Study further highlighted the site as one with catalytic development potential. In 2018, the City explored plans for the site including the Centre City Business Park concept. In 2020 it was determined that Centre City Business concept would not move forward due to inability to attract private developers and shifting market conditions amidst the Covid-19 pandemic.

In 2025, the City contracted HR&A Advisors to conduct a market scan and existing conditions analysis to determine feasible redevelopment options. Community engagement was conducted on June 11, 2025, at J S Spivey recreational center. HR&A Advisors, Inc. has evaluated redevelopment opportunities for the City-owned property at

Blount and Gillespie Streets. The purpose of this initiative is to attract private investment, expand the local tax base, and deliver community benefits through strategic public-private partnerships (P3). The presentation to Council outlines preliminary findings, redevelopment scenarios, and next steps.

Issues/Analysis:

Analysis indicates demand for mixed-use development, particularly retail and residential. Residents desire cultural preservation, artistic space and housing. Redevelopment may require City participation through land write downs, infrastructure investments, or incentives. The Blount & Gillespie Site is a City owned parcel identified as a key redevelopment opportunity within the downtown area

Budget Impact:

No direct budget appropriation is needed at this stage. Budgetary impacts will be presented once HR&A completes the next phase of its work and presents City Council with options to move forward.

Options:

1. Receive the report from staff and give feedback on the process.
2. Receive the report from staff and do not give feedback on the process.
3. Do not receive the report.

Recommended Action:

Receive the report from staff and give feedback on the process.

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Attachments:

Blount and Gillespie P3 Real Estate Advisory Presentation Council Work Session
Blount and Gillespie P3 Market Scan
Blount and Gillespie Existing Conditions Analysis



HR&A MKSK

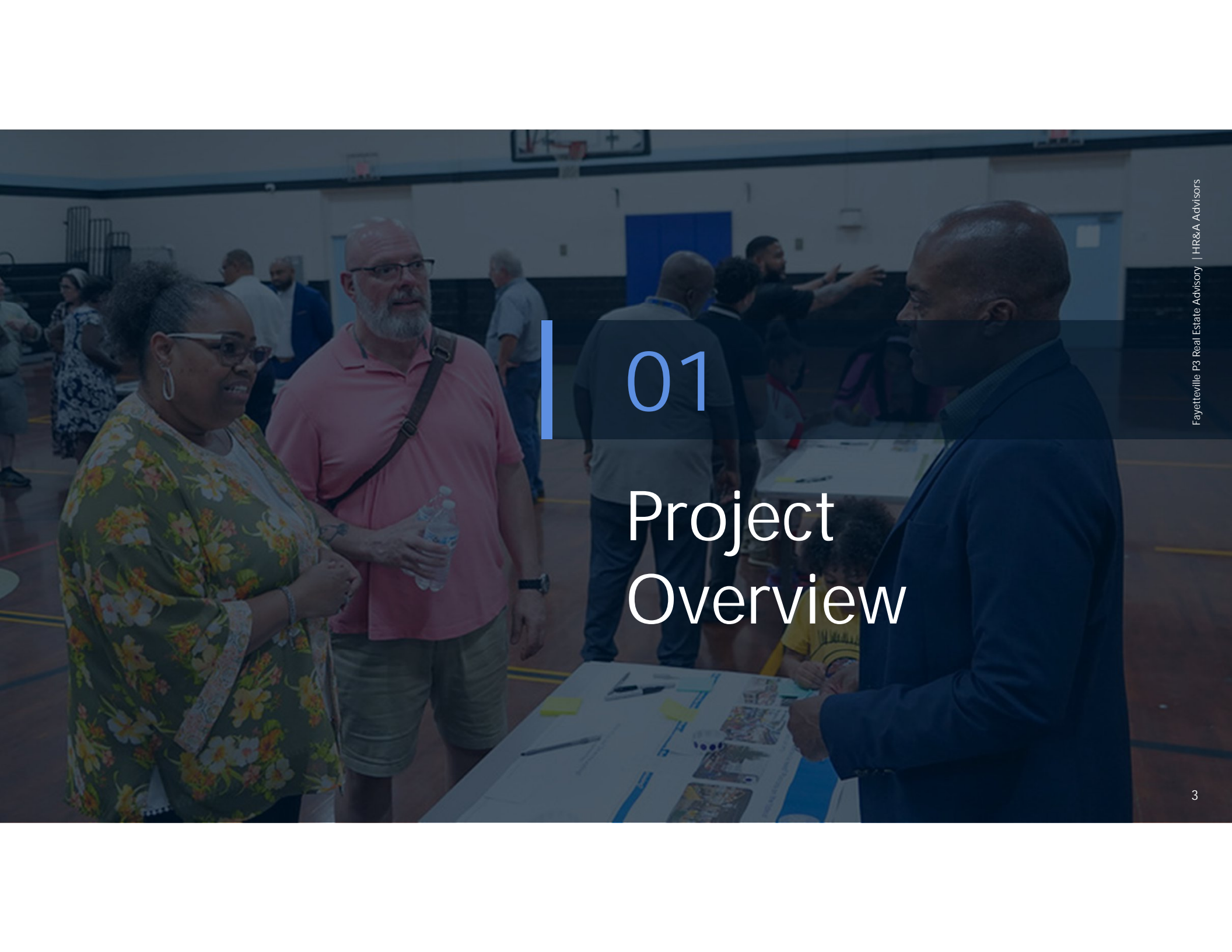
Fayetteville P3 Real Estate Advisory

City Council Work Session

September 2025

Work Session Goals

- Review Goals of the Feasibility Study
- Provide an Overview of Key Future Decisions
- Discuss Market Opportunities and Challenges
- Share Insights from Stakeholder Engagement
- Preview Preliminary Development Concepts
- Discuss Next Steps



| 01

Project Overview

Project Overview | Site

The City of Fayetteville engaged HR&A Advisors and MKSK help shape the vision for the future of the Blount & Gillespie site.

The Blount and Gillespie site is an assemblage of 41 individual parcels on a total of 9.33 acres, located just south of the immediate Downtown Fayetteville area.

Anchoring the site at its northern edge is the Queen Anne–style Dr. Ezekiel Ezra (E.E.) Smith House, the longtime home of Fayetteville’s celebrated African American educator and Fayetteville State University president.

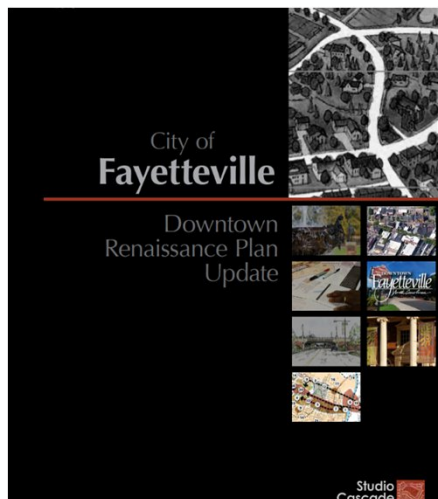
The site is surrounded by homes built by Habitat for Humanity alongside other low-density housing, vacant retail spaces, and churches, as well as industrial uses near the adjacent railroad tracks. The Cumberland County Jail is located between Downtown and the site.



Project Overview | Document Review

HR&A reviewed relevant planning documents to develop a deeper understanding of the overarching goals guiding Downtown, City, and County actors in pursuing redevelopment.

Downtown Renaissance Plan



Led by Studio Cascade, this update to the 2002 plan explores a revised vision and recommendations for further development in the Downtown area. (2013)

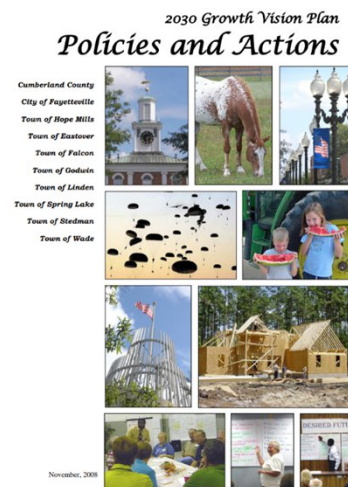
City Future Land Use Plan



Future Land Use Plan

Led by the City of Fayetteville, this plan provides tools to local government officials and city planners for decisions regarding long-term land use. (2020)

Cumberland 2030 Growth Vision Plan



Led by the Cumberland County, this plan outlines key policies and actions to guide local government decisions in the County and its cities. (2008)

Economic and Business Development Strategic Action Plan



Economic and Business Development Strategic Action Plan

November 6, 2016

Prepared for:



Led by Red Rock Global, this report synthesizes existing market conditions and lays out an action plan to prompt catalytic growth in underutilized areas in Fayetteville, including the site. (2016)

Project Overview | Red Rock Global Foundational Plans

The Red Rock Global Study (2016) identified four focus areas of opportunity within the City. Several initiatives have been planned and/or executed to support the recommendations of this Study.

Focus Area	Action	Update
Upper Murchison	NCDOT Improvements	Investment for roads and multi-use paths (\$52M+)
	Industrial Development	FCEDC working with property owners as opportunity arises
Lower Murchison	Baseball Stadium	Located across the intersection in Downtown (\$40M+)
	Business Center	FSU HUB re-invested in entrepreneurial growth (\$500k)
Massey Hill	New Highschool	N/A
Center City Action Park	EE Smith House	Acquired, renovated, Parks programming
	Land Assemblage	Last lot acquired in 2024
	Public/Private Partnership	Engaged HR&A to explore

About HR&A

HR&A Advisors, Inc. (HR&A) is an employee-owned company advising public, private, non-profit, and philanthropic clients.

HR&A's mission is to ensure implementation of our clients' aspirations: to create vital places, build more equitable and resilient communities, and improve people's lives.



Who We Are

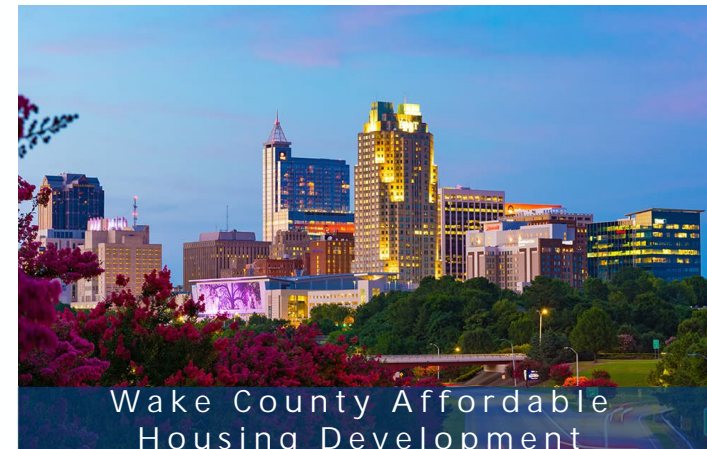
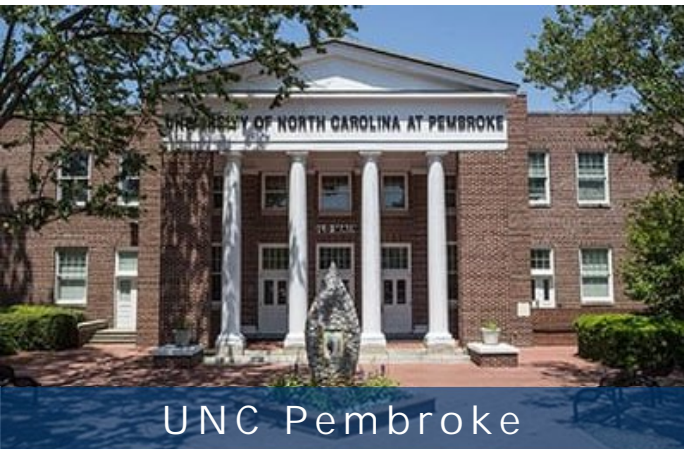
180+
Employees

500+
Projects/Year

Fayetteville P3 Advisory Kickoff | HR&A Advisors

Analytic rigor, creative energy, and focus on impact fuel all our efforts. HR&A professionals come from a diversity of backgrounds, have a breadth of lived experience and share a passion for cities. We are former city officials, executive directors, planners, lawyers, architects, and economists.

We are proud to have worked on real estate, community development, and planning projects with wide-ranging impacts in North Carolina.



Van Aken District
Shaker Heights, OH



MKSK

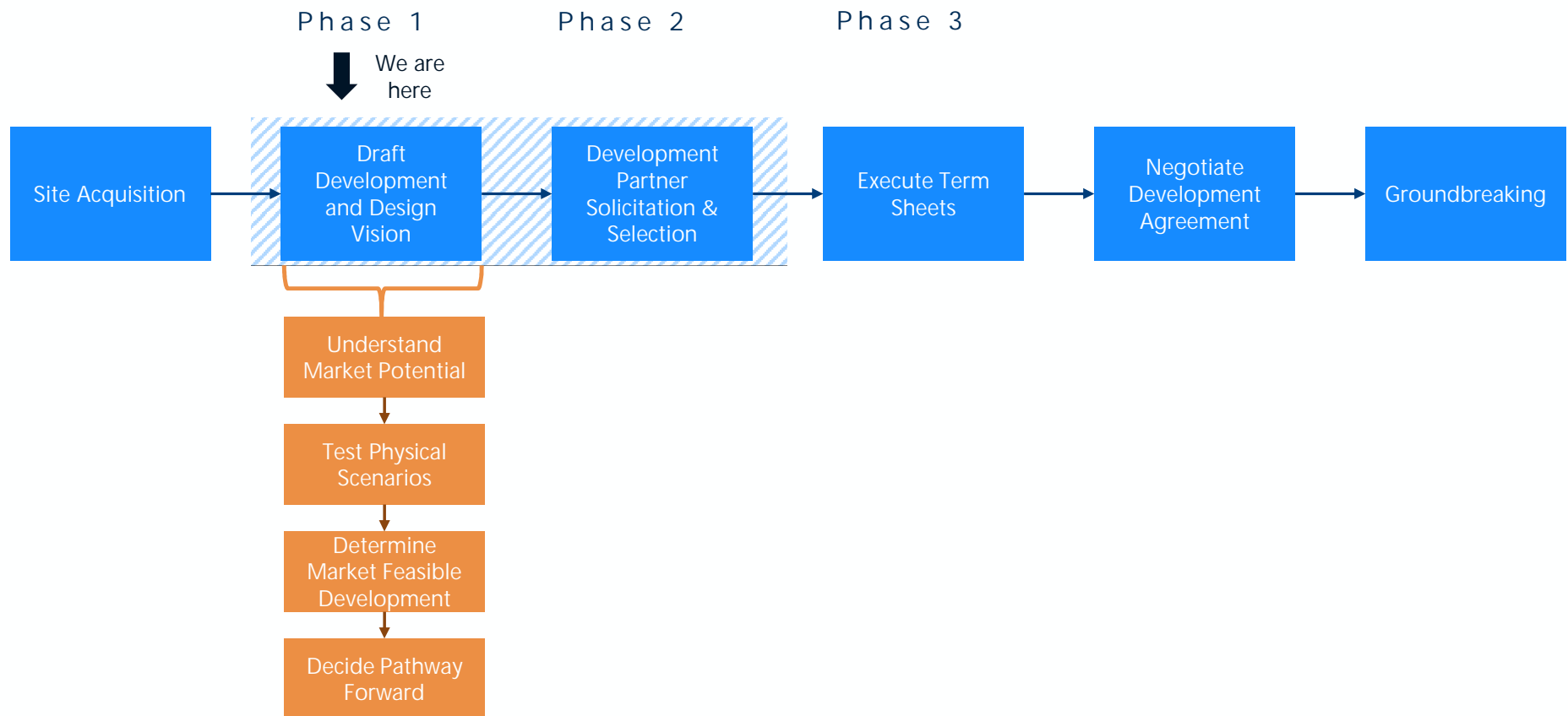
We are a collective of planners, urban designers, and landscape architects who are passionate about strengthening the connection between people and place.

33 Year Practice with studios in:

Atlanta, GA
Greenville, SC
Chicago, IL
Cincinnati, OH
Cleveland, OH
Columbus, OH
Indianapolis, IN
Lafayette, IN
Louisville, KY
Orlando, FL
Washington DC

Project Overview | Development Process


The City has selected and acquired the Blount and Gillespie site for development and has entered the programmatic and design visioning phase.



Project Overview | Timeline

The current phase of work will identify the overall development strategy, which in turn will help the City determine when it should begin pursuing a development partner.



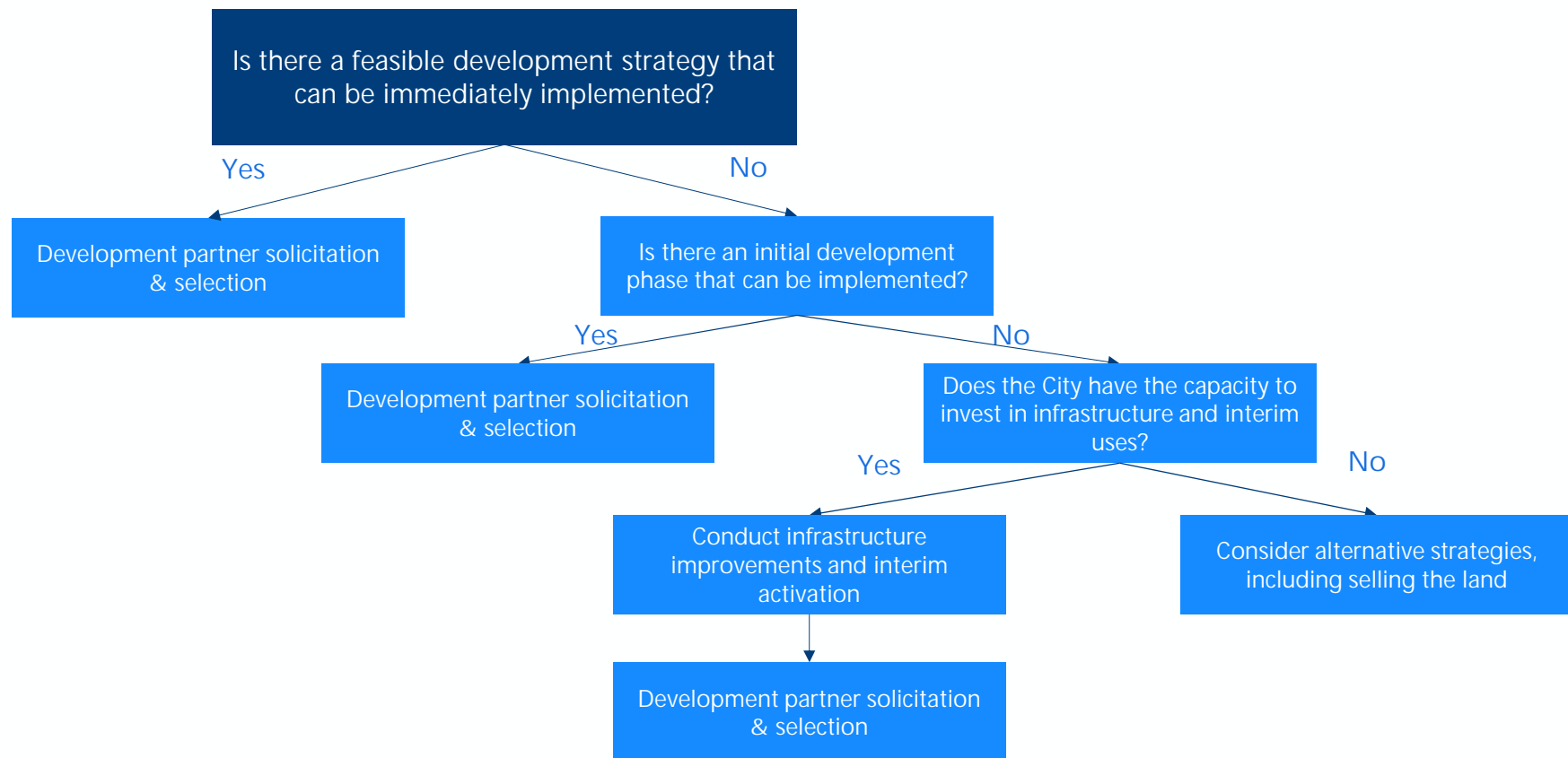
A two-story white house with a black fence in the foreground. The house has a gabled roof with three brick chimneys. The background is a clear blue sky. The text '02' is overlaid on the image.

02

Future Decisions

Future Decisions | Decision Tree

The identification of a feasible development vision will trigger several decision points that could result in developer solicitation or exploring alternative development strategies.



Future Decisions | Delivery Mechanisms

The City has expressed interest in pursuing a public-private partnership (P3) in order to facilitate development of the Blount and Gillespie site.

Land Ownership

Traditional

City Owned + Developed
City finances, develops, and operates spaces for tenants to lease

- + Control of processes and decision making
- + Extend existing City systems and processes to Blount and Gillespie

- Legislative and bureaucratic hurdles

P3 Models

Ground Lease Partnership
City ground leases parcels for partner to develop with governance layers restricting uses on-site

- + Ongoing City involvement in ownership
- + Long-term cash flows from ground lease to support future City priorities
- + Retain City's entitlements and development rights

- Potentially less marketable to developers

Restricted Fee Simple Partnership
City sells land fee-simple to partner with governance layers restricting uses on-site

- + Break free from legislative and bureaucratic hurdles
- + Move at the speed of industry/business

- Loss of long-term cash flow
- Lose control of real property


Pros

Reduces risk for leadership

Cons

Risks to delivery

As the study advances, the team will evaluate the relative merits of different P3 approaches to identify an approach that balances the city goals and desired outcomes while managing risks.

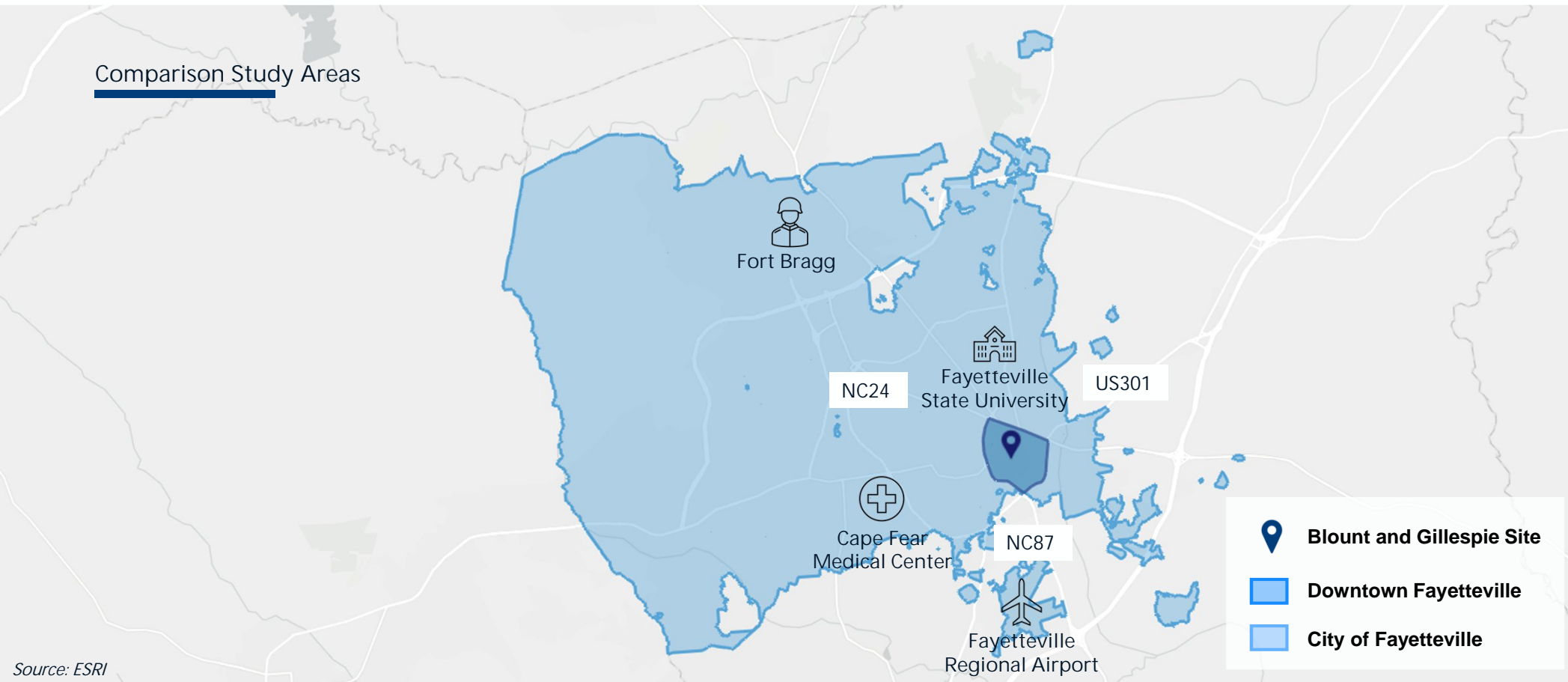
A photograph of four men in a workshop or community center setting. They are gathered around a table covered with a large sheet of paper, likely a map or a project plan, which is covered with numerous yellow sticky notes. One man on the right is wearing a baseball cap and a light-colored jacket, and is holding a small card or piece of paper. The other three men are dressed in business casual attire. The background shows a large room with blue curtains and some equipment.

| 03

Market Scan

Market Scan | Study Area

To understand the development potential of the site, HR&A conducted a market analysis at three different scales.



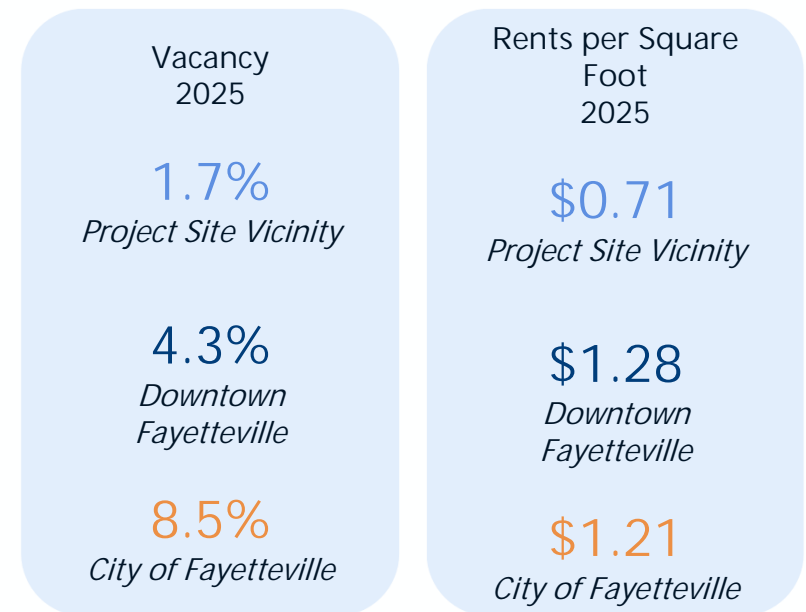
Market Scan | Residential

By providing a unique value proposition for living Downtown, the Blount and Gillespie site can capture growing demand for multifamily apartments.

Downtown Fayetteville has experienced slow population growth (+11% since 2010), in part due to the lack of new homes being built Downtown.

Despite this, there are healthy vacancy rates Downtown (4.3%) and consistent absorption city-wide (240 units annually since 2015).

This demonstrates the potential for the Blount and Gillespie site to spark a new move towards Downtown.



Market Scan | Office

While overall demand for new office space is low in the near-term, space targeted towards professional services industries could be included in a mixed-use development program.

Slow overall job growth (7% city-wide since 2015) limits the near-term potential for new, speculative office space.

However, a targeted tenanting strategy could support office space for professional services workers, as professional services industries have grown by 42% since 2015.

Employment Change In Fayetteville (2015-2025)



Market Scan | Hotel

Downtown Fayetteville needs a new driver to support future hotel growth.

Downtown has demonstrated an ability to drive new visitation by leveraging catalytic investments, such as the minor league baseball stadium.

Because of this, Fayetteville needs to continue identifying strategic opportunities to enhance Downtown hotel demand.

Leveraging the Blount and Gillespie site to expand the City's arts and culture offerings can help catalyze an untapped market.



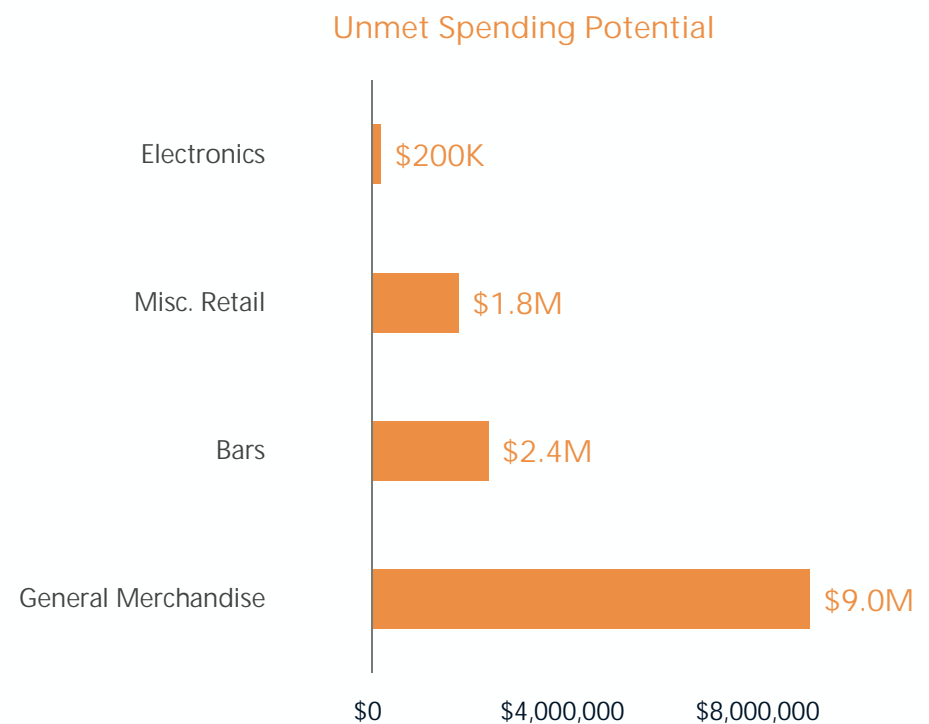
Image Credit: The Fayetteville Observer


Market Scan | Retail

Downtown Fayetteville is saturated with restaurants and clothing stores, but could support unique retail options, such as breweries, florists, and art dealers.

Downtown Fayetteville is home to a host of restaurants and clothing stores, comprising over a third of Downtown retail spending, but lacks more unique and experiential retail offerings.

The Blount and Gillespie site has the potential to provide residents with new types of retail offerings, such as jazz bars, art galleries, and complementary attractions.



A man with a beard and short dark hair, wearing a dark plaid shirt, stands and presents to a group of people. He is looking down at a large map or document on a table. The map has the heading "Parks and Plazas" and several small images of park and plaza designs. The people in the foreground are seen from the back, looking at the map. The background is a dark room with a chalkboard.

| 04

Stakeholder Engagement

Stakeholder Engagement

The community engagement event in June generated valuable insights from over 45 participants.

Input from local residents reflected the following priorities:

- Strong support for mixed-use development with activated public space
- Desire for outdoor dining, plazas, and cultural/entertainment uses
- Need for more experiential downtown activities (e.g., art, music, games)
- Residents voiced interest in family-friendly and youth-oriented amenities
- Broad support for new housing options near walkable amenities



Stakeholder Engagement | Survey Takeaways

To collect additional input from residents who could not attend the in-person event, the City captured 92 online survey responses.

Public Space



Nearly 40% of respondents preferred natural play and lounge areas



Shaded seating and disability-accessible spaces came up repeatedly



Residents want places that feel inclusive and intergenerational, with amenities that suit diverse needs



There is a strong desire for third places — spaces to relax, hang out, and connect without spending money

Housing



61% of respondents favored relatively dense (3–4 story and 4–6 story) mixed-use buildings



There is a desire for more housing options downtown with a diverse set of price points



Mixed-use housing was seen as a way to activate downtown and spread its footprint beyond Hay Street

Stakeholder Engagement | Survey Takeaways

To collect additional input from residents who could not attend the in-person event, the City captured 92 online survey responses.

Downtown Experience



People want downtown to feel safer, more central, and more walkable



Residents want to see local cultural representation in food and retail options



Accessibility challenges are mostly related to walkability, parking, and sidewalk/bikeway infrastructure



37% of visitors are drawn downtown only by special events, but there's a desire for more everyday reasons to visit

"I think it is important to have a space for everyone: adults and children alike... some shopping, some lounging, playing, etc."

"Better and safer walkability would make it easier to take a chance on [the] store that looks interesting across the street"

"I'd love to see more artists and art stores, game and hobby shops, music, book stores, and groceries there!"

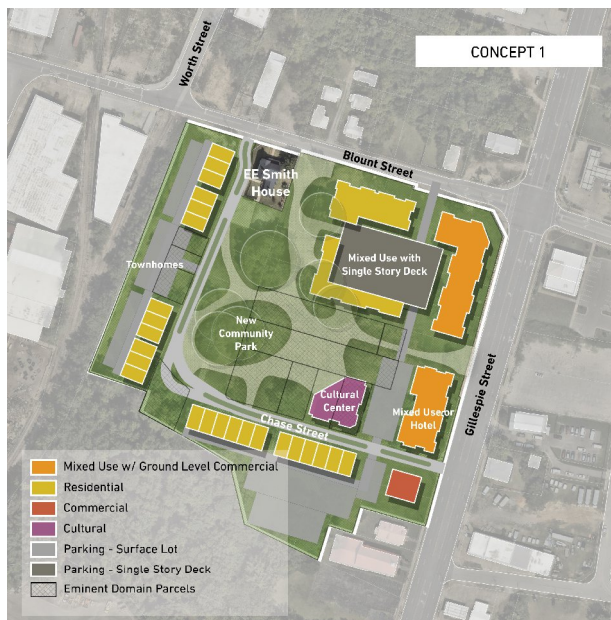


| 05

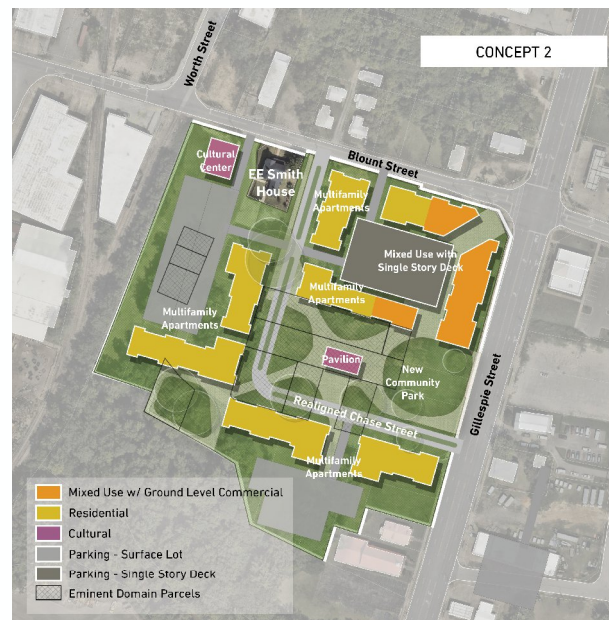
Preliminary Concepts

Preliminary Concepts

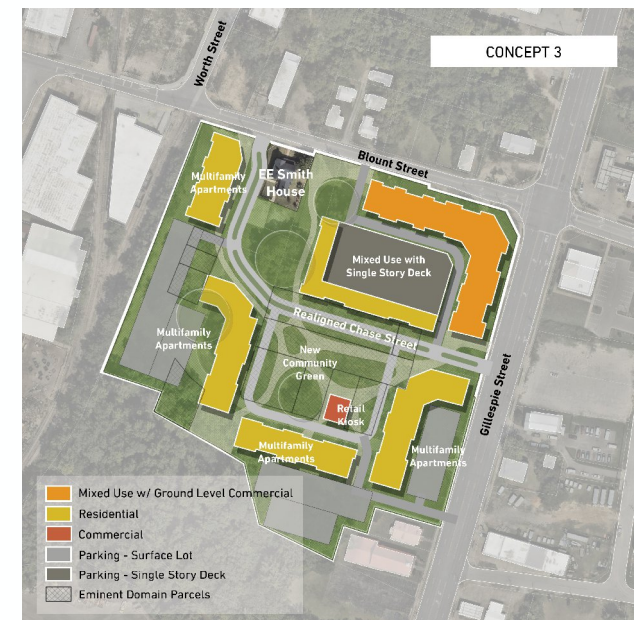
The planning team has created three site redevelopment scenarios that align the community's desire for mixed-use and green space with the identified market opportunities



Concept 1 includes approximately 100 multifamily units and 21,000 square feet of retail or dining space, with a 2.5-acre community park connected to the E.E. Smith House.



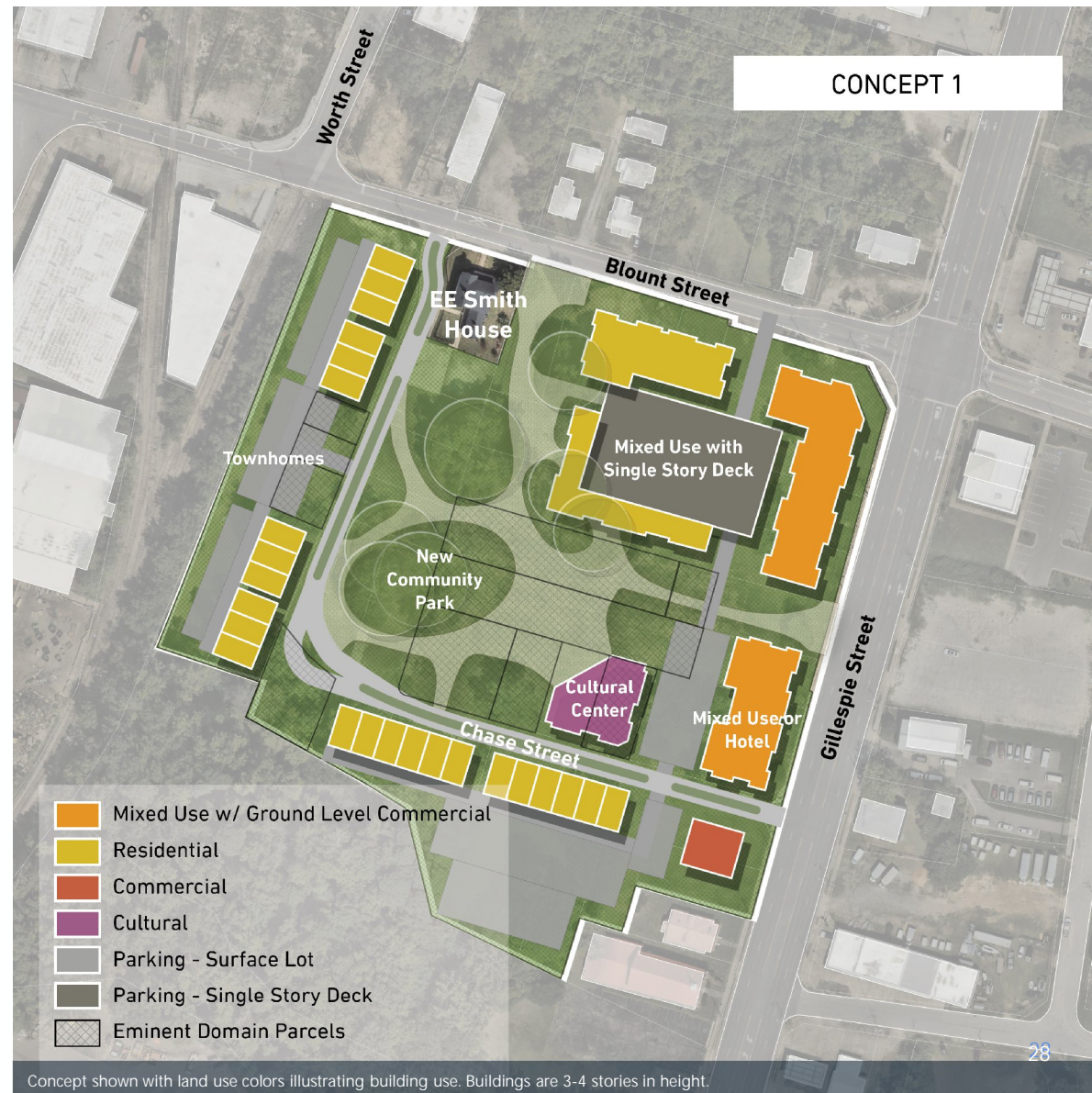
Concept 2 includes approximately 200 multifamily units and 17,000 square feet of retail or dining space, with a 1.5-acre community park anchored by a pavilion visible from Gillespie Street.



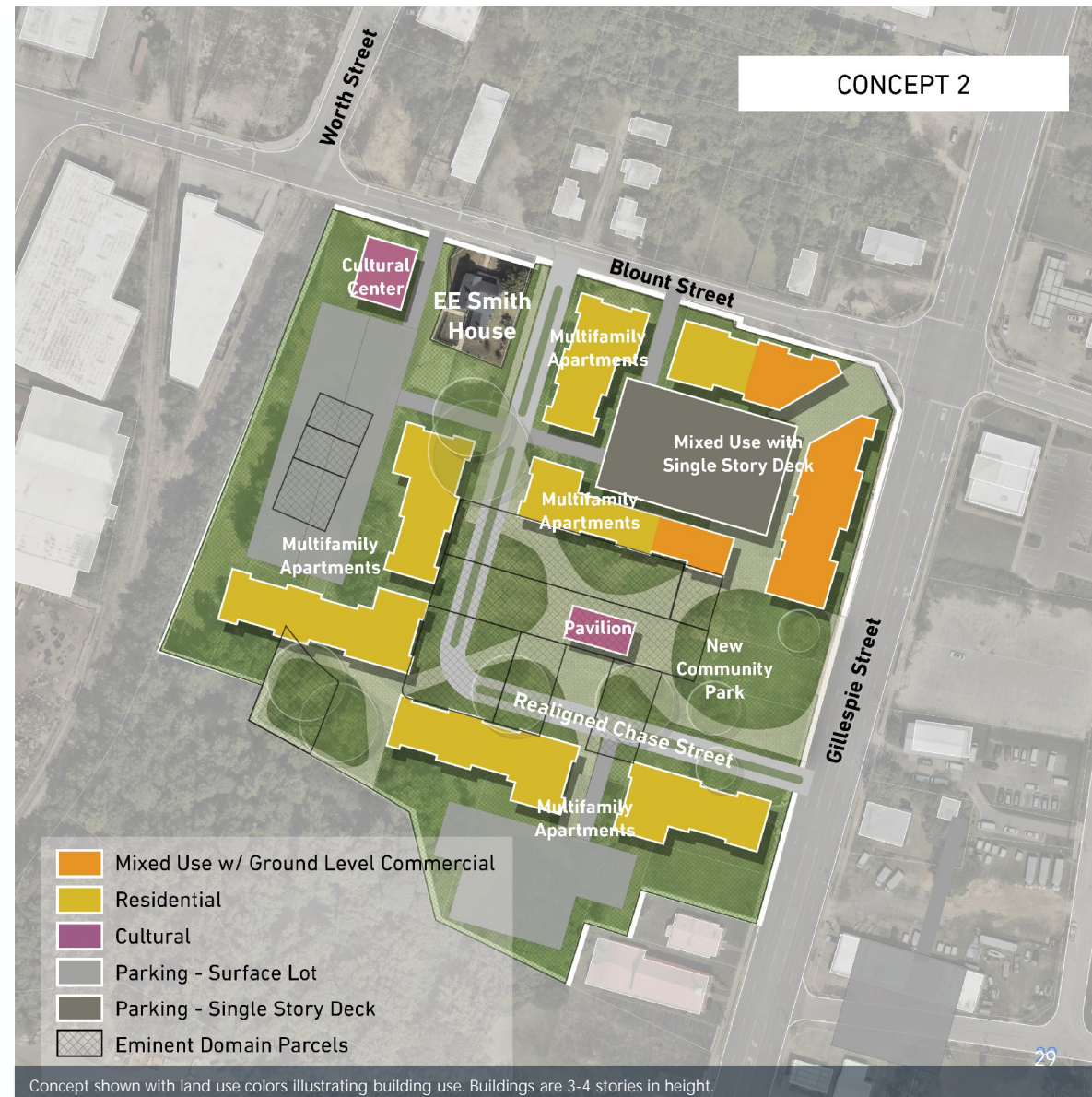
Concept 3 includes approximately 240 multifamily units and 20,000 square feet of retail or dining space, with a 1-acre community green or neighborhood park featuring a small retail/dining kiosk.

Development Capacity Concepts

Concept 1 reimagines the site as a mixed-use development with a large central community green space and cultural center.

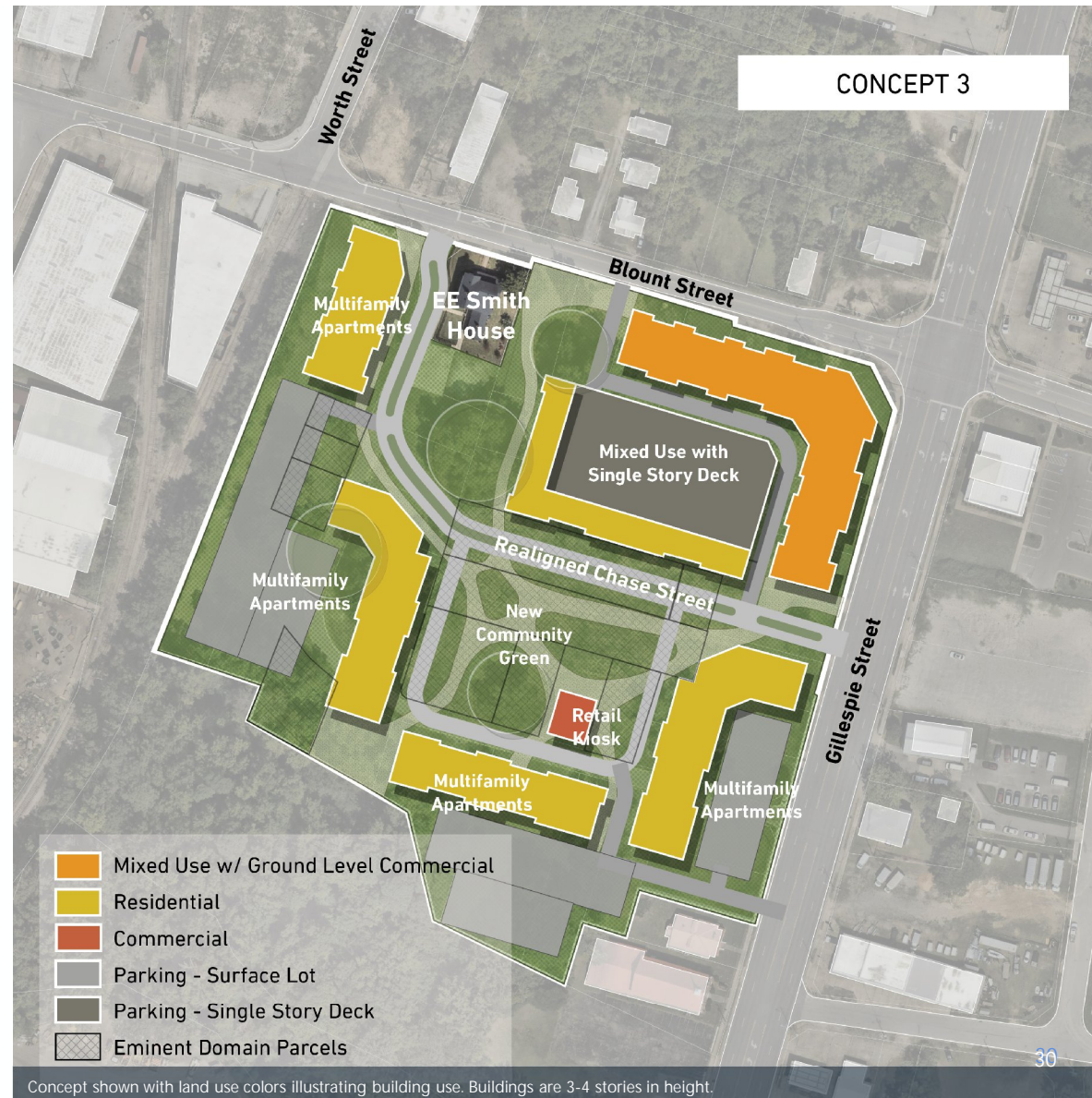


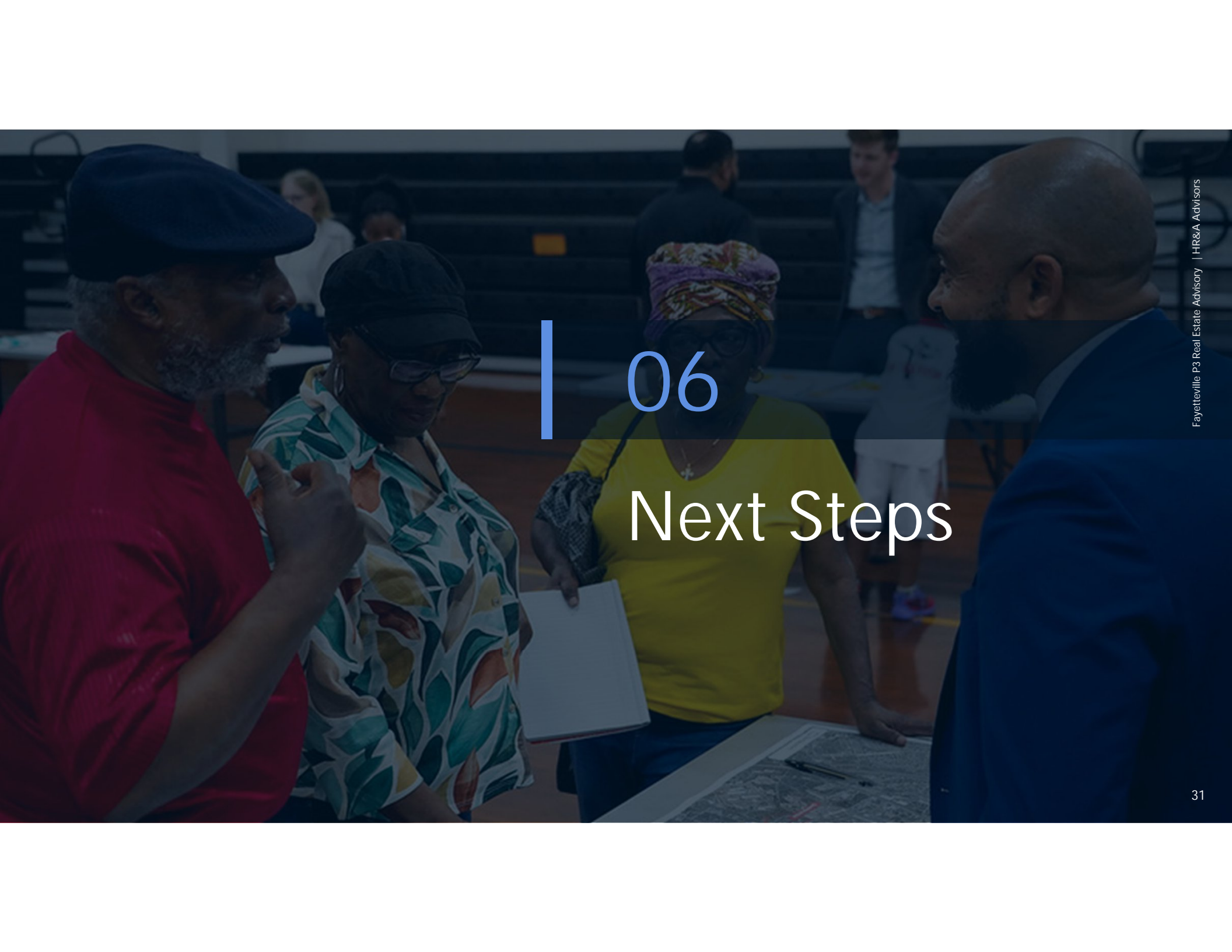
Concept 2 reimagines the site as a mixed-use development with a community park anchored with by a pavilion



Development Capacity Concepts

Concept 3 reimagines the site as a mixed-use development with a small neighborhood park or community green on a realigned Chase Street





| 06

Next Steps

Next Steps

The HR&A Team will refine the development scenarios and test financial feasibility.

1. HR&A Team to finalize the potential development scenarios for the Blount and Gillespie site
2. HR&A Team to develop a financial model that will test the financial viability of the development scenarios
3. HR&A Team to develop a final development strategy that includes a set of recommendations for advancing development of the Blount and Gillespie site

At the end of this process, the City will be positioned to determine the preferred path forward.





HR&A MKSK

Fayetteville P3 Real Estate Advisory

City Council Work Session

September 2025



HR&A MKSK

Fayetteville P3 Real Estate Advisory

Market Scan

August 2025

DRAFT

Executive Summary | Goals

The City of Fayetteville engaged HR&A Advisors and MKSK help shape the vision for the future of the Blount & Gillespie site.

The purpose of this study is to assess the market potential for redevelopment at Fayetteville's Blount & Gillespie site, a City-owned site near Downtown.

In the first step of this study, HR&A has identified market opportunities to reposition the site to complement and connect to Downtown's ongoing growth. HR&A will collaborate with MKSK to outline a physical vision for the site informed by the market findings and community visioning.

These findings will lay the groundwork for the next step of this study of determining the feasibility of a public-private partnership on the site.

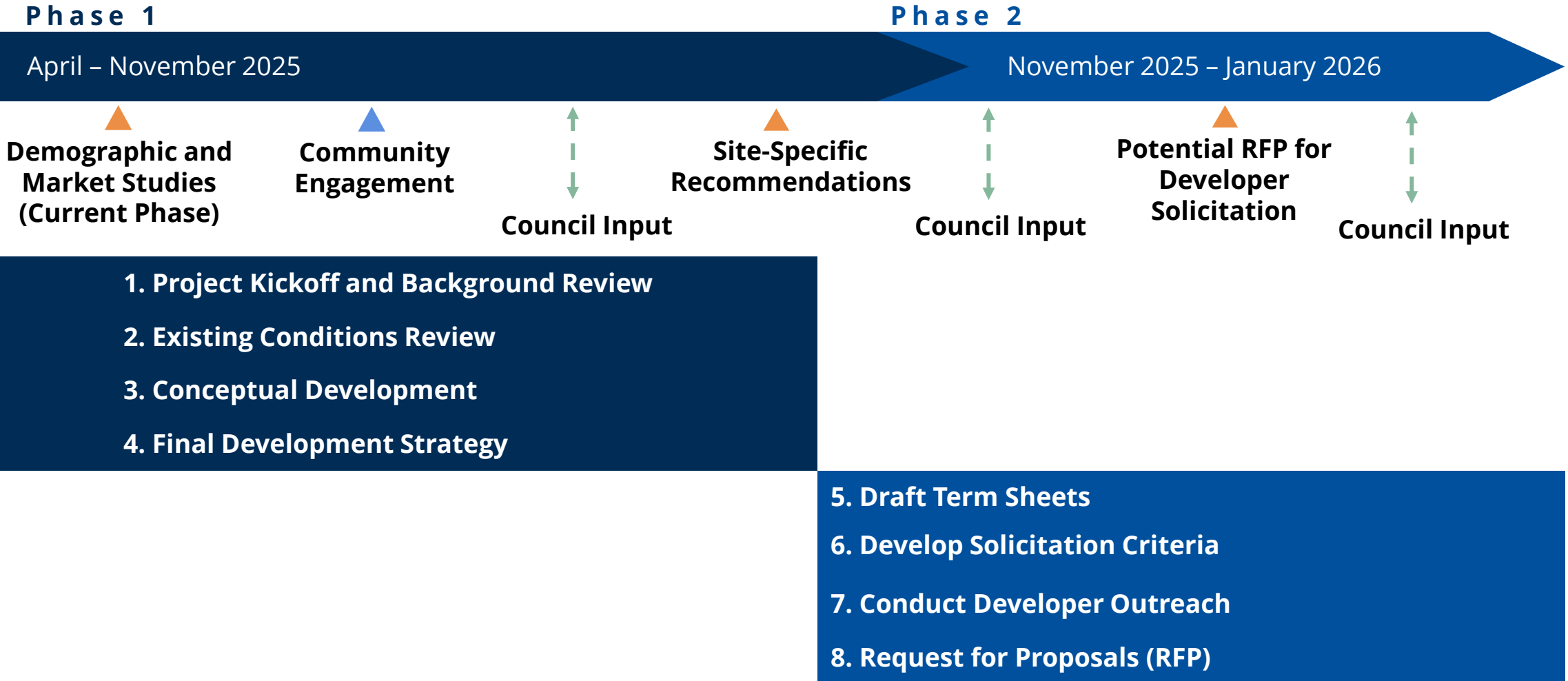
Ultimately, this process will result in a development vision that will serve as the foundation for a developer solicitation process, culminating in the release of an RFP.



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Executive Summary | Timeline

This document will inform the overall development strategy, which in turn will help the City determine when it should begin identifying a development partner.



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Executive Summary | Summary By Use

HR&A conducted a market scan across four primary real estate typologies to begin assessing the development potential of the Blount and Gillespie site.

Residential

Downtown Fayetteville has experienced slow population growth (+11% since 2010), in part due to the lack of new homes being built Downtown. Despite this, the combination of healthy vacancy rates Downtown (4.3%) and consistent absorption city-wide (240 units annually since 2015) demonstrates the potential for the Blount and Gillespie site to **spark a new move towards Downtown.**

Office

Slow overall job growth (7% city-wide since 2015) limits the near-term potential for new, speculative office space. However, a **targeted tenanting strategy** could support office space for **professional services workers**, as professional services industries have grown by 42% since 2015.

Hotel

Downtown has demonstrated an ability to **drive new visitation by leveraging catalytic investments**, such as the minor league baseball stadium. Because of this Fayetteville needs to continue **identifying strategic opportunities** to enhance Downtown hotel demand.

Retail

Downtown Fayetteville is home to a host of restaurants and clothing stores, comprising over a third of Downtown retail spending, but **lacks more unique and experiential retail offerings**. The Blount and Gillespie site has the potential to provide residents with **new types of retail offerings**, such as jazz bars, art galleries, and complementary attractions.

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01

Introduction

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Introduction | Site Overview

The City of Fayetteville owns the 9-acre Blount and Gillespie site, a 10-minute walk from Market Square.

The Blount and Gillespie site is an assemblage of 41 individual parcels on a total of 9.33 acres, located just south of the immediate Downtown Fayetteville area. Anchoring the site at its northern edge is the Queen Anne-style Dr. Ezekiel Ezra (E.E.) Smith House, the longtime home of Fayetteville's celebrated African American educator and Fayetteville State University president.

The site is surrounded by homes built by Habitat for Humanity alongside other low-density housing, vacant retail spaces, and churches, as well as industrial uses near the adjacent railroad tracks. The Cumberland County Jail is located between Downtown and the site.

Over the past decade, the City explored several redevelopment concepts to leverage this strategically located site—most prominently the Centre City Business Park vision—but shifting market conditions and the COVID-19 pandemic stalled any ground-breaking.



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Introduction | Site Context

The City's early redevelopment efforts faced setbacks, calling for a new approach to create a feasible vision for the site.

- 1902** In 1902, the **E.E. Smith House** was built on what was then a **small FSU campus** on Gillespie Street.
- 2008** The City acquired a total of **41 individual parcels** over several years, leveraging **\$6M of HOPE VI funding**.
- 2016** The **Red Rock Global Study** and Fayetteville's **Opportunity Zone Prospectus** further highlighted the site as one with catalytic development potential.
- 2018** The City explored plans for the site including the **Centre City Business Park** concept, which focused on **enhancing the character of Gillespie Street** through placemaking activities and community partnerships.
- 2020** The Centre City Business concept was **not realized** due to an inability to attract private developers and shifting market conditions amidst the COVID-19 pandemic.
- 2025** The City partnered with **HR&A Advisors** and **MKSK** to revisit the site and **create a viable development concept**.

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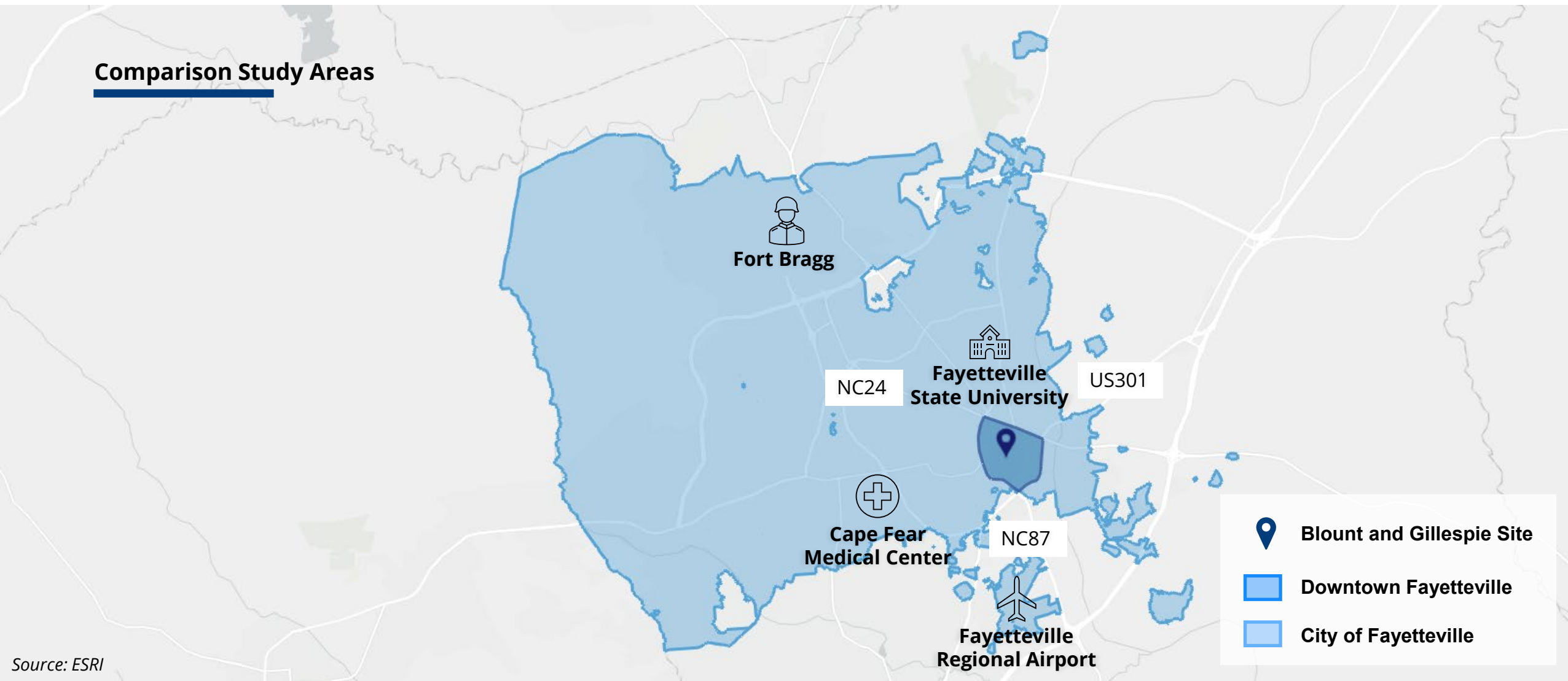



Image Credit: HR&A Advisors

Introduction | Study Area

To understand the development potential of the site, HR&A conducted a market analysis at three different scales.

Comparison Study Areas



A photograph of a two-story white house with a black metal fence in the foreground. The house has a gabled roof with three brick chimneys. The fence is black with vertical bars and decorative finials. The house has several windows with black frames. The background shows green trees and a clear blue sky.

| 02

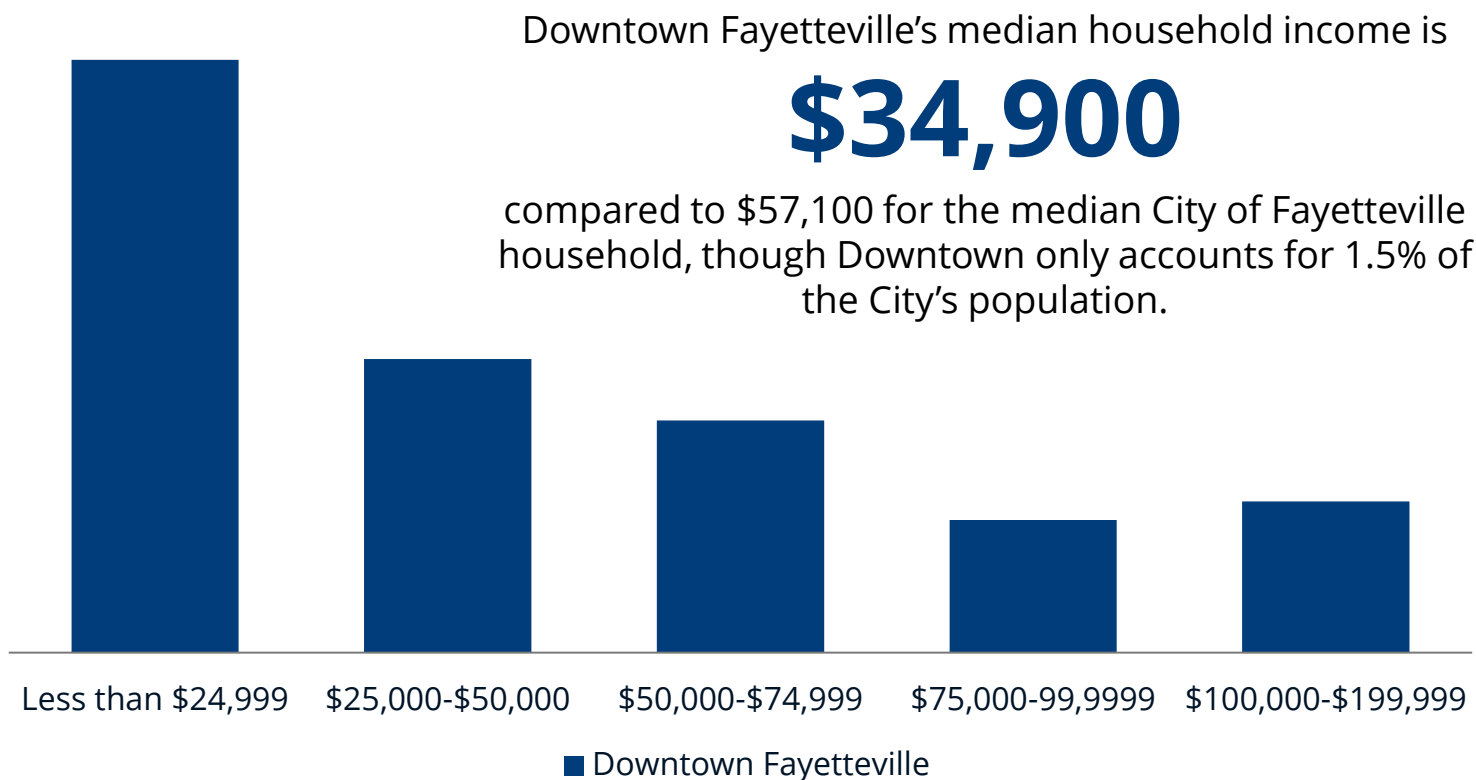
Residential

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Residential | Income

Downtown Fayetteville lags the City in income but has grown twice as fast as the City overall, demonstrating emerging interest in living Downtown.

Household Income Distribution in Downtown Fayetteville (2024)



Population and Population Growth (2010-2024)

3.3k (+11%)

Downtown Fayetteville

211.4k (+5%)

City of Fayetteville

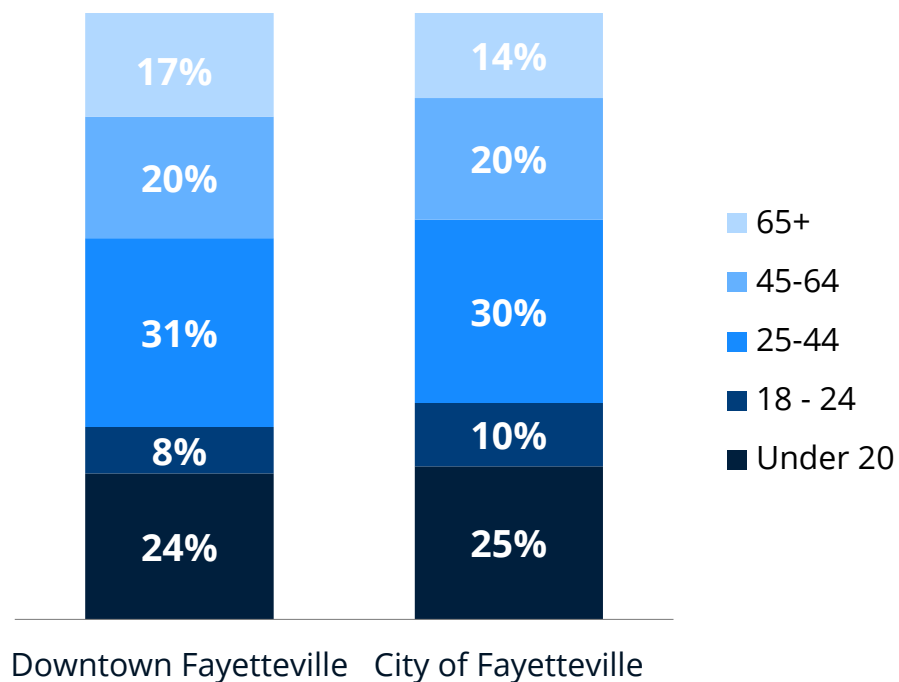
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Residential | Age and Education

Downtown residents skew older and have lower formal educational attainment levels compared to the city, highlighting the need for accessible and diversified housing options.

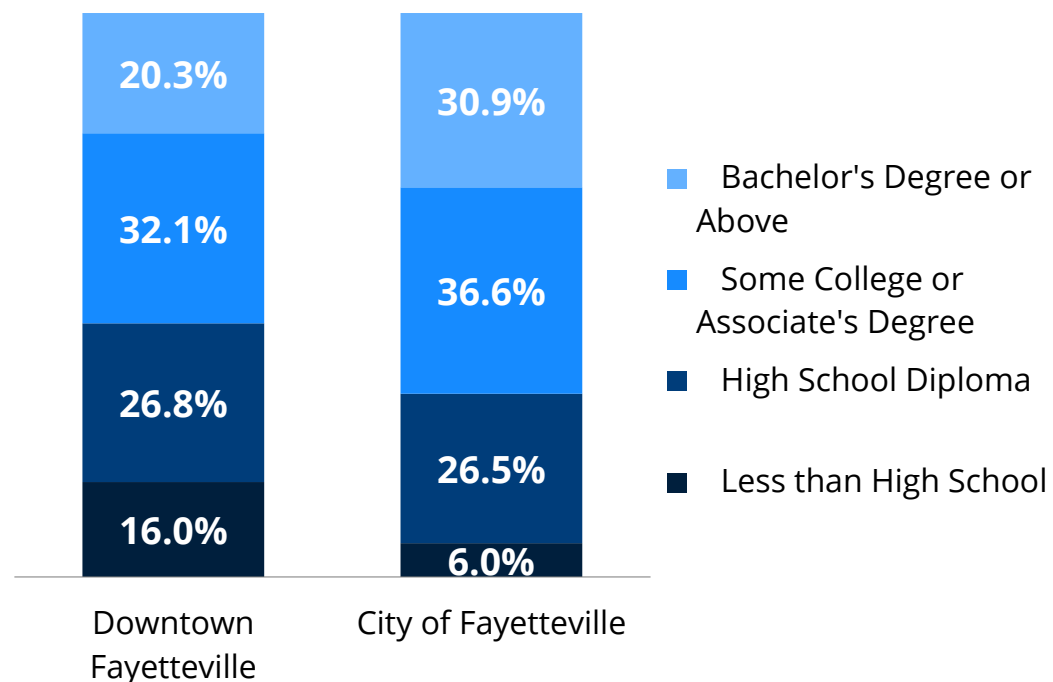
Population Age (2024)

Downtown households tend to be slightly older on average than City households.



Educational Attainment (2024)

Nearly half of Downtown adults (42.8%) do not have any form of higher education, underperforming the broader City.

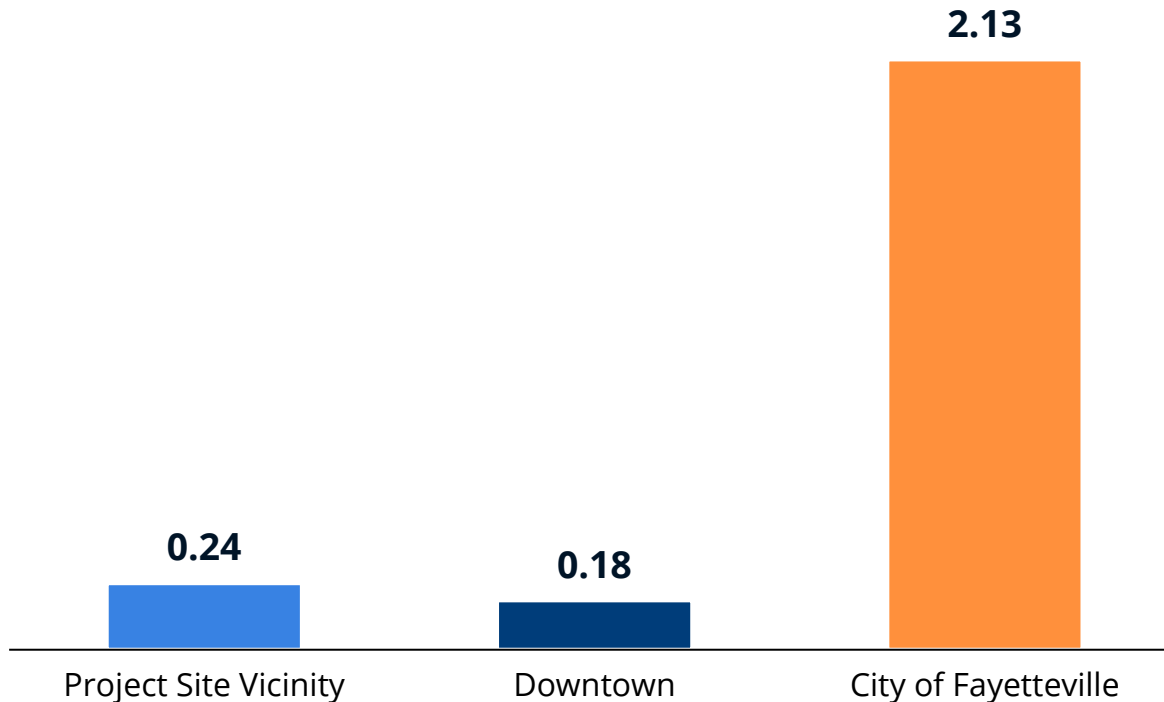


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Residential | Employment Concentration

Downtown Fayetteville is an employment hub whereas the City has a lower job concentration relative to its population even with the presence of Fort Bragg.

Resident-to-Jobs Ratio (2025 YTD)



The **resident-to-jobs ratio** compares how many people live in an area to how many jobs are located there. A low ratio means the area has more jobs than residents, often drawing workers from outside. A high ratio means there are more residents than jobs, so many people likely commute elsewhere for work.

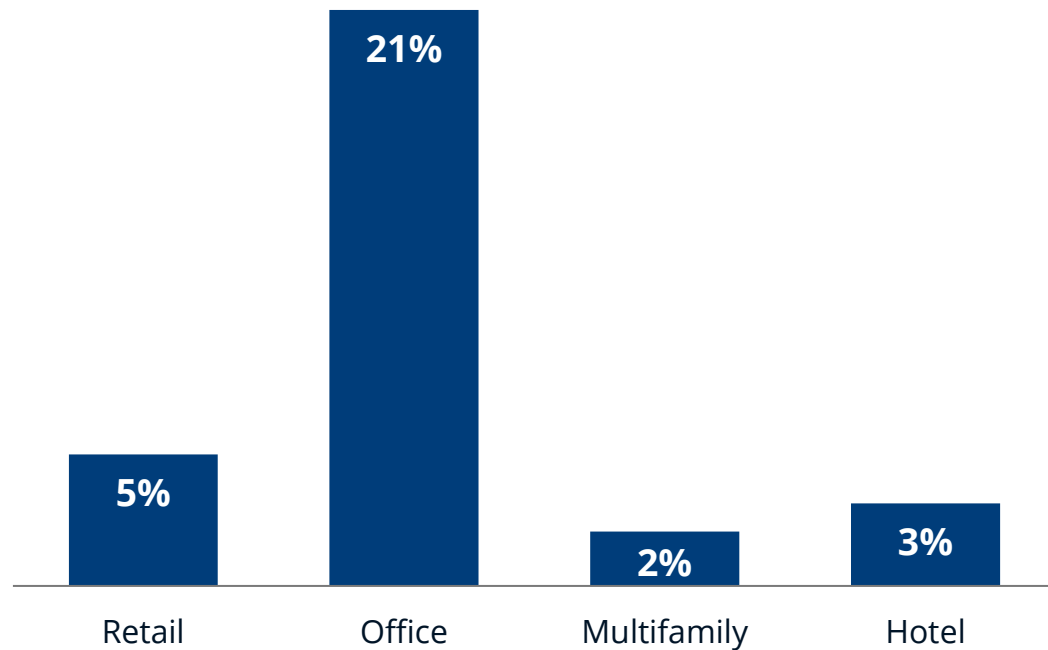
Downtown Fayetteville, and the Project Site Vicinity in particular, has a significant **concentration of commercial activity** and likely relies on commuters from the broader City to fill its jobs.

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Residential | Housing Typology

Downtown comprises a small share of the City's overall multifamily inventory, providing an opportunity to add new housing and create an enhanced urban experience.

Downtown Share of City Inventory (2025 YTD)



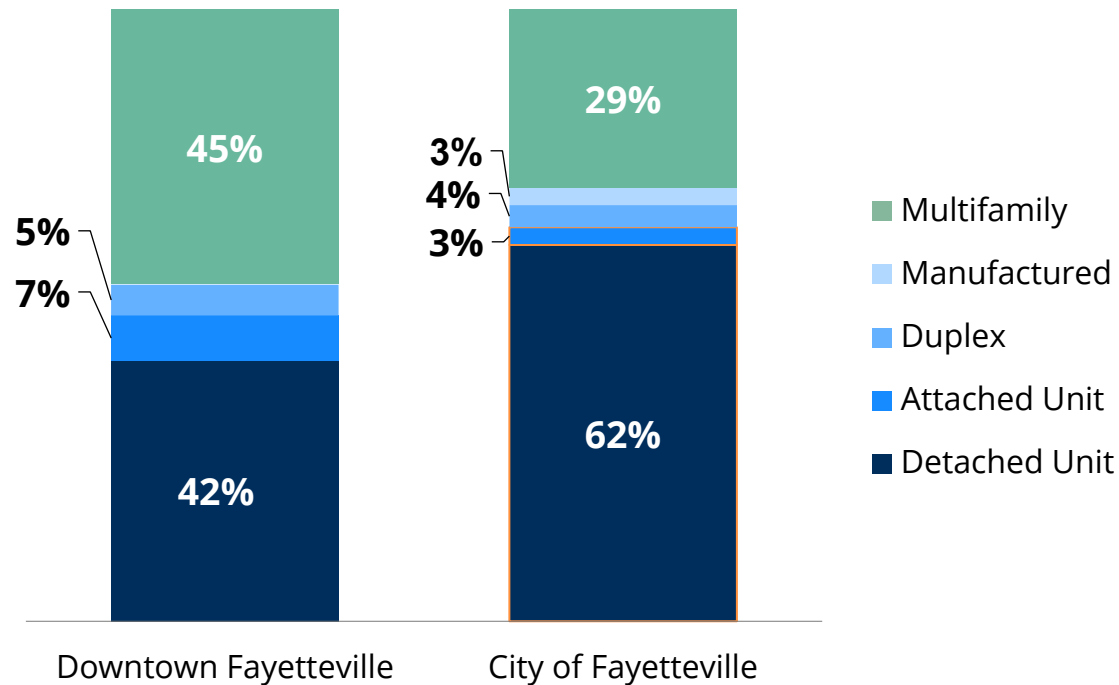
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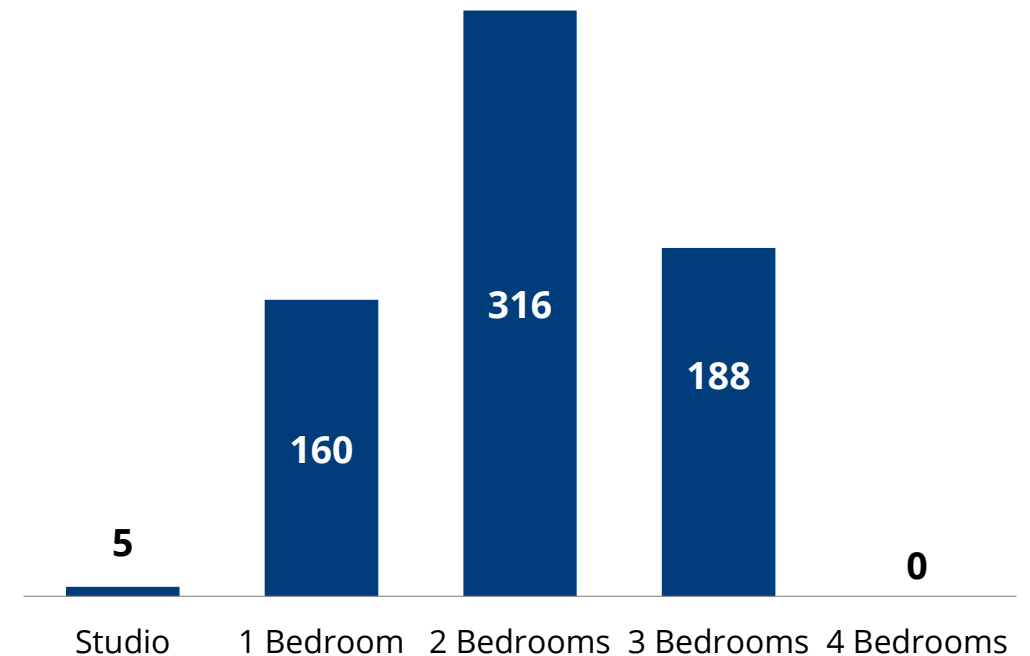
Residential | Unit Inventory

Downtown's current housing stock leans towards multifamily use, in line with typical downtown dynamics.

Housing Typology (2025)



Multifamily Units by Number of Bedrooms (2025)

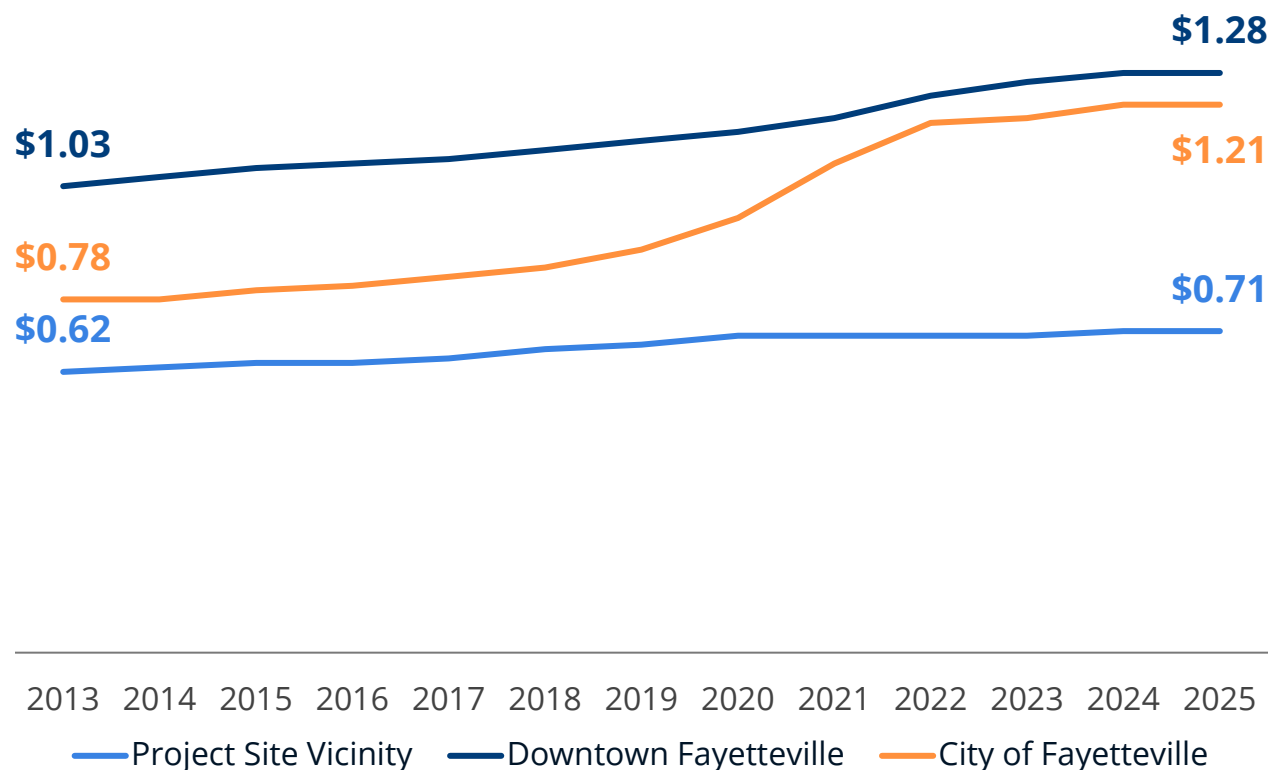


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Residential | Rent And Rent Growth

Residents are willing to spend more to live Downtown, as demonstrated through higher rents and low vacancy, suggesting that Downtown is a desirable place to live.

Average Rents (\$/SF/Mo.) (2013-2025)



**Change in Rent
2013-2025 YTD**

14.5%

Project Site Vicinity

24.3%

Downtown Fayetteville

55.1%

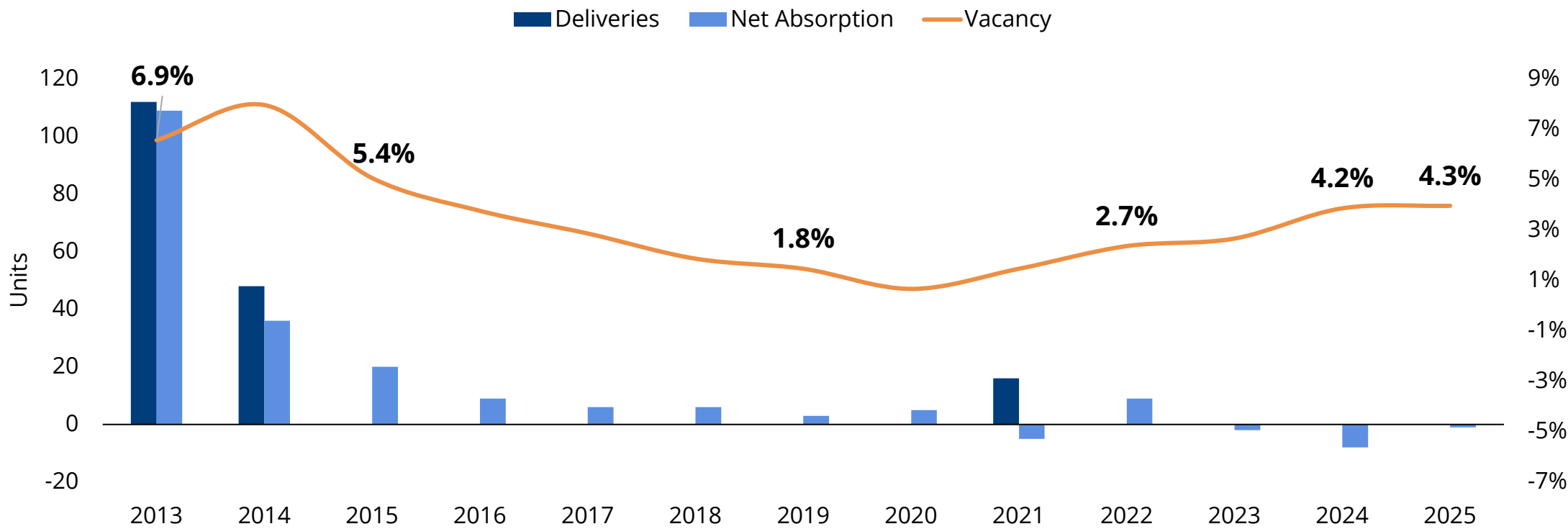
City of Fayetteville

DRAFT

Residential | Multifamily Performance

Despite its higher rents, Downtown has continued to see very low vacancy rates, indicating that its existing housing stock is in demand by current residents.

Multifamily Performance in Downtown Fayetteville (2013-2025)

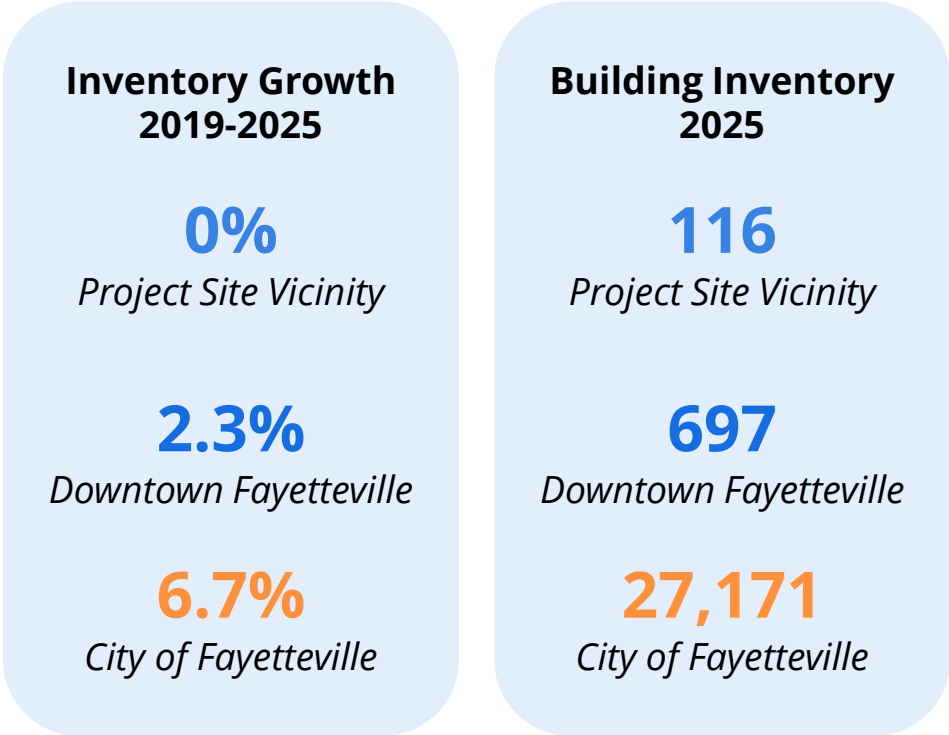
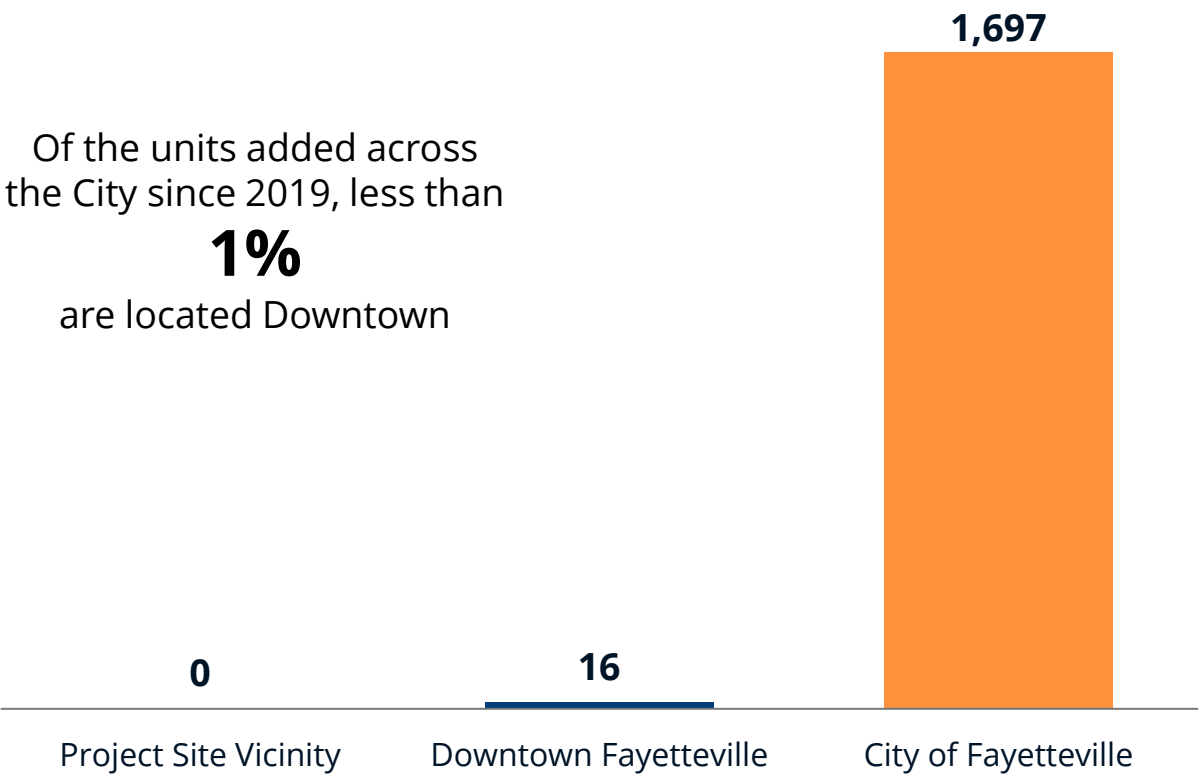


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Residential | Multifamily Growth Since 2019

The City of Fayetteville has experienced high inventory growth in recent years, while the Downtown and the Project Site Vicinity have not yet benefitted from this growth.

Multifamily Units Added Since 2019



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Residential | Recent Apartment Deliveries In Downtown

Downtown Fayetteville's multifamily inventory saw only one new construction and one renovation over the past decade.



Adam Street Apartments (built 2022)

The Adams Street Apartments is a high-end luxury complex that is located on the edge of Downtown. It has a total of 16 3-bed/2-bath units.



The Residences at Prince Charles (renovated 2019)

The Prince Charles is a historic building that was renovated for apartment living in 2019. It offers 1–2-bedroom units and is located directly adjacent to the Segra Stadium.

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Residential | Recent Condominium Deliveries In Downtown

Downtown similarly has a very limited number of condominiums and townhouses, with only one delivery over the past decade.



Image Credit: Realtor.com

300 Hay Street Condominiums (built 2007)

300 Hay Street is a world-class mixed-use development that includes 5 penthouses, 18 condos, and 20 townhomes, in addition to nearly 6,000 square feet of first-floor retail space.



Image Credit: Zillow

Pennmark Place Townhomes (built 2007)

The Pennmark is a collection of townhomes located in the heart of Downtown, directly across from the Fayetteville History Museum.



Image Credit: Cool Spring Downtown District

Park View Distinctive Downtown Living (built 2016)

Park View is located across the street from the Prince Charles Apartments and offers upscale three floor plans ranging from 2 bed/2.5 bath to 3 bed/3.5 bath units.

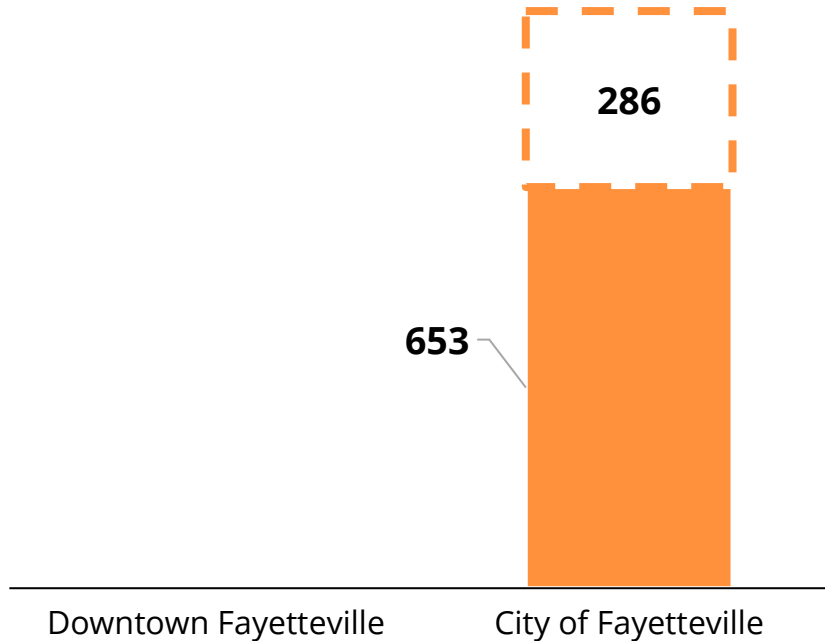
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Residential | Pipeline

While the Downtown study area has no planned new multifamily projects, there is some positive momentum outside of the immediate Downtown area.

Multifamily Unit Pipeline (2025 YTD)

■ In Approval Phase ■ In Pre-Approval Phase



Pipeline Projects Outside of Downtown



SSA Apartments Phase 2 (planned TBD)

This project aims to construct 24 total duplexes at 528 Orlando St. across two phases, in the nearby Massey Hill neighborhood. Phase 1 has already been completed.



Liberty Springs Apartments (planned TBD)

This project involves the rehabilitation of 8 vacant multifamily rental units just south of the immediate Downtown area, which could help stretch its footprint.

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Residential | Market Outlook

By providing a unique value proposition for living Downtown, the Blount and Gillespie site can capture growing demand for multifamily apartments.

170

Annual Renters in the Market for All
Available Rental Homes

150

Average Annual Absorption Since
2020 (City of Fayetteville)

While Downtown Fayetteville has experienced slow population growth, this is in part due to the lack of new homes being built Downtown. The combination of healthy vacancy rates Downtown and consistent absorption city-wide demonstrates the potential for the Blount and Gillespie site to spark a new move towards Downtown.

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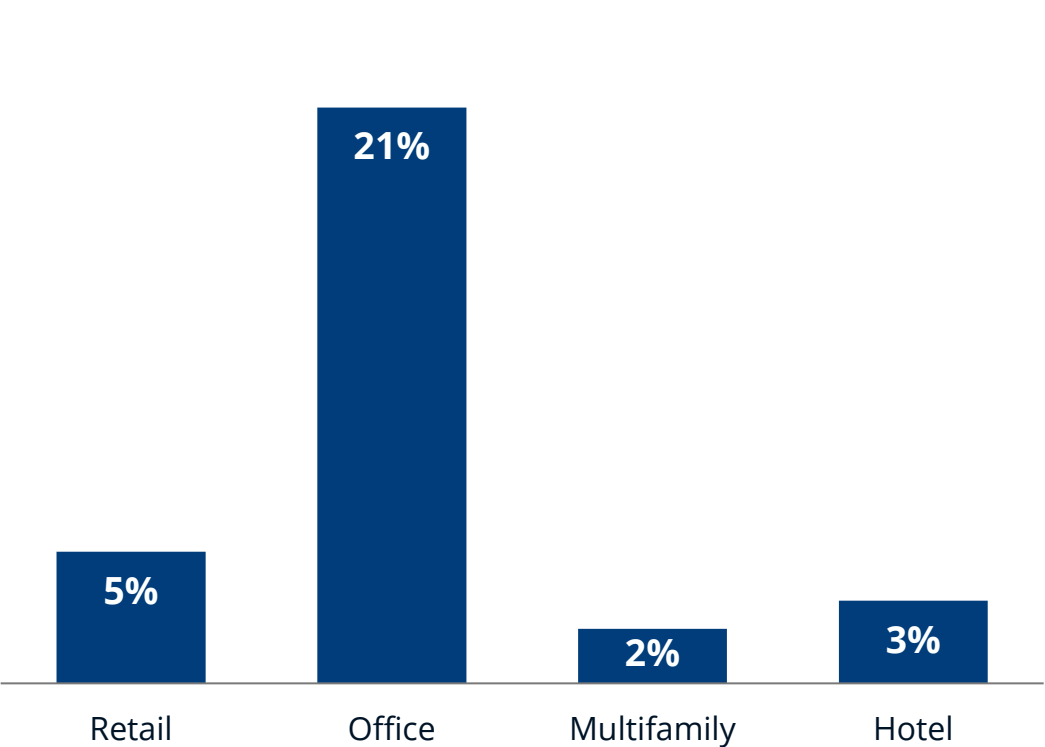
03 Office

DRAFT

Office | Share of City Inventory

Downtown Fayetteville accounts for a significant proportion of total City office space and deliveries over the past five years.

Downtown Share of City Inventory (2025)



Deliveries Since 2020

0 SF
Project Site Vicinity

100k SF
Downtown Fayetteville

244k SF
City of Fayetteville

Building Inventory 2025

420K SF
Project Site Vicinity

1.56M SF
Downtown Fayetteville

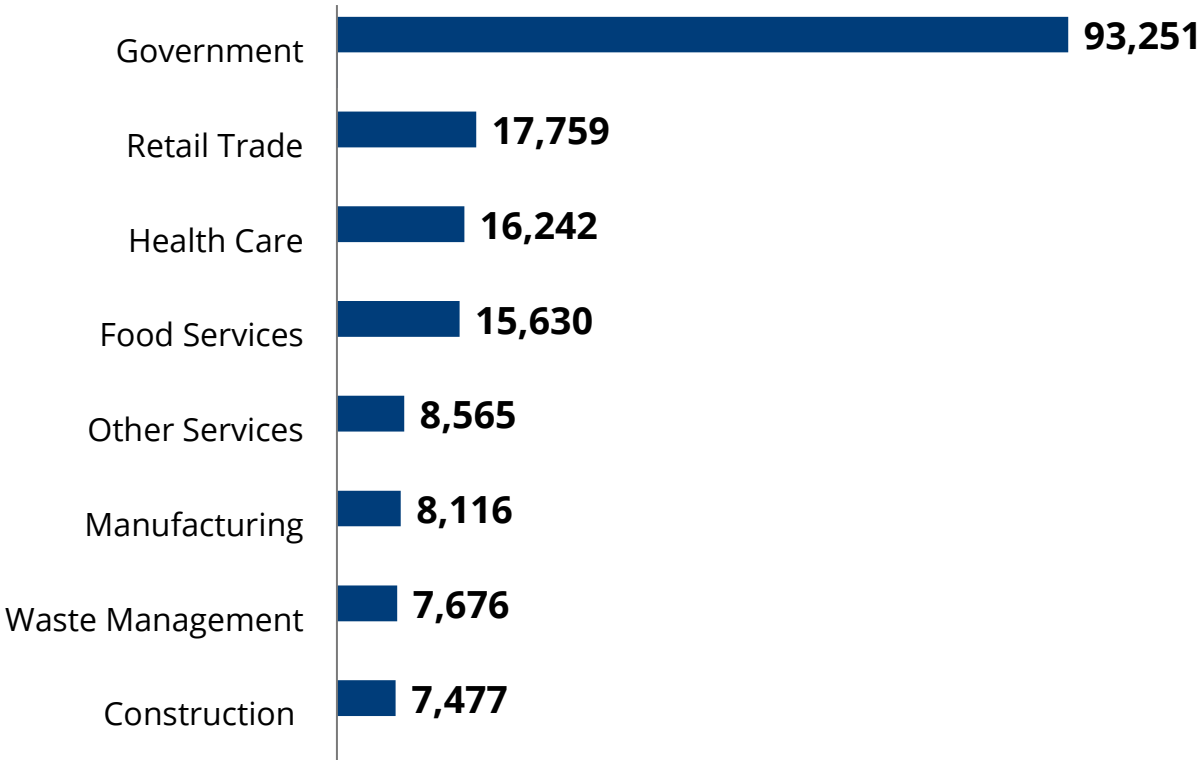
7.54M SF
City of Fayetteville

DRAFT

Office | Employment Concentration

Fayetteville’s jobs are heavily concentrated in government services due to military employment at Fort Bragg.

Largest Employment Sectors in the Fayetteville MSA (Q2 2025)



Government is by far the largest employment sector in the Fayetteville MSA, accounting for over 92,000 jobs—more than five times the next largest sector, retail trade.

This share is primarily due to the presence of Fort Bragg, which drives significant employment directly through military and civilian defense roles, and indirectly through contractors and support services tied to military operations.

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Office | Employment Growth

However, Fayetteville has seen employment growth in diverse industries.

While government remains Fayetteville's dominant employer due to Fort Bragg, recent employment trends point to a diversifying economy increasingly driven by white-collar industries, such as professional services, in addition to trades-based industries, including transportation and construction.

Employment Growth (2015-2025)

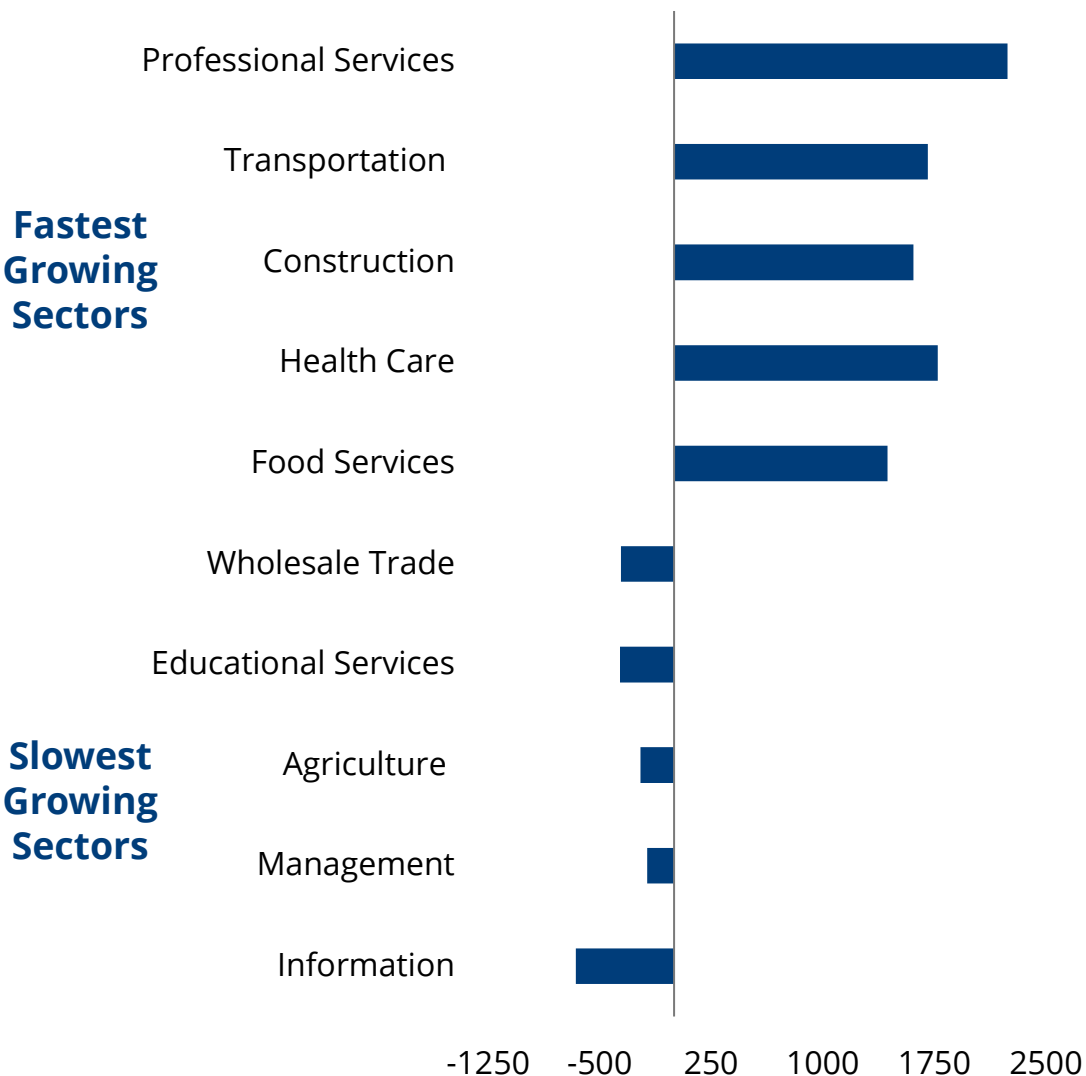
3%

*Downtown Fayetteville**

7%

City of Fayetteville

Employment Change In Fayetteville (2015-2025)

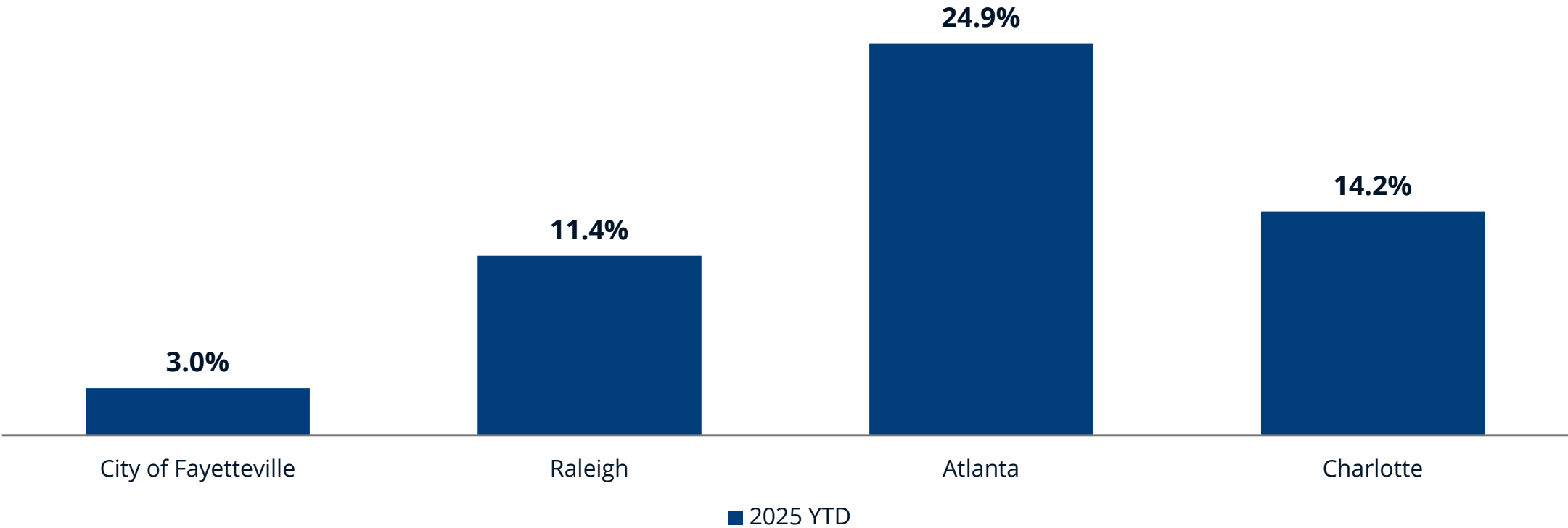


* Downtown Fayetteville's employment was estimated using Census Tracts that overlap the downtown study area. Source: LightCast

Office | Performance Relative to Peer Cities

Fayetteville's office market has been highly competitive, bucking local and national trends in response to the rise in remote work.

Comparative Vacancy Rates (Q1 2025)

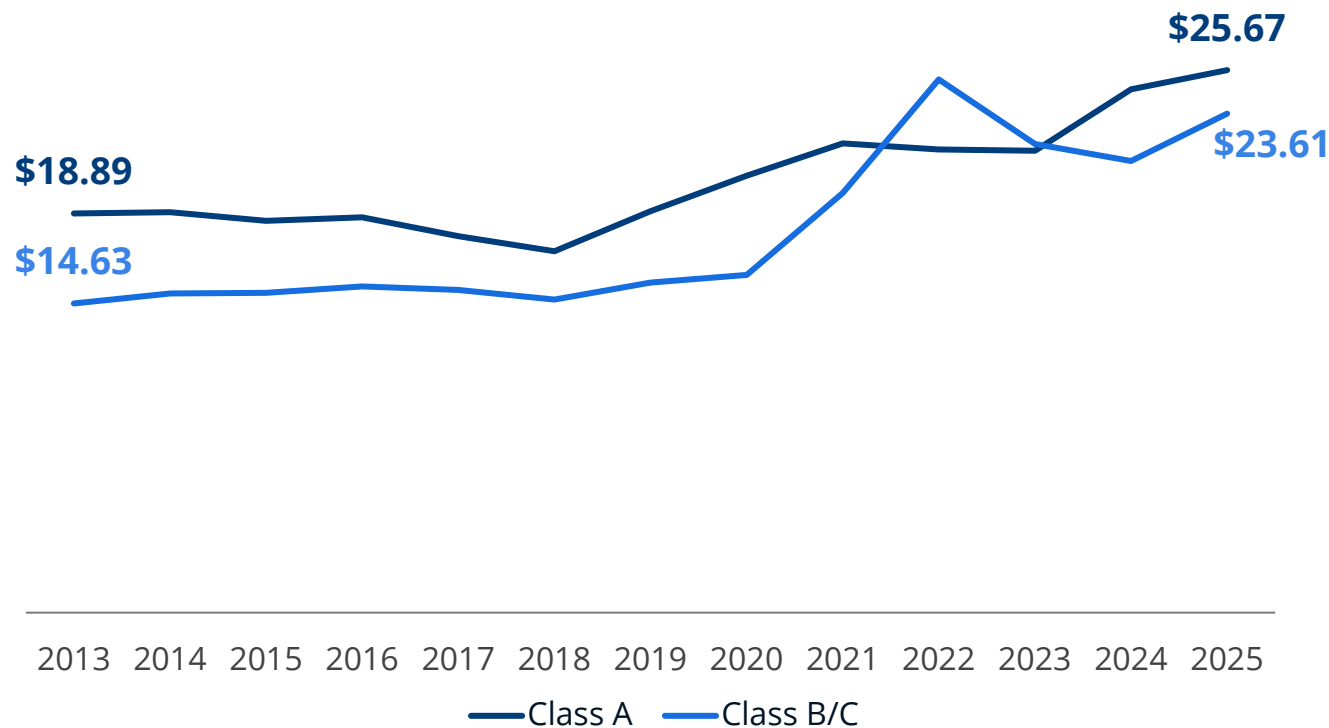


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Office | Performance by Class

While Class A properties historically commanded higher rents, Class B/C properties have become increasingly competitive across the City.

Average Rents by Building Class (\$/SF/Year) (2013-2025)



The rental gap between Class A and Class B/C narrowed significantly post-pandemic, with the rent premium dropping to 9% by 2025. This trend suggests that Fayetteville is not experiencing the “flight to quality” that is occurring nationwide and that office tenants are not demanding high-end office space.

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Office | Demand Analysis

While the existing office market is strong, slow job growth is dampening overall demand for new, speculative office space.

+119 Jobs

New Office-Using Jobs in Cumberland
County
2025-2030

×

290 SF

Average Square Footage per
Office-Using Employee

=

34,300 SF

Gross New Supportable Square
Footage in Cumberland County

34,300 SF

Gross New Supportable Square
Footage in Cumberland County

-

27,500 SF

2025 Existing Pipeline
27.5K proposed to be completed
(50% of total proposed space)

=

6,800 SF

County Demand for Office Space
by 2030

6,800 SF

County Demand for Office Space
by 2030

×

22%

Regional Share of Office Space

=

1,500 SF

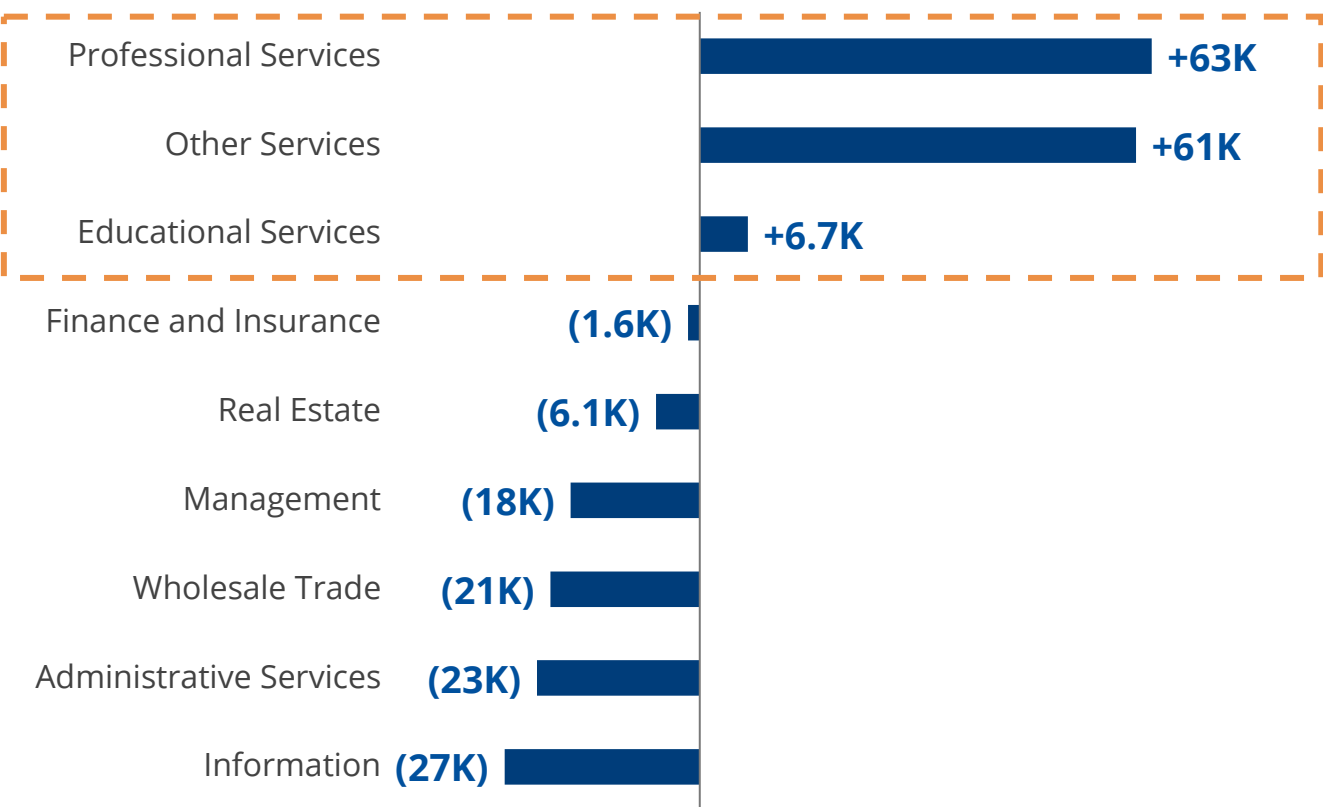
Capturable Demand for
Downtown Fayetteville Office
Space by 2030

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Office | Market Outlook

While overall demand for new office space is low in the near-term, space targeted towards professional services industries could be included in a mixed-use development program.

Office Demand by Industry (2025 to 2030)



Positive Office Demand

Speculative office space remains a tenuous proposition in the near-term without a clear, targeted tenanting strategy. However, if Fayetteville were to attract a large employer, build-to-suit space could quickly become a viable option.

DRAFT

The background image shows a wide, grassy field in the foreground. In the middle ground, there is a line of trees and some residential buildings. To the right, a paved road with a sidewalk runs along the edge of the field. A silver car is visible on the road. The sky is clear and blue. A dark blue horizontal bar is overlaid on the right side of the image, containing the text '04' and 'Hotel'.

04

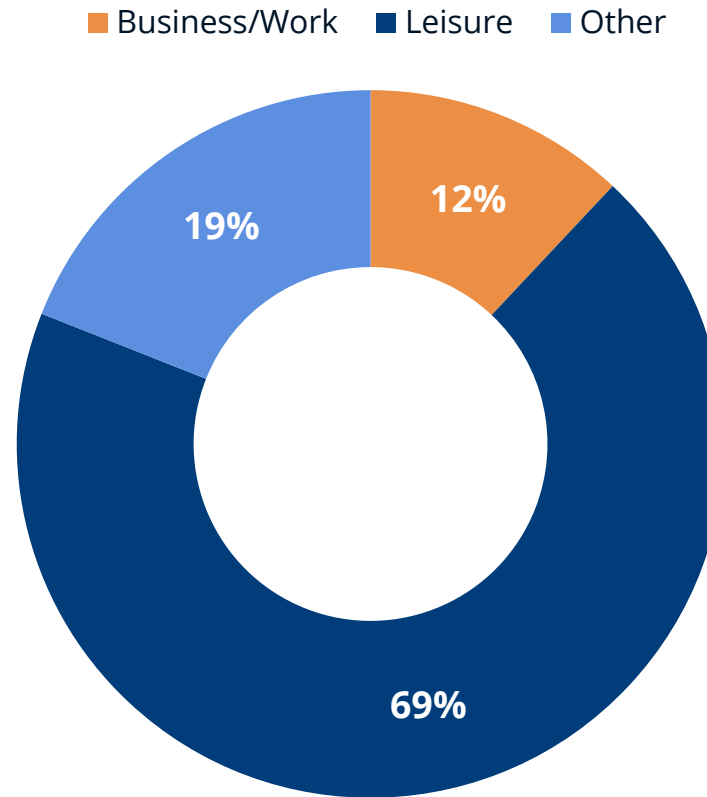
Hotel

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Hotel | Visitation

Visitation to Fayetteville is driven by primarily leisure activities, such as visits to friends/family, vacations, or travelers passing through.

Primary Purpose of Visits to Fayetteville (2019)



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Hotel | Attractions

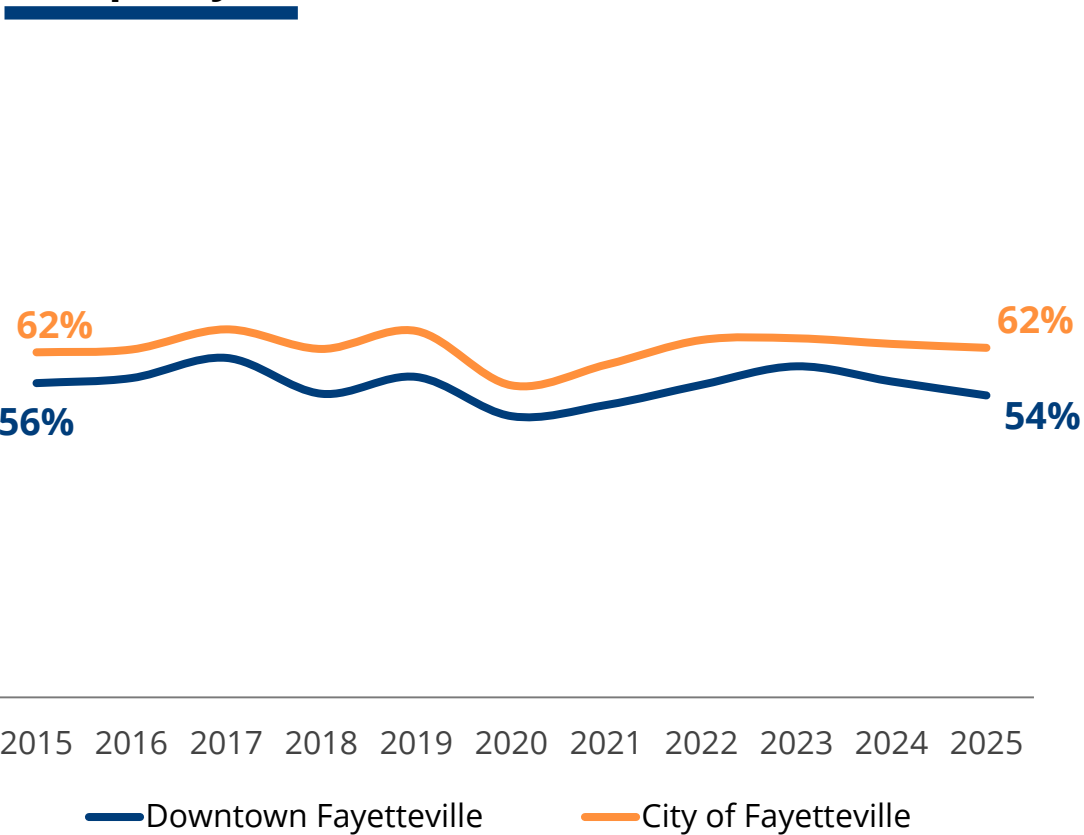
Key attractions in Fayetteville are primarily located Downtown or in Fort Bragg.



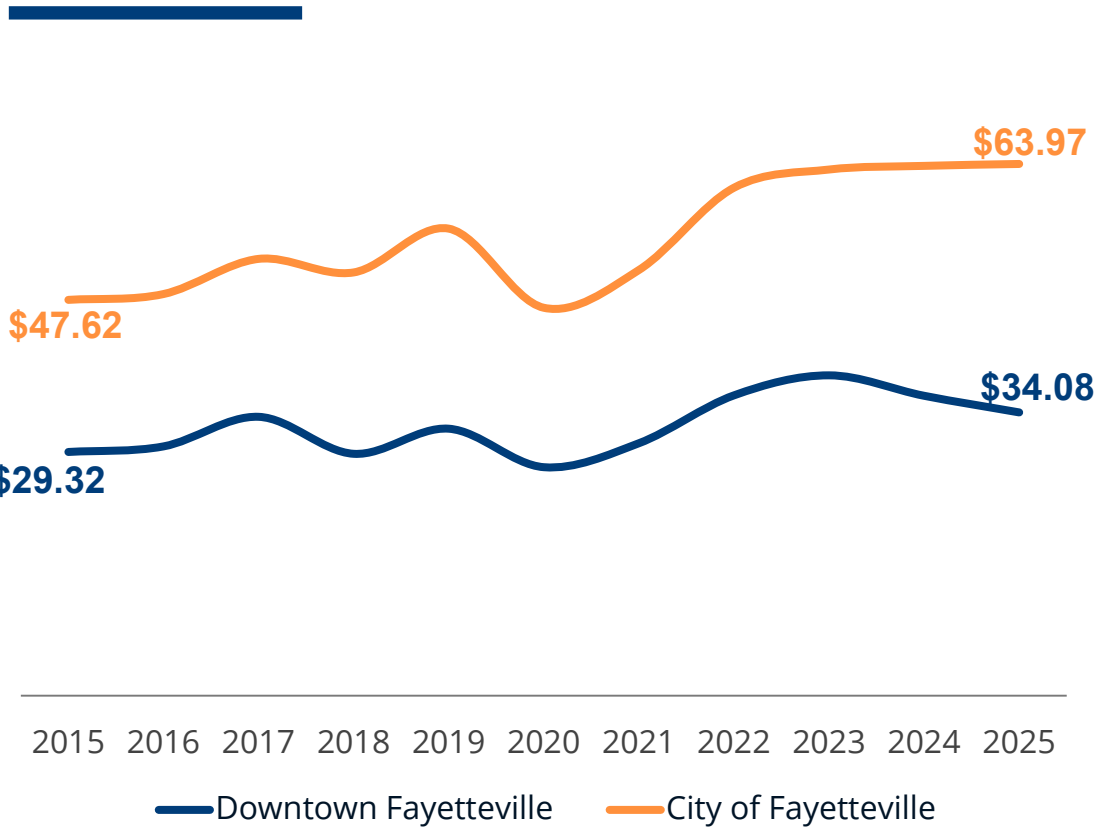
Hotel | Market Performance

Fayetteville’s hotel market has remained steady overtime, only dipping slightly during the pandemic before quickly rebounding and surpassing pre-pandemic levels.

Occupancy (2015-2025)



Revenue Per Available Room (RevPAR) (2015-2025)

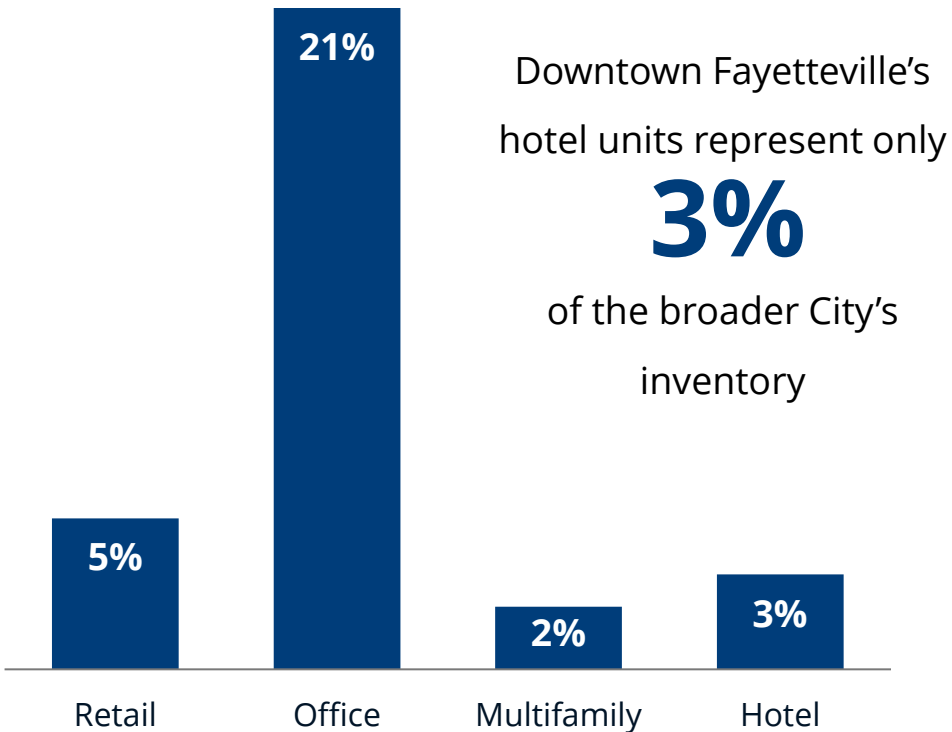


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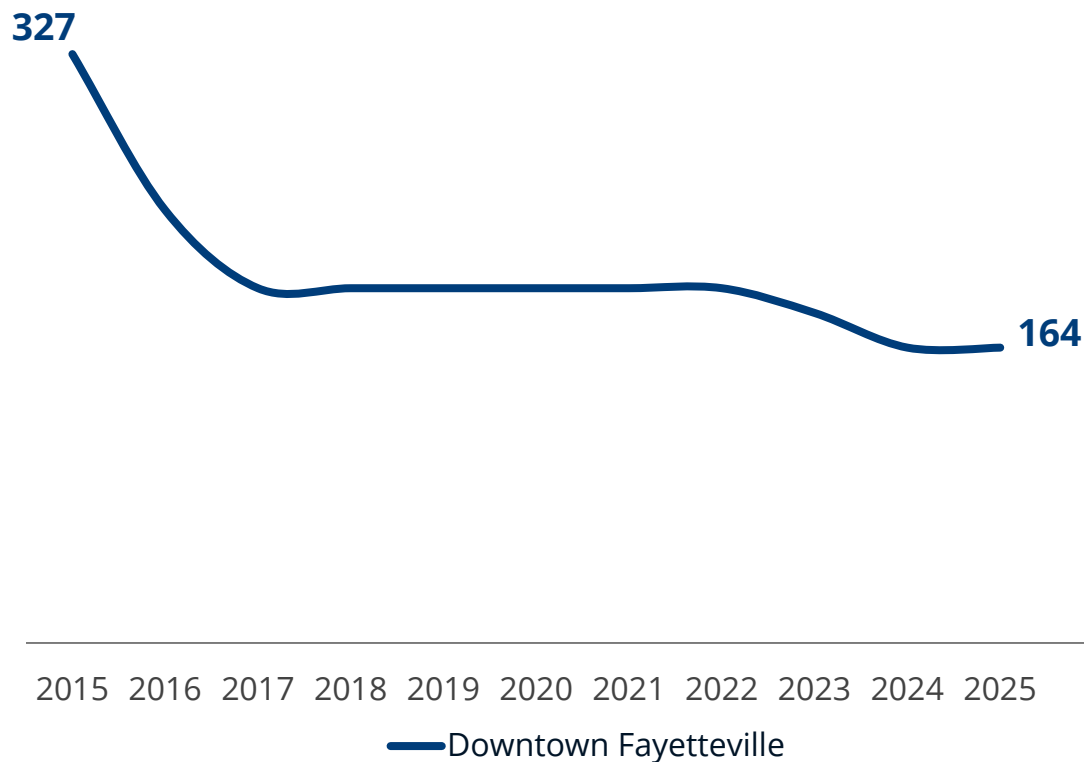
Hotel | Existing Inventory

However, Downtown's hotel market has not been able to capture the same success as the broader City, instead seeing a limited and declining inventory of hotel units.

Downtown Share of City Inventory (2025)



Inventory of Rooms (2015-2025)



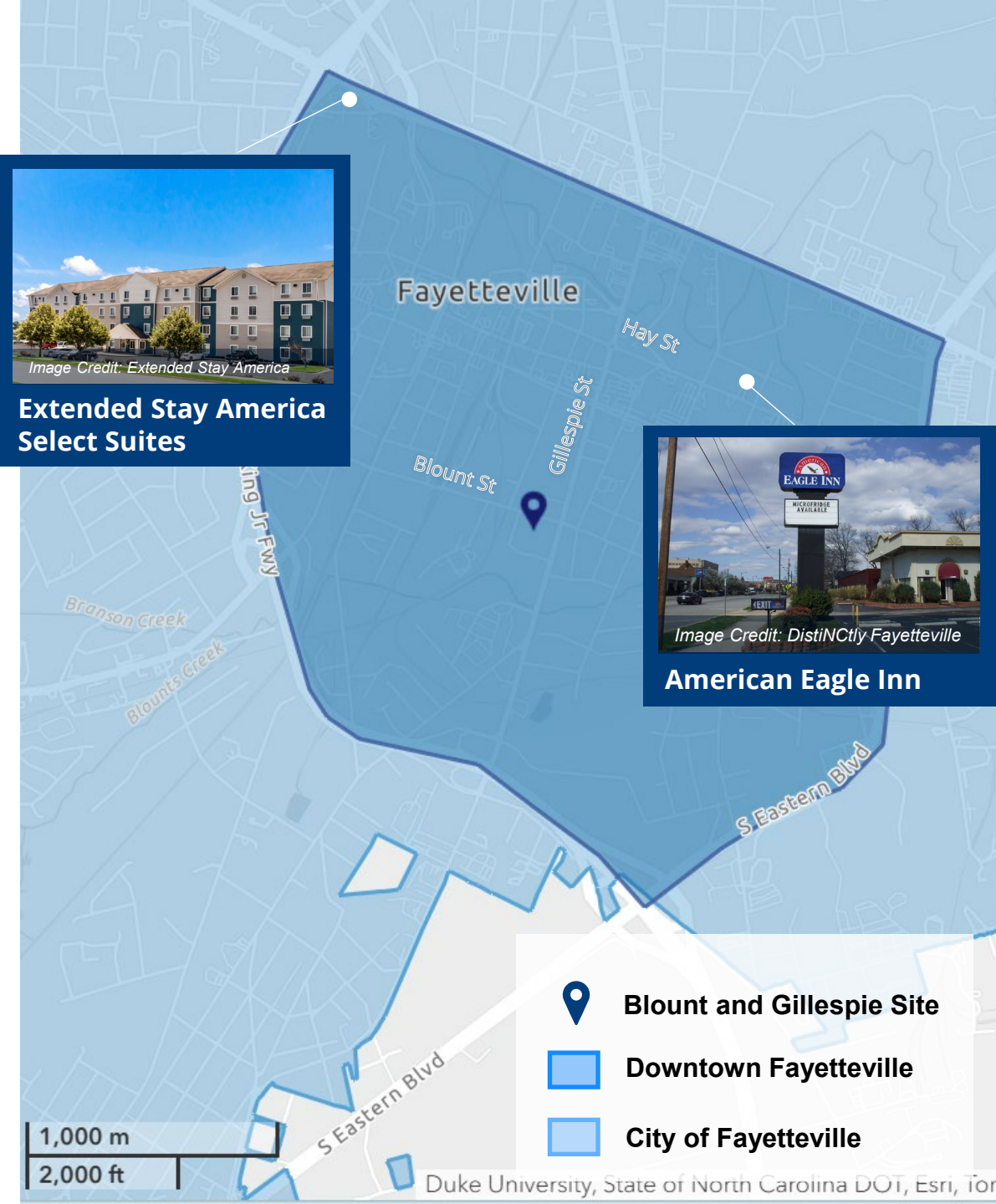
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Hotel | Downtown Context

There are only two operating hotels located in Downtown, demonstrating a need for new supply to support potential visitors.

Downtown Fayetteville has seen **no new hotel deliveries** in over a decade, while simultaneously seeing the **closure or conversion of older hotel stock**.

As a result, there are **only two hotels still located in Downtown** with a total of 164 rooms available. Stakeholders have repeatedly expressed concern that this **inventory is insufficient to host mid and large-scale events and conventions**.



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Hotel | Market Outlook

Downtown Fayetteville needs a new driver to support future hotel growth. Expanding its arts and culture offerings can help catalyze an untapped market.

While Downtown Fayetteville has not seen significant hotel growth in the past decade, past investments in entertainment uses have demonstrated its ability to increase visitation.

The Segra Stadium is a \$40M minor league baseball stadium located Downtown. Since its opening in 2019, Downtown saw an influx of over 500,000 visitors to the stadium who previously did not have a reason to come Downtown.

In order to build on this momentum, Downtown Fayetteville needs to continue to pursue ambitious strategies to catalyze future development, such as by pursuing new investments that celebrate the arts and culture of Fayetteville.

DRAFT



Image Credit: The Fayetteville Observer

The background image shows a large, open grassy field under a clear blue sky. Several large, leafy trees are scattered across the field, casting shadows on the grass. In the distance, a line of trees and some residential buildings are visible. On the left side of the image, there is a white speed limit sign with a black border that reads "NEIGHBORHOOD SPEED LIMIT 25 MPH".

05

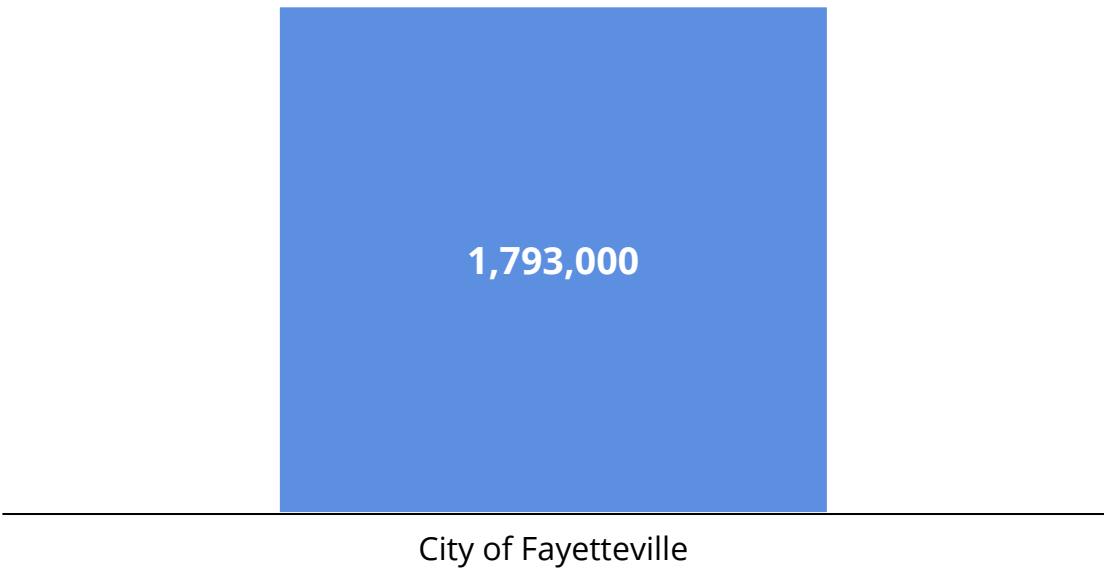
Retail

DRAFT

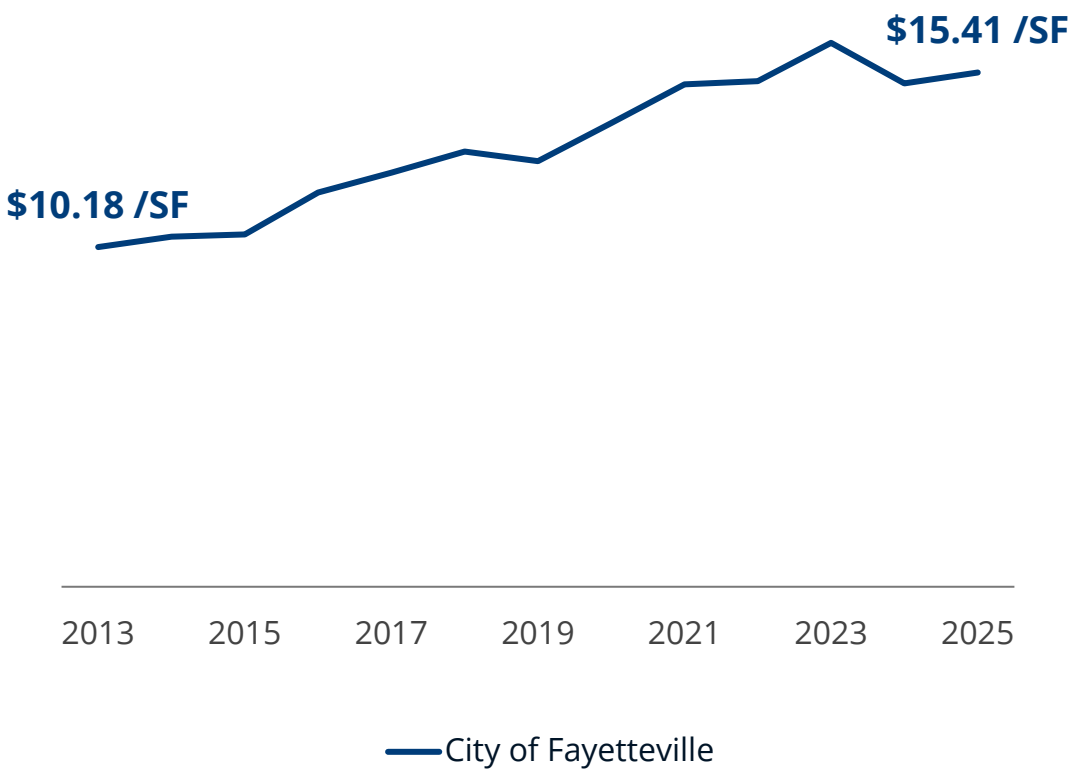
Retail | Inventory Comparison

While the City overall has continued to grow its retail base, no new retail space has been built Downtown in over a decade.

Inventory Growth Since 2015 (Square Feet)



Average Rents (2013-2025)

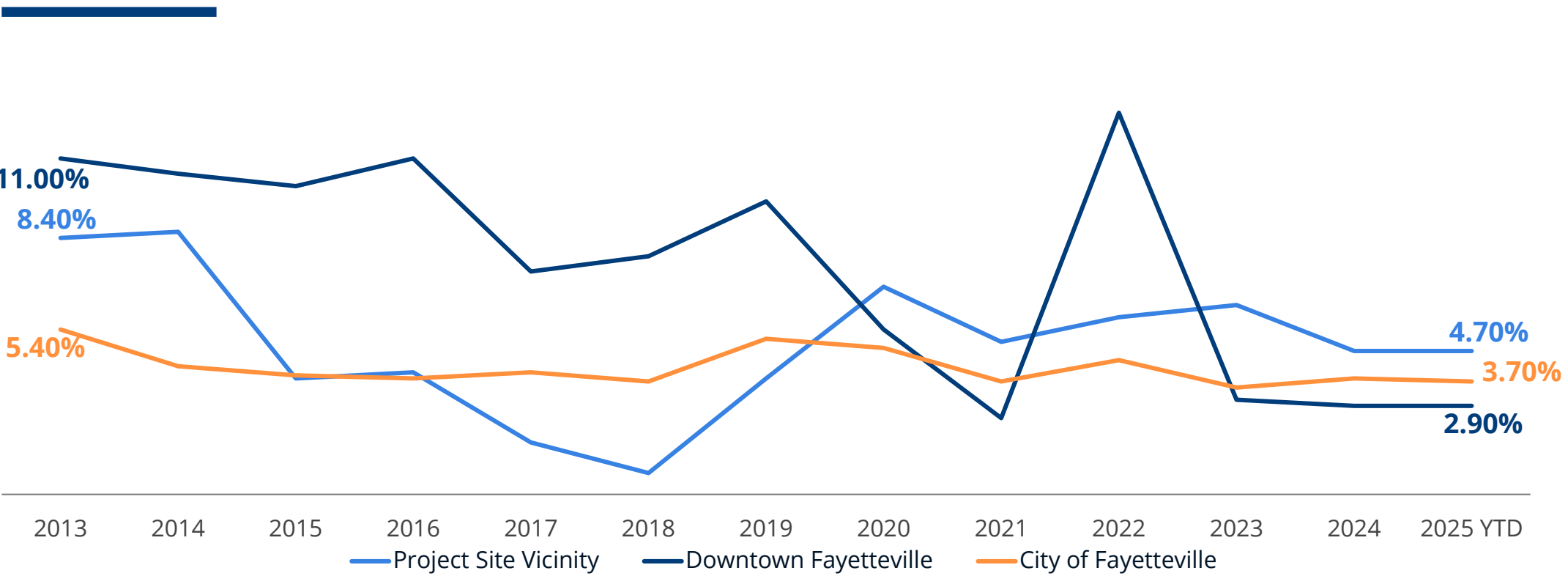


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Retail | Vacancy

Despite limited inventory growth and declining rents, Downtown’s retail market has been stable with highly competitive vacancy rates.

Vacancy Rate (2013-2025 YTD)



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Retail | Retail Offerings

Downtown houses significantly more extensive retail offerings compared to the site vicinity.



Downtown Retail Offerings

Retail activity in the core of Downtown Fayetteville is characterized by a cohesive, pedestrian-oriented environment with a high concentration of active storefronts. Hay Street and the surrounding area benefits from consistent branding, historic character, and a walkable streetscape.



Project Site Vicinity Retail Offerings

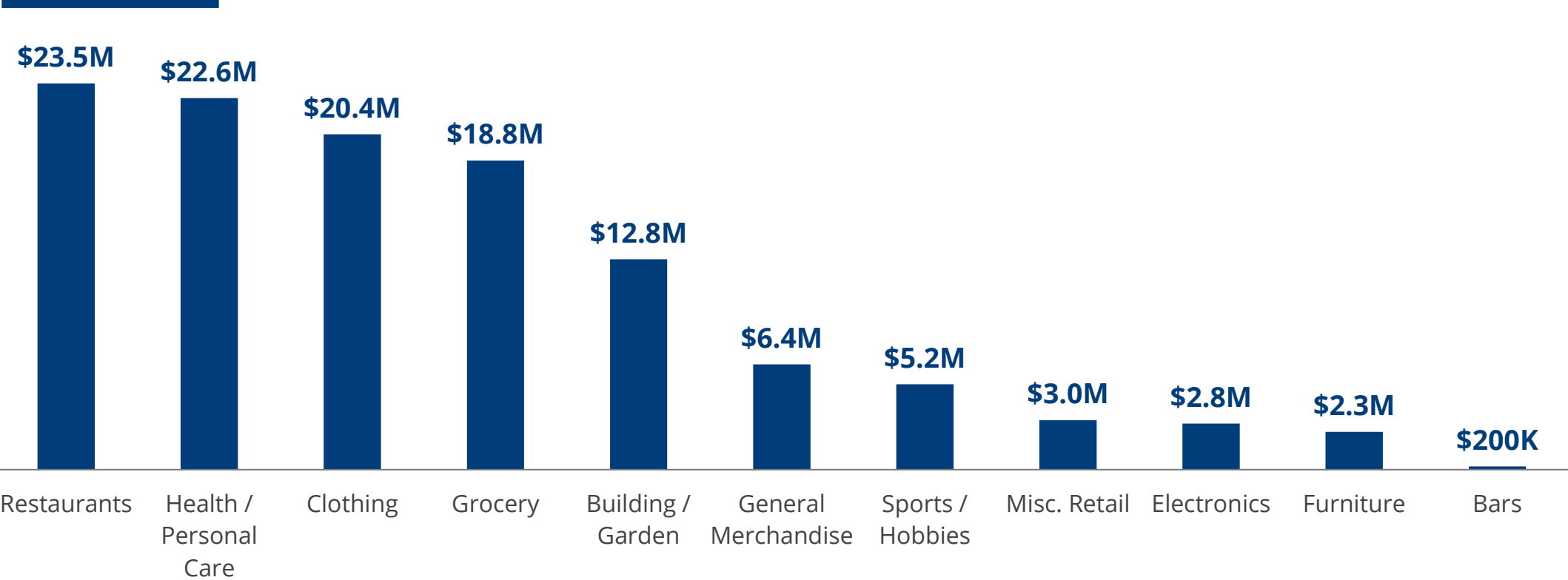
In contrast, retail near the Blount and Gillespie site is lower density and fragmented, with aging and/or vacant structures that reflect limited market activity. The site's limited proximity to residential uses further constrains retail demand.

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Retail | Sales

Downtown Fayetteville has a relatively diverse mix of retail options, led by the strength of restaurants, personal care, and clothing stores.

Downtown Fayetteville Retail Sales by Store Type (2025)

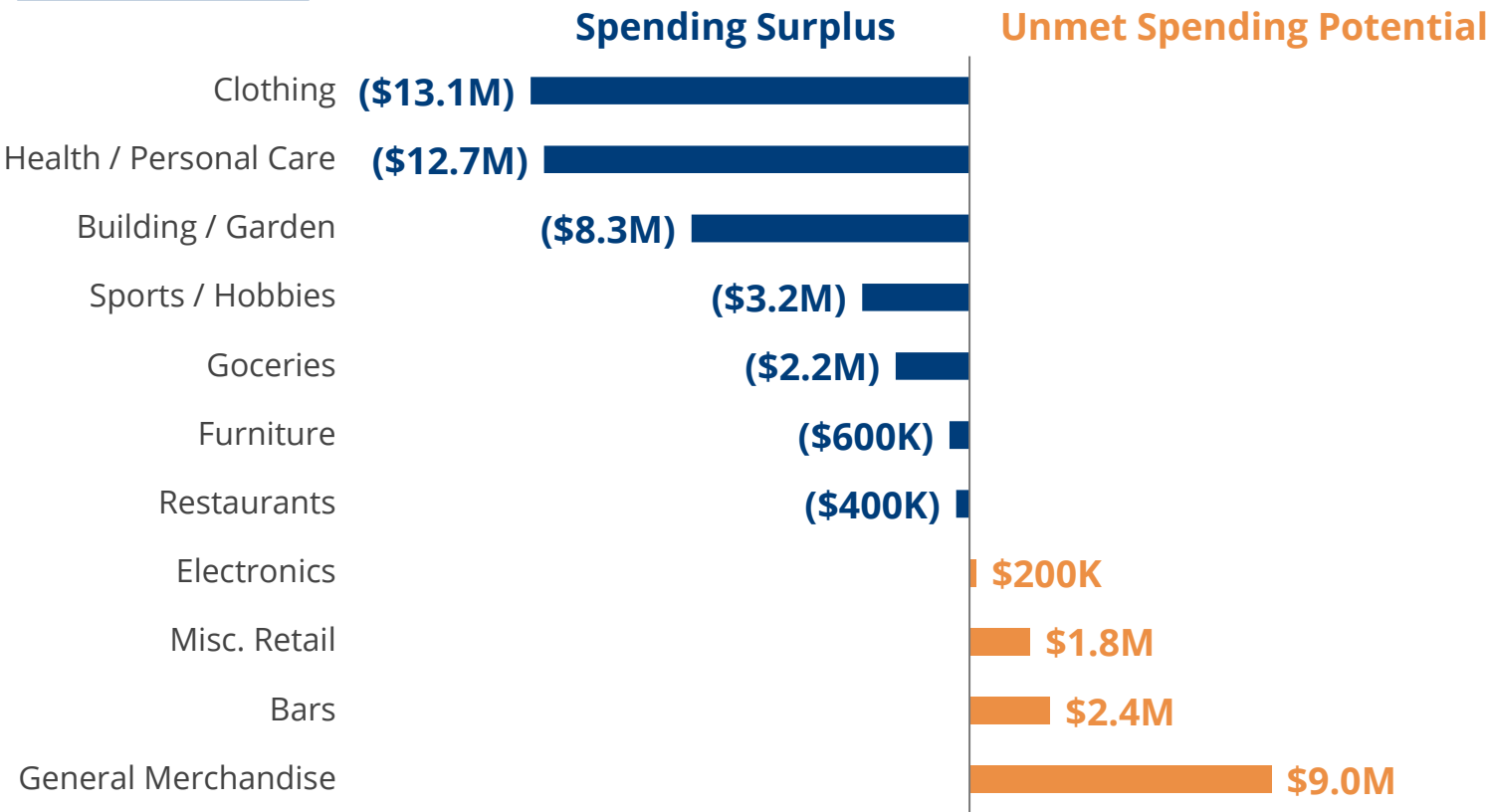


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Retail | Market Outlook

Downtown Fayetteville is saturated with restaurants and clothing stores, but could support unique retail options, such as breweries, florists, and art dealers.

Retail Spending Surplus or Unmet Potential by Store Type (2025)



In addition to unique types of retailers, community members have expressed a desire for more experiential gathering places, such as jazz clubs, entertainment and arcade centers similar to the former Docks at the Capitol, and art galleries.

Additionally, Downtown could benefit from higher quality retail options, particularly higher end grocers and convenient stores and restaurants/bars that front onto a public plaza.

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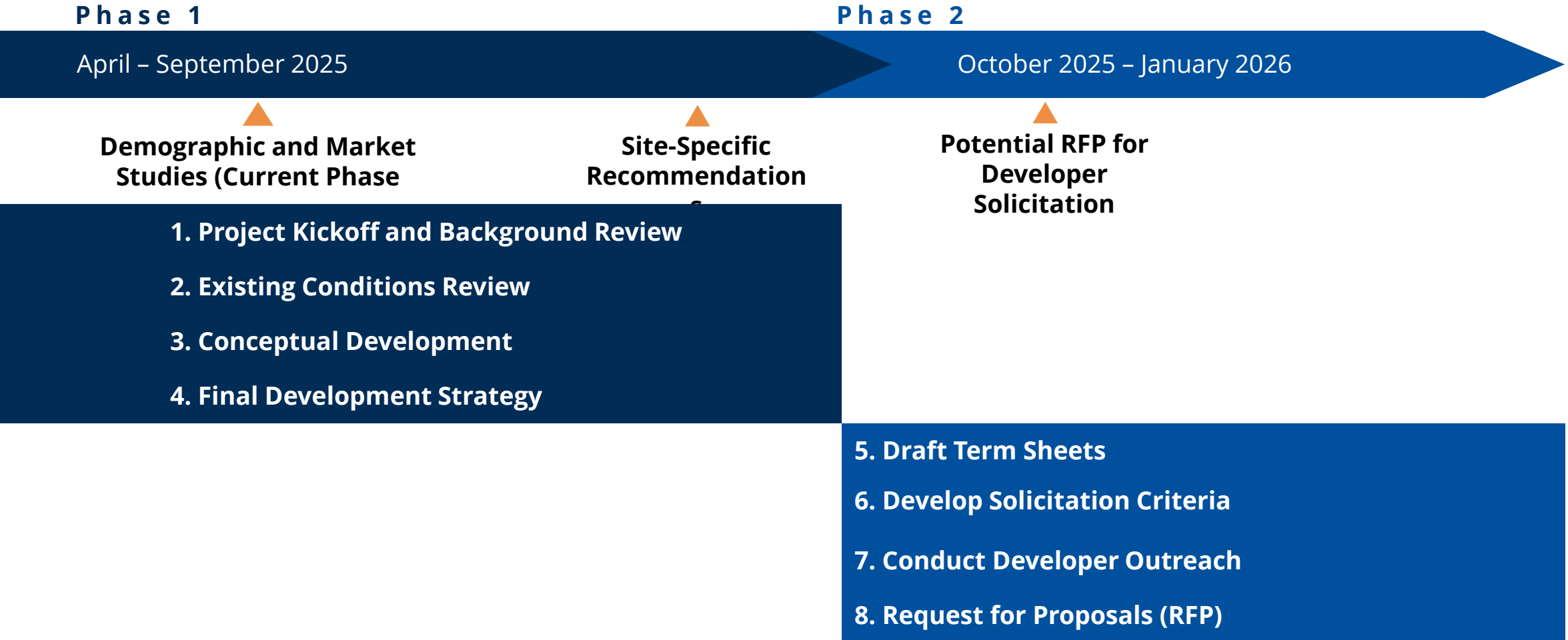
06

Next Steps

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Next Steps

HR&A and MKSK will take the findings of the market and existing conditions analysis to begin identifying a potential development program for further study.



DRAFT



HR&A MKSK

Fayetteville P3 Real Estate Advisory

Market Scan

August 2025



HR&A MKSK

Existing Conditions Analysis

An overview of the Blount and Gillespie Site

August 2025



Table of Contents

Overview and History	3
Regulatory Framework	8
Utilities and Infrastructure	12



01

Site Overview and History

Historical Context

Site Boundary

The 9.3-acre site is made up of 41 individual parcels. The contiguous site is intersected by the Chase Street right-of-way

The City of Fayetteville owns all the properties that make up the site, which is 9.3 acres including the Chase Street Right-of-Way.

The E.E. Smith House (135 Blount St) is the only structure on the site and is on the National Register of Historic Places. Originally built in 1902, the Queen Anne style home was built for Dr. Ezekiel Ezra Smith, an instrumental figure in the development of Fayetteville State University. Several mature trees also exist within the site. Blount Street and Gillespie Street are public roadways that bound the site to the north and east, respectively.

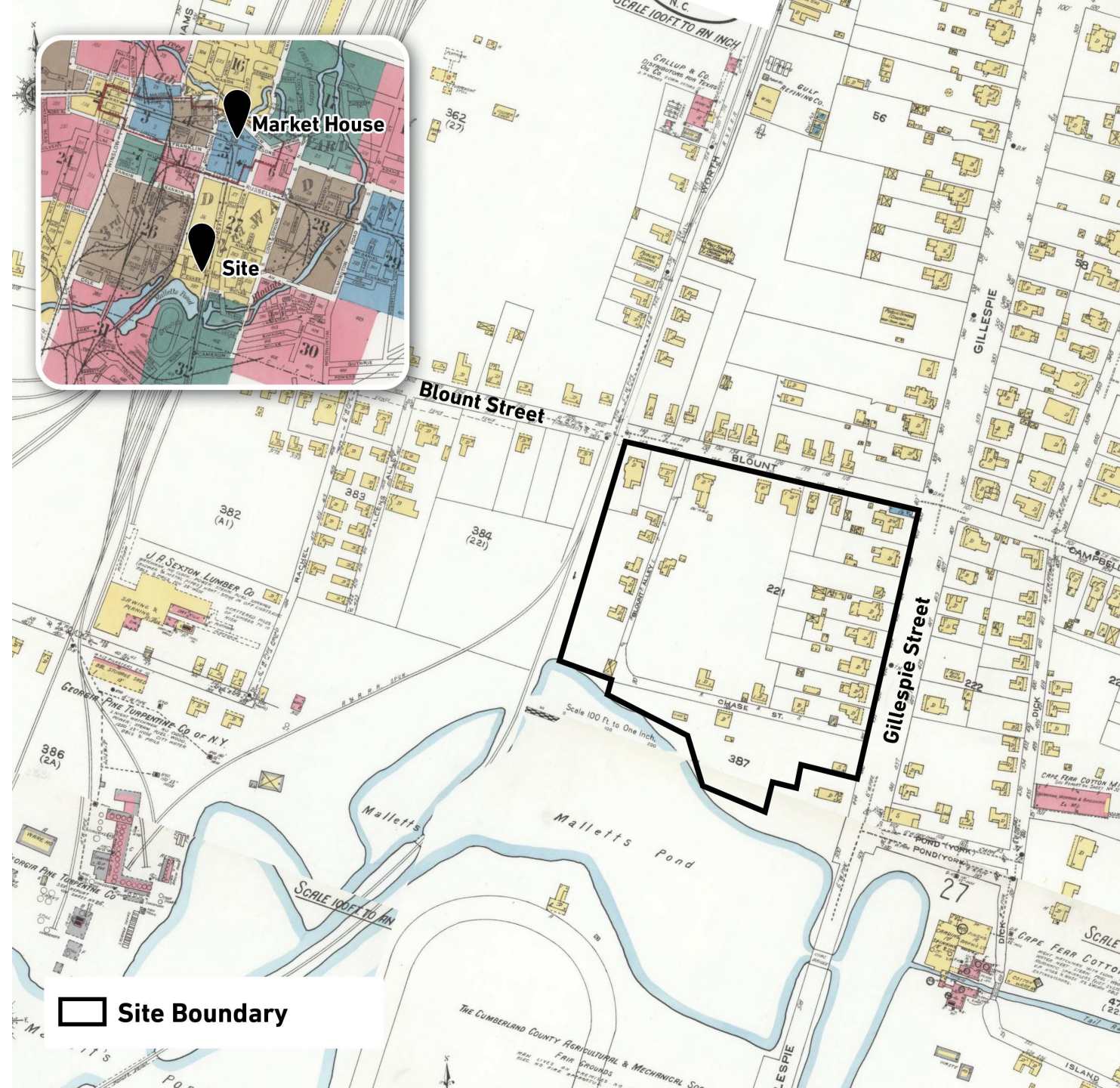


Sanborn Historic Map (1923)

100 years ago, the site and its surroundings had a residential identity, with some interspersed cultural and industrial uses

A Sanborn map from 1923 shows more than 15 residential structures on the 9-acre site, all but one of which has been demolished. While industrial uses had begun arising around the railroad to the west, much of the area around the site was also single family residential.

South of the site was Mallets Pond, in the current location of Blounts Creek and its floodplain. Immediately south of that, on what is today the NC DOT property, was a County Fairgrounds.



Historic Map (1982)

By the 1980s, the site was still home to about 20 residential dwellings, even though much of the surrounding area had changed

By the early 1980s, the area west of the site, which was largely residential in the early 1900s, was now completely industrial. The site itself, however, remained an intact neighborhood of around 20 separate single-family dwellings.

Over the next 20 years these homes were slowly demolished, with just a handful remaining in 2002. Today, only E.E. Smith house remains at the corner of Chase Street and Blount Street.



Property Ownership

The City of Fayetteville owns the entire 9.3-acre site, with private and institutional owners surrounding the study area.

The City owns all the properties within the site, as well as two additional properties along Blount Street between Gillespie St. and Worth St.

The Mattack Memorial AME Church is the sole neighboring property owner to the south, including a ravine around Blounts Creek. To the west, private industrial owners abut the site (along with a rail line). Most land to the north and east of the site is held by private commercial landowners, many of whom have multiple-parcel land holdings.





02

Regulatory Framework

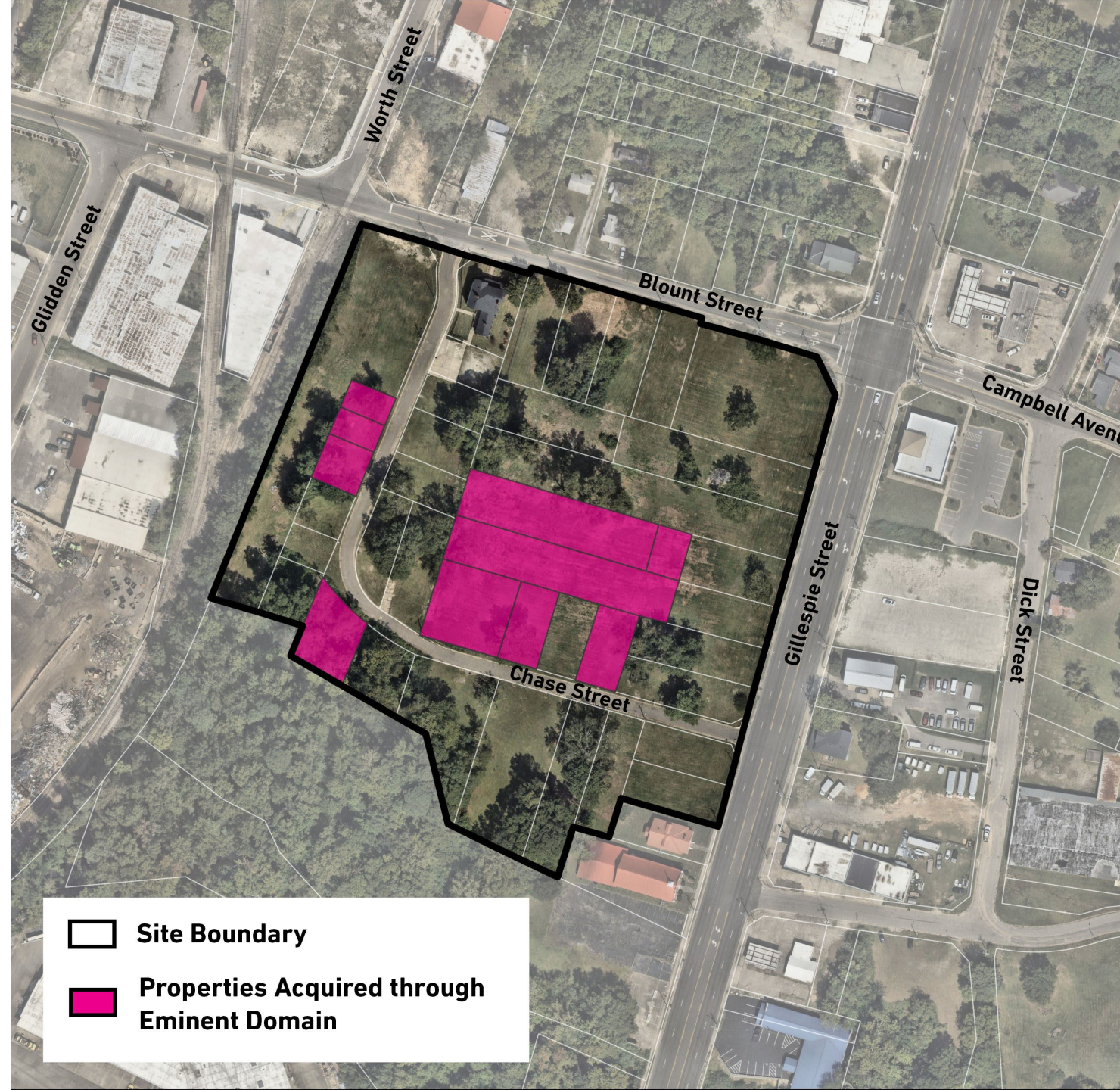
Zoning and Land Use

Eminent Domain

Approximately 1/5 of the site was acquired through eminent domain.

10 properties, totaling 1.6 acres, were acquired by the City of Fayetteville through eminent domain. Most of the property acquired by eminent domain is internal to the site, north of Chase Street.

A legal stipulation of properties acquired through eminent domain is that they must be used for 'public use.' Public use can fall under several categories including park space, transportation infrastructure, utilities and public facilities (schools, hospitals).



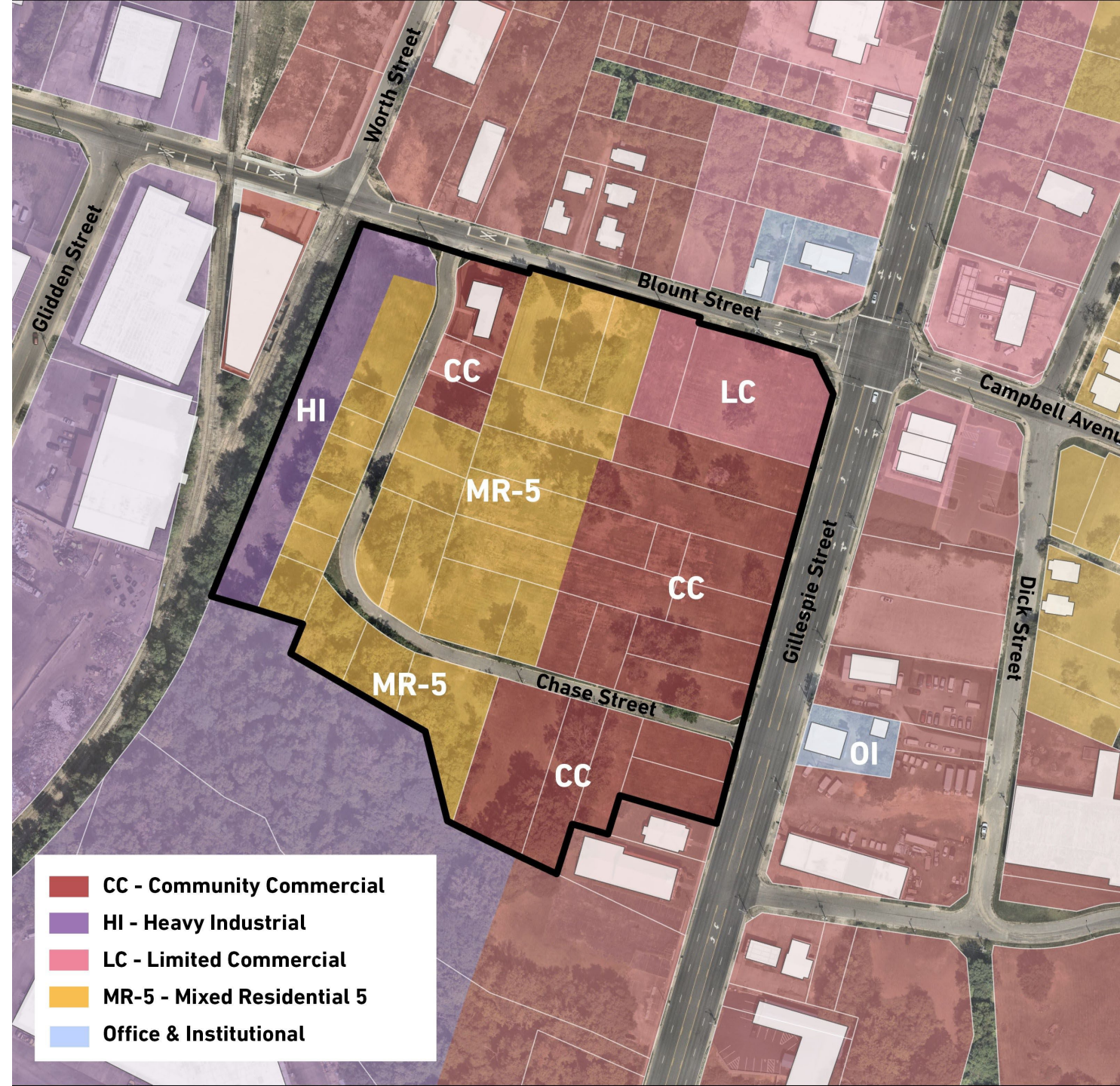
-  Site Boundary
-  Properties Acquired through Eminent Domain

Zoning

The site's current zoning allows for a wide array of allowable commercial, residential, and industrial uses.

A majority of the site's frontage on Gillespie Street is zoned for Community Commercial (CC), which includes high intensity retail, service and office uses, with residential encouraged on upper floors of multi-story buildings. Gillespie Street south of the site until NC-87 is zoned CC and includes a mixture of auto shops, convenience stores, light industrial, and medical uses.

Much of the site is zoned Mixed Residential 5 (MR-5), which allows residential housing at moderate to high densities, with complementary institutional, day care facilities and limited-scale retail. The corner of Blount and Gillespie Street is zoned Limited Commercial (LC), which allows general retail and service uses. The City is willing to rezone the property.



Future Land Use

Fayetteville's Future Land Use Plan, established in 2020, identifies future land use for the site as Highway Commercial

The Future Land Use Map is a visual guide outlining a community's vision for future land use and development. This site falls within a designation of Highway Commercial Land Use (HC), which promotes high intensity non-residential uses near major intersections and highway interchanges with buffers for adjacent uses. Major uses include:

- Hotels
- Big Box Retail
- Fast Food
- Gas Stations





03

Utilities and Infrastructure

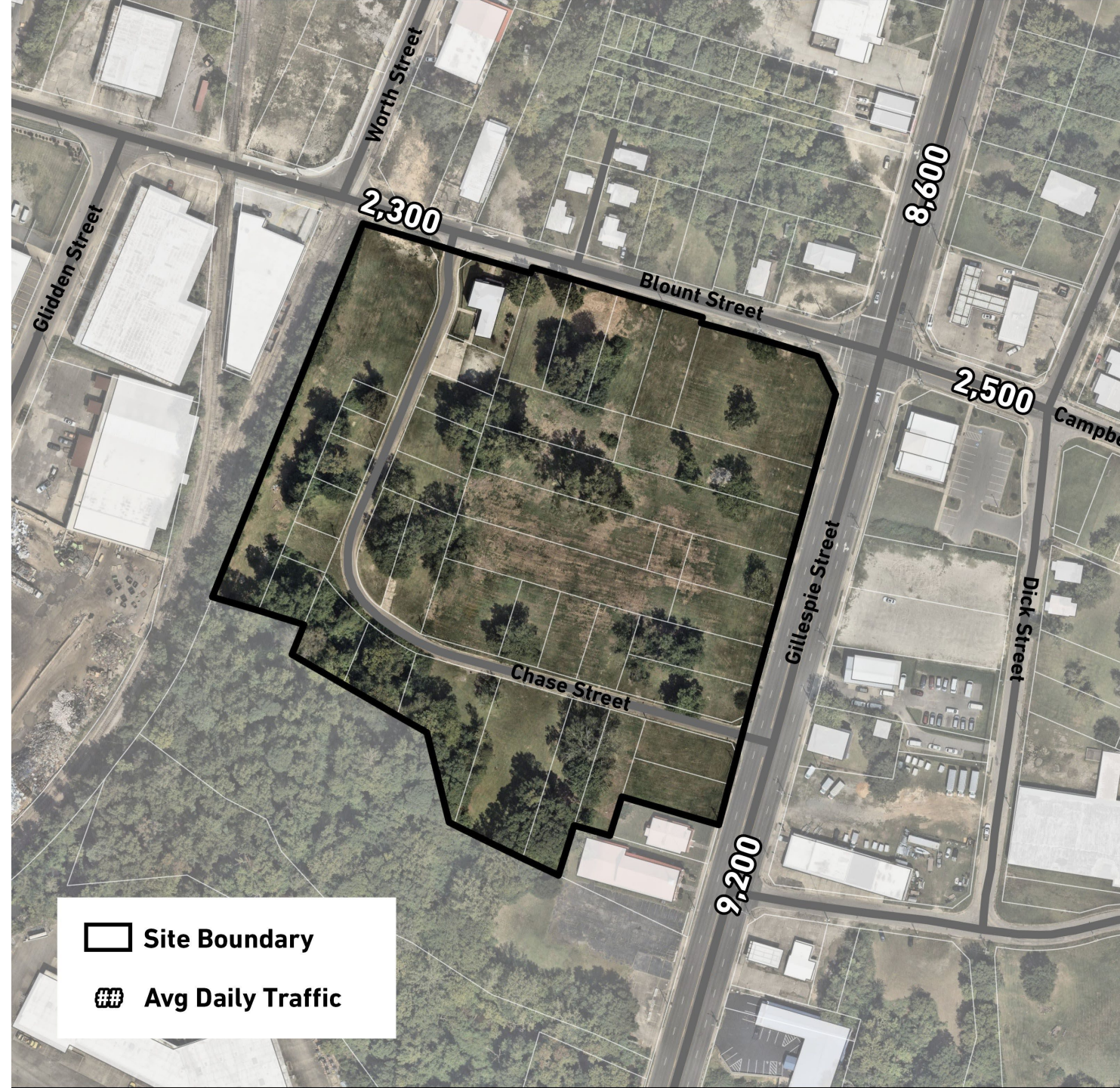
Transportation,
environmental, and utilities

Daily Traffic Counts

The site's access & visibility is largely from Gillespie Street, a state highway.

Gillespie Street is a major north-south thoroughfare, connecting downtown Fayetteville with south Fayetteville, feeding directly into US 301 near the Crown Coliseum. Gillespie Street contains five lanes of traffic, and 10,000 vehicles pass by the site on Gillespie Street daily, giving a high level of visibility to the eastern portion of the site.

Blount Street/Campbell Street, the closest east-west roadway, is much smaller in scale, a 2-lane roadway serving as access to residential neighborhoods and industrial uses.



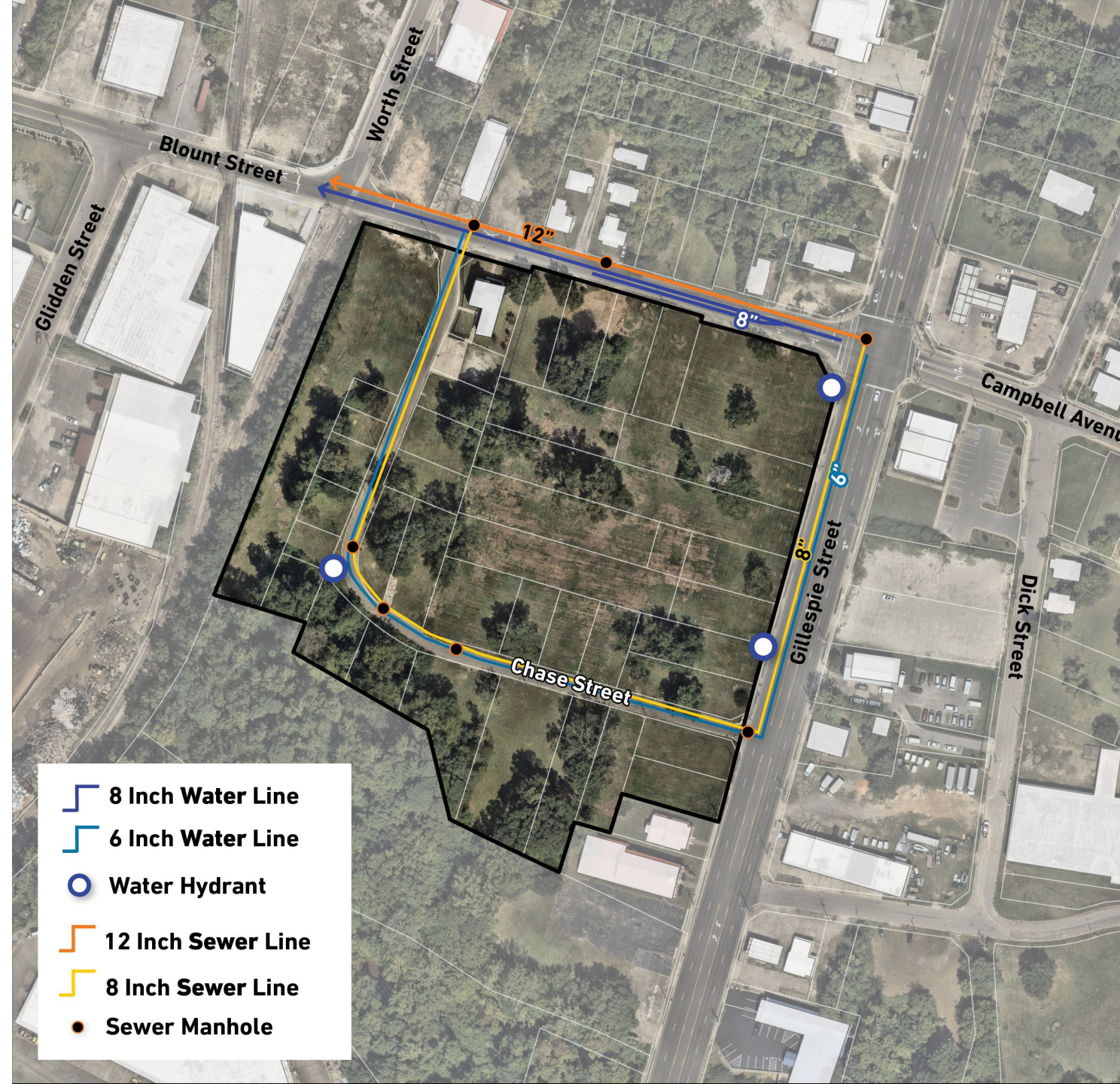
Utilities

Utility provision is already in place due to the legacy nature of the site

The site has access to both water and sewer utilities, both along Gillespie and Blount Streets, but also internal to the site along Chase Street.

An 8-inch water line and 12-inch sewer line run east-west along Blount Street. A 6-inch water line and 8-inch sewer line run along Gillespie and Chase Streets, with 3 existing fire hydrants onsite.

Additionally, there are two rail lines adjacent to the site that are minimally used. Per the North Carolina Department of Transportation (NCDOT), the two lines combined are used by no more than 5 trains per week, traveling at 10 miles per hour.

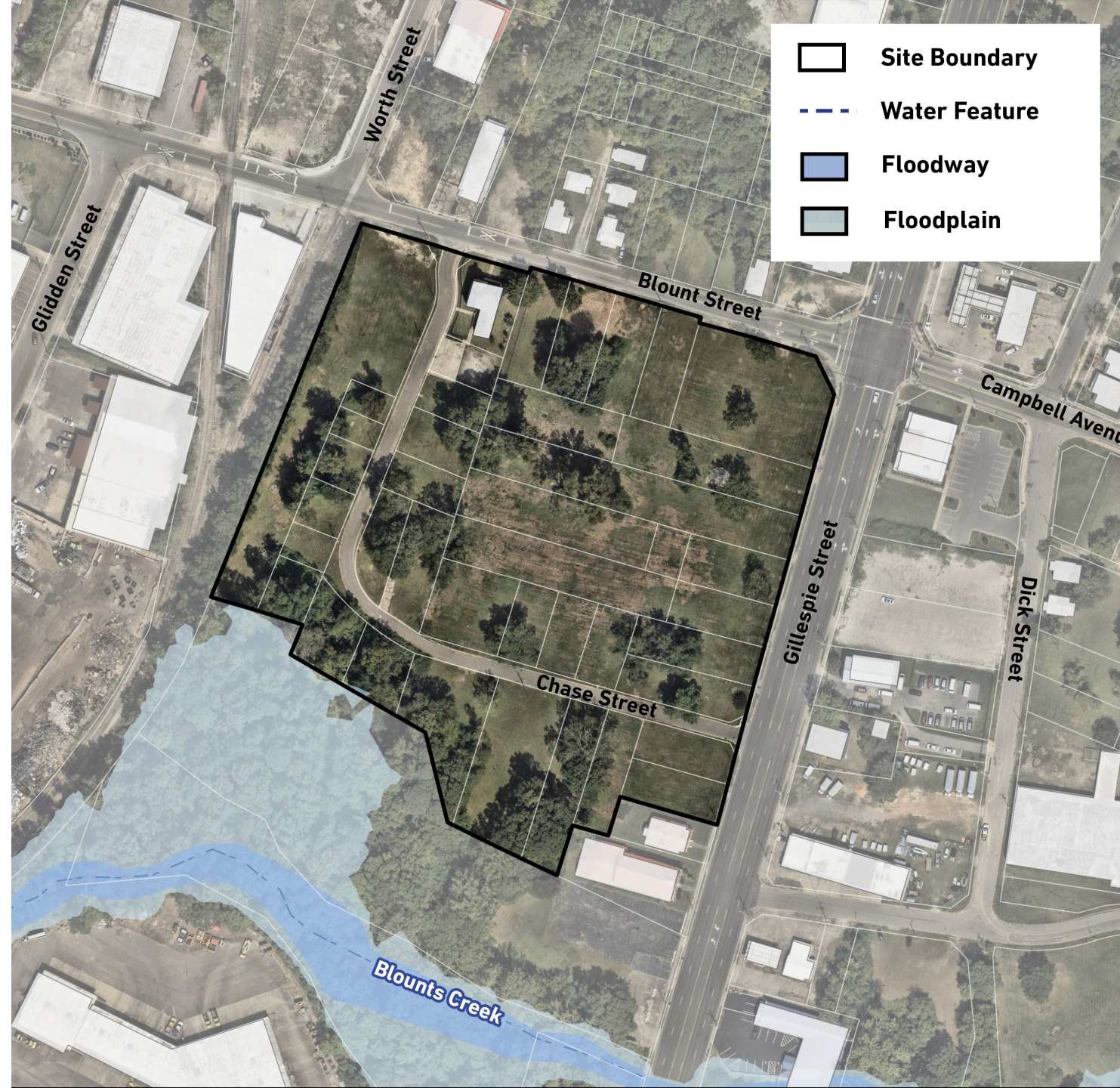


Hydrology/Floodplain

While Blounts Creek is nearby, the site contains no water features or floodplain.

The site does not contain any water features or regulatory floodplain. Generally, the site is flat with little topography, with a total drop of five feet in elevation from Blount Street to the site's boundary south of Chase Street.

Blounts Creek and its associated floodplain are immediately south of the site, meaning the mature tree canopy that falls within that floodplain is protected from development.

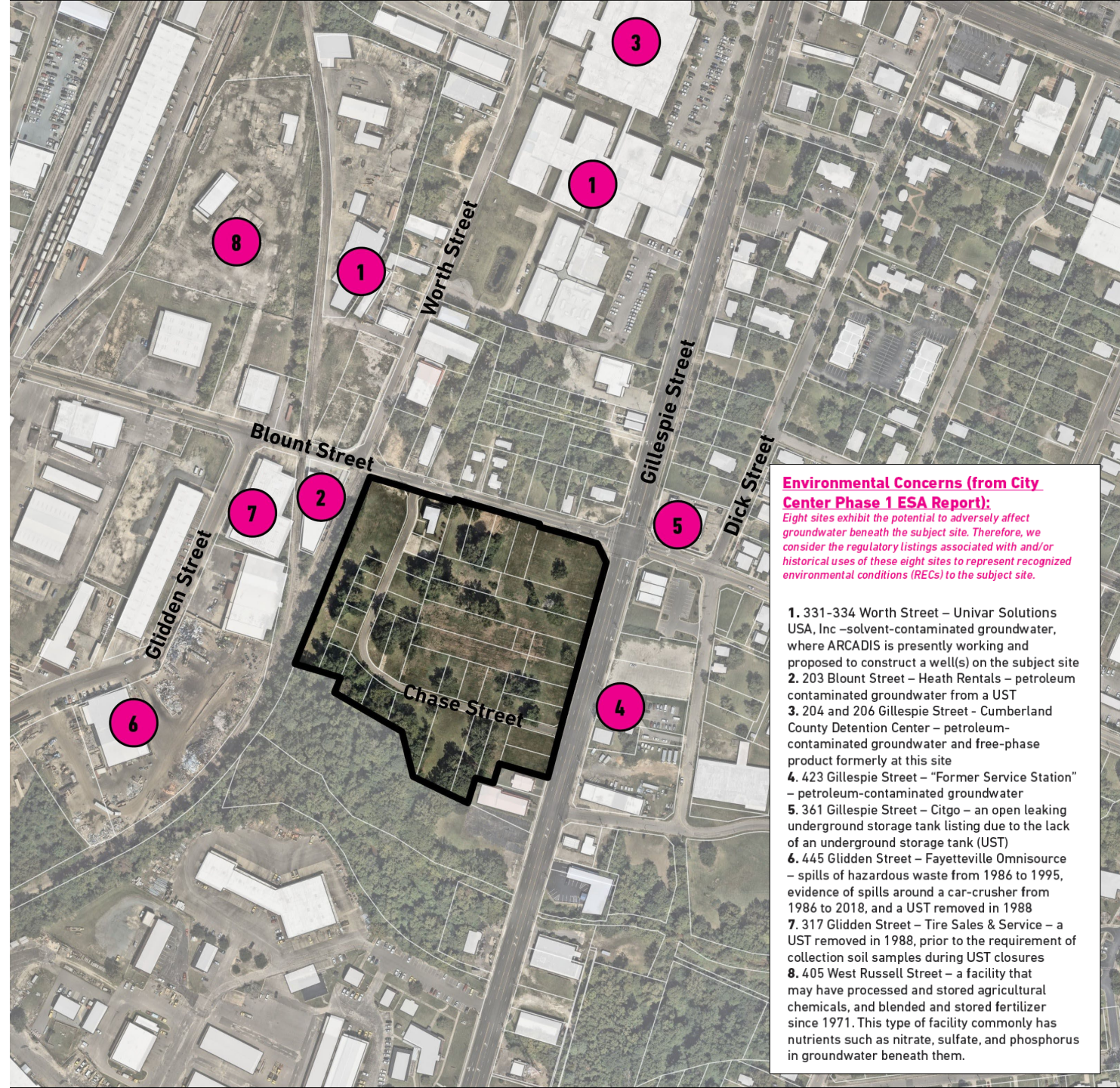


Environmental Site Assessment

While the site has no known environmental concerns, eight nearby properties have been identified as having Recognized Environmental Conditions (REC)

A Recognized Environmental Condition (REC) refers to the presence or likely presence of hazardous substances or petroleum products on a property, indicating a release or potential release to the environment.

These were discovered under a Phase 1 Environment Site Assessment (ESA) conducted on behalf of the City. Generally, the Phase 1 ESA does not involve the collection of samples for chemical analysis but rather involves a visual inspection of the property, review of historical information and a review of regulatory files.



Environmental Concerns (from City Center Phase 1 ESA Report):

Eight sites exhibit the potential to adversely affect groundwater beneath the subject site. Therefore, we consider the regulatory listings associated with and/or historical uses of these eight sites to represent recognized environmental conditions (RECs) to the subject site.

1. 331-334 Worth Street – Univar Solutions USA, Inc – solvent-contaminated groundwater, where ARCADIS is presently working and proposed to construct a well(s) on the subject site
2. 203 Blount Street – Heath Rentals – petroleum contaminated groundwater from a UST
3. 204 and 206 Gillespie Street – Cumberland County Detention Center – petroleum-contaminated groundwater and free-phase product formerly at this site
4. 423 Gillespie Street – “Former Service Station” – petroleum-contaminated groundwater
5. 361 Gillespie Street – Citgo – an open leaking underground storage tank listing due to the lack of an underground storage tank (UST)
6. 445 Glidden Street – Fayetteville Omnisoruce – spills of hazardous waste from 1986 to 1995, evidence of spills around a car-crusher from 1986 to 2018, and a UST removed in 1988
7. 317 Glidden Street – Tire Sales & Service – a UST removed in 1988, prior to the requirement of collection soil samples during UST closures
8. 405 West Russell Street – a facility that may have processed and stored agricultural chemicals, and blended and stored fertilizer since 1971. This type of facility commonly has nutrients such as nitrate, sulfate, and phosphorus in groundwater beneath them.



HR&A MKSK

Existing Conditions Analysis

An overview of the Blount and Gillespie Site

August 2025





City of Fayetteville

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

City Council Action Memo

File Number: 25-4887

Agenda Date: 9/2/2025

Version: 2

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.02

TO: Mayor and Members of City Council

THRU: Kelly Strickland, Assistant City Manager

**FROM: Christopher Cauley, Director of Economic and Community
Development**

Derrick McArthur, Economic Development Manager

DATE: September 2, 2025

RE:

**Fayetteville State University Update on Memorandum of Understanding for
Catalyst Site 1**

COUNCIL DISTRICT(S):

District 2

Relationship To Strategic Plan:

Strategic Operating Plan FY 2022 - 2026

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

Objective 2.1 - To ensure a diverse City tax base.

Objective 2.3 - To invest in community places to ensure revitalization and increase
quality of life.

Goal IV: Desirable Place to Live, Work and Recreate

Objective 4.3 - To ensure a place for people to live in great neighborhoods.

Executive Summary:

City Council is asked to receive a presentation from Fayetteville State University (FSU) on the three-year Memorandum of Understanding (MOU) for the Catalyst Site. Attached is the fourth required report per the MOU. FSU has hired a consultant to conduct a comprehensive student housing study.

Background:

On June 12, 2023, City Council authorized the City Manager to execute an MOU with FSU initiating a three-year period for FSU to develop a comprehensive project proposal for City Council's consideration. This agreement enables FSU to pursue financing and development efforts with the objective of presenting a full project proposal within the specified timeframe. As per Section A.2 of the MOU, FSU is required to provide a written update every six months detailing the progress made towards the development proposal to allow for a three-year period wherein the University would bring back a full development proposal for City Council's consideration. Over the past 24 months, FSU has hired Rieth Jones Advisors (RJA) to conduct a comprehensive student housing study. RJA has an impressive national presence and a diverse portfolio, having partnered with higher

education institutions and municipalities across 33 states. Notable projects include:

- A Public Private Partnership (P3) with North Carolina Central University for a 1,274-bed student housing and new dining hall
- University of South Carolina over \$500m+ in capital projects
- Eastern Michigan University \$212m to include the Welcome Home 2025 P3 initiative
- Appalachian State University \$43M Kidd Brewer Stadium expansion

The study involves assessing current housing inventory, occupancy, enrollment trends, and facility conditions. RJA will also conduct stakeholder meetings, focus groups, off-campus market analysis, peer benchmarking, and a student survey to gather insights and data. The study involves assessing current housing inventory, occupancy, enrollment trends, and facility conditions. Stakeholder meetings, focus groups, off-campus market analysis, peer benchmarking, and a student survey will be conducted to gather insights and data.

Issues/Analysis:

FSU plays a crucial role in the community, especially in the City's efforts to revitalize the Murchison Neighborhood. Various studies have highlighted the significance of FSU's connection to Downtown Fayetteville as a driving force for the economic development of both the Downtown area and the University. FSU continues to work with RJA and remains fully committed to driving the revitalization of Murchison Road and contributing to the broader economic and educational goals of the City of Fayetteville.

Budget Impact:

This action does not have any budgetary impact. If FSU is successful in forming a P3, the property and its improvements may be returned to the tax roll and generate future revenues.

Options:

- Receive the presentation from FSU.
- Do not receive the presentation from FSU.
- Direct staff to some other action.

Recommended Action:

Receive the presentation from FSU.

Attachments:

FSU Presentation to City Council Sept 2025
CAT Site 1 MOU with FSU - Fully Executed
FSU Memo to the City - Fourth Update

FAYETTEVILLE STATE UNIVERSITY

GROWTH & EXPANSION UPDATE

Chancellor Darrell T. Allison
Tuesday, September 2, 2025



FSU CAMPUS 10-YEAR MASTER PLAN

2023-2033



FSU 10-YEAR CAMPUS
MASTER PLAN



**IN YEAR TWO OF THE FSU CAMPUS
MASTER PLAN AND GROWING.**

CAPITAL PROJECT MILESTONES

Project	Status	Investment
Bronco Pride Hall	Completed – Fall ‘25	\$50M
College of Education	Est. Completion – Fall ‘26	\$69.3M
Parking Deck	Est. Completion – Fall ‘26	\$11M
Health & Wellness Center	Est. Completion – Spring ‘26	\$13.9M
Military Academic Center	Est. Completion – Fall ‘28	\$11M
		\$154.2M



PROJECTS
COMPLETED

MAJOR CAPITAL PROJECTS



BRONCO PRIDE HALL

BRONCO PRIDE HALL RIBBON CUTTING



OPENED AUGUST 11

GROWTH & EXPANSION

CHICK-FIL-A



STARBUCKS
(\$8M TOTAL INVESTMENT)



PROJECTS IN PROGRESS

MAJOR CAPITAL PROJECTS



HEALTH & WELLNESS CENTER – MARCH 2026

MAJOR CAPITAL PROJECTS



COLLEGE OF EDUCATION - AUGUST 2026

CAMPUS GATEWAY AT LANGDON/EDGECOMBE



EAST CAMPUS ENTRY



FOOD TRUCK SITE – “THE SHOE”



MAJOR CAPITAL PROJECTS



NEW PARKING DECK – SEPTEMBER 2026

UNIVERSITY PLACE APARTMENTS



5-YEAR - \$3.5M INVESTMENT



PROJECTS UNDERWAY

MAJOR CAPITAL PROJECTS



MILITARY ACADEMIC CENTER – AUGUST 2028

2022 HISTORICAL STATE CAPITAL INVESTMENT

BRONCO PRIDE HALL



COMPLETION - \$50M



YOU ARE CORDIALLY INVITED TO ATTEND A

MAJOR ANNOUNCEMENT

**TUESDAY, SEPTEMBER 30, 2025
11 AM | THE SCHOOL OF NURSING
AT FAYETTEVILLE STATE UNIVERSITY**

RSVP TO EVENTS@UNCFSU.EDU





GROWTH & EXPANSION CATALYST SITE 1

CATALYST SITE 1




QUESTIONS



Memorandum

To: Douglas J. Hewett
City Manager, City of Fayetteville

From: Darrell T. Allison, J.D. 
Chancellor, Fayetteville State University

Re: Catalyst Site 1 Progress Update

Date: July 1, 2025

.....

Fayetteville State University (FSU) is pleased to provide this 24-month progress report on our development efforts aligned with Catalyst Site 1 and our broader commitment to the revitalization of the Murchison Road corridor. These initiatives reflect our long-term vision to expand the university's footprint, enhance student life, and contribute meaningfully to the economic and cultural vitality of the surrounding community.

FSU's Commitment to Murchison Road Revitalization

Over the past two years, FSU has made significant strides in revitalizing the Murchison Road corridor through a series of transformative development projects. One of the most notable achievements is the opening of a Chick-fil-A restaurant in Bronco Midtown, which serves as both a popular student amenity and a catalyst for economic activity in the area. In addition, FSU expanded its on-campus offerings with the launch of a stand-alone Starbucks, further enhancing student dining options and elevating the university's appeal.

To meet the growing demand for student housing, a new residence hall is scheduled to open this fall, increasing capacity and supporting enrollment growth. Major infrastructure investments are also underway, including the construction of a new College of Education and a new Health and Wellness Center, both of which demonstrate FSU's commitment to academic excellence and student well-being. Complementing these efforts, a new parking deck is slated to begin construction this fall, improving campus accessibility and supporting continued expansion. These projects collectively reflect FSU's central role in driving growth and renewal along Murchison Road.

These combined capital investments represent over \$200 million in infrastructure and development activity, underscoring FSU's central role in driving regional growth and opportunity. This year, FSU proudly marked a major enrollment milestone of 7,100 students, the largest in school history. We anticipate surpassing this number in the coming fall semester, a testament to FSU's increasing appeal and our strategic investments in facilities, student support, and academic programs.

Catalyst Site 1 Update

While significant progress has been made on numerous fronts, housing remains one of the university's most urgent and growing needs. As FSU continues to experience record-breaking enrollment, the demand for quality, affordable student housing has outpaced current availability. The upcoming residence hall will help address some of this need, but additional capacity is essential to meet the evolving expectations of our students and their families.

To this end, the Catalyst Site 1 project remains a cornerstone of our long-term housing strategy. We continue to work with Rieth Jones Advisors to lead a comprehensive student housing study that includes market analysis, stakeholder input, and financial modeling to ensure any future development is demand-driven and fiscally responsible.

Conclusion

Fayetteville State University remains fully committed to driving the revitalization of Murchison Road and contributing to the broader economic and educational goals of the City of Fayetteville. We value our continued partnership and look forward to launching the next phase of development with your support. Should you have any questions or require further details, please feel free to contact my office.

**Memorandum of Understanding Between
Fayetteville State University and the City of Fayetteville
CATALYST I**

THIS AGREEMENT, made and entered into this the 1st day of July, 2023, by and between the FAYETTEVILLE STATE UNIVERSITY (hereinafter referred to as "FSU"); and the CITY OF FAYETTEVILLE (hereinafter referred to as "CITY").

WITNESSETH:

THAT WHEREAS, the CITY has property identified as Catalyst I that is available for development for housing and economic development; and

WHEREAS, FSU and/or one of its affiliated entities has an interest in developing property to provide student housing for its students and economic development for the University and the surrounding communities;

WHEREAS, the parties believe that their objectives can be met with the development of student housing and other development on the Catalyst I site; and

WHEREAS, FSU needs access to the site to develop a proposal to present to the CITY.

NOW, THEREFORE, for and in consideration of the mutual promises to each other, as hereinafter set forth, the parties hereto do mutually agree as follows:

A. RESPONSIBILITIES OF THE PARTIES

1. The CITY will provide FSU with full and exclusive access to the Catalyst I site, as shown in Attachment 1 of this Agreement, and provide FSU with all publically available information about the site.
2. FSU will take all necessary steps to provide CITY with a full development proposal to include, but not limited to, site plans, architectural elevations, and a financial proposal and provide the CITY with a written progress report every six (6) months on the steps it has taken towards the development proposal.

B. GENERAL TERMS:

1. **Termination:** This Memorandum of Understanding may be terminated by either party giving the other thirty (30) days advanced written notice of such intent. (Such termination for convenience shall not affect the payment obligations for work completed prior to the notice of termination.) Neither party shall enter into or otherwise create new obligations relative to this Memorandum of Understanding following receipt of such notice, without the written consent of the other party.
2. **Effective Date:** This Agreement is effective as of the date of signature by all authorized representatives indicated below and the terms and conditions shall continue for three years thereafter. This Agreement may be extended or amended to allow for related cooperative efforts by mutual agreement of the parties.
3. **Notices:** Unless otherwise provided herein, all notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand or sent by certified mail, return receipt requested, postage prepaid, and addressed to the appropriate

party(s) at the following address or to any other person at any other address as may be designated in writing by the parties:

Fayetteville State University Darrell T. Allison, JD Chancellor 1200 Murchison Road Fayetteville, NC 28301	City of Fayetteville Office of the City Manager 433 Hay Street Fayetteville, NC 28301
---	---

Notices shall be effective upon receipt regardless of the form used.

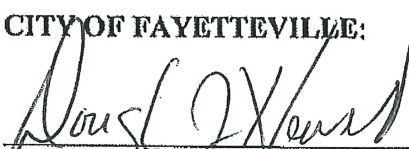
4. **Entire Agreement:** This Agreement constitutes the entire agreement of the parties and is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions and agreements that have been made in connection with the subject matter hereof. No modifications or amendments to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto. All prior negotiations, agreements and understandings with respect to the subject matter of this Agreement are superseded hereby.
5. **Amendment:** This Agreement may be amended or revised only in writing and signed by all parties.
6. **Severability:** In the event any provision of this Agreement is held to be unenforceable for any reason, the unenforceability thereof shall not affect the remainder of the Agreement which shall remain in full force and effect and enforceable in accordance with its terms.
7. **Governing Law:** This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of North Carolina.

IN WITNESS THEREOF, the parties have executed this Agreement in duplicate originals, one of which is retained by each of the parties, effective the day and year first above written.

ATTEST:

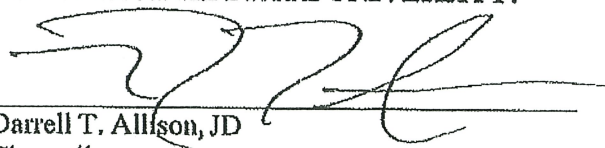

PAMELA MEGILL, City Clerk
JENNIFER AIRE, DEPUTY CITY CLERK

CITY OF FAYETTEVILLE:


DOUGLAS J. HEWETT, ICMA-CM
City Manager

07/11/23
Date

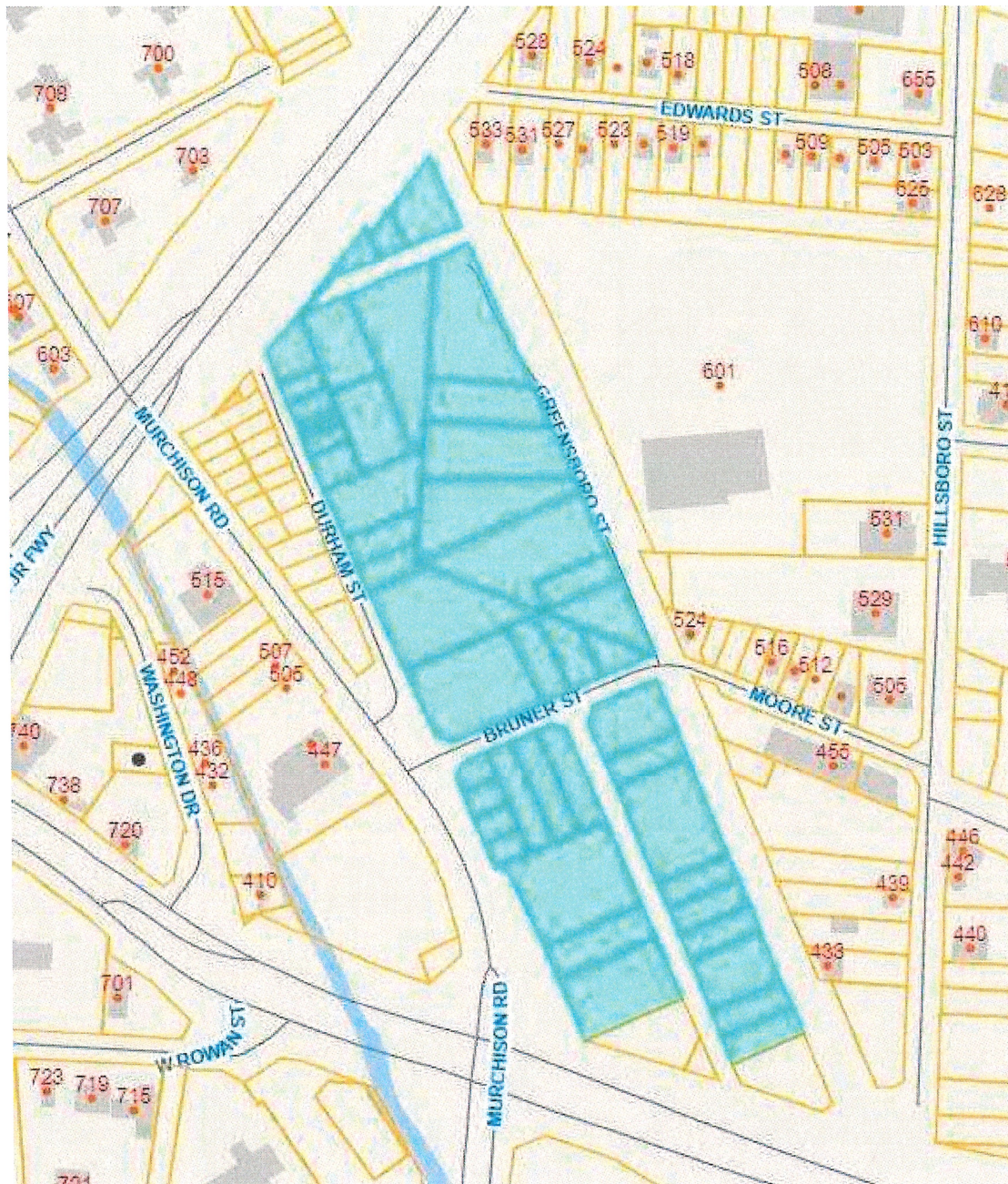
FAYETTEVILLE STATE UNIVERSITY:


Darrell T. Allison, JD
Chancellor
6-21-2023
Date



Attachment 1

Map and List of Parcels Located at Catalyst I site



Parcel Identification Number	Property Description	Acreage	GIS Address
0437-38- 4393	IMP 536 E/S DURHAM ST	0.15	536 DURHAM ST
0437-38- 5223	IMP 532 DURHAM ST	0.06	532 DURHAM ST
0437-47- 0246	IMP 412 E/S MURCHISON RD	0.28	412 MURCHISON RD
0437-47- 3124	IMP 421 W/S GREENSBORO ST	0.16	421 GREENSBORO ST
0437-47- 3140	VAC 411 W/S GREENSBORO ST	0.16	411 GREENSBORO ST
0437-37- 7866	VAC E/S DURHAM ST	0.7	0 DURHAM ST
0437-38- 8035	VAC W/S GREENSBORO ST ODD SHAPE LT	0.59	0 GREENSBORO ST
0437-37- 8723	3 VAC N/S BRUNER ST	0.6	0 BRUNER ST
0437-37- 9917	LOT 511 W/S GREENSBORO ST	0.74	511 GREENSBORO ST
0437-47- 0865	1 VAC W/S GREENSBORO ST	0.26	0 GREENSBORO ST
0437-47- 0902	0.16 AC LD	0.16	0 GREENSBORO ST
0437-37- 8468	IMP 424 MURCHISON RD	0.07	424 MURCHISON RD
0437-37- 8483	200 X 200 PT 10-16	0.06	0 ? DR
0437-37- 8527	IMP 428 MURCHINSON RD	0.07	428 MURCHISON RD
0437-37- 8543	IMP 426 MURCHINSON RD	0.08	426 MURCHISON RD
0437-37- 9503	VAC 613 BRUNER ST	0.22	613 BRUNER ST
0437-37- 9555	VAC 611 BRUNER ST	0.22	611 BRUNER ST
0437-37- 9596	IMP 609 S/S BRUNER ST	0.22	609 BRUNER ST
0437-47- 0188	CROSS ROADES DR IN E/S MURCHISON RD & ROWAN ST	0.52	408 MURCHISON RD
0437-38- 5217	IMP 534 E/S DURHAM ST	0.06	534 DURHAM ST
0437-38- 5231	LT 18 X 75 E/S DURHAM ST	0.03	530 DURHAM ST
0437-37- 9799	0.18 AC BRUNER ST	0.18	0 BRUNER ST
0437-47- 0769	RES 501 GREENSBORO ST	0.11	501 GREENSBORO ST
0437-38- 5149	LT 16 X 75 E/S DURHAM ST	0.03	0 DURHAM ST
0437-38- 5157	0.06 AC LD	0.06	526 DURHAM ST
0437-47- 2327	431 W/S GREENSBORO ST	0.17	431 GREENSBORO ST
0437-47- 2343	VAC W/S GREENSBORO ST	0.16	0 GREENSBORO ST
0437-47- 2291	IMP 423 W/S GREENSBORO ST	0.32	423 GREENSBORO ST
0437-38- 6050	IMP 520 E/S DURHAM ST	0.15	520 DURHAM ST
0437-47- 1606	100 X 140 IMP W/S GREENSBORO ST	0.32	441 GREENSBORO ST
0437-38- 8155	0.56 AC LD	0.56	0 GREENSBORO ST
0437-37- 6964	0.12 AC LD	0.12	0 DURHAM ST
0437-38- 6047	522 E/S DURHAM ST	0.38	522 DURHAM ST
0437-38- 5173	IMP 524 E/S DURHAM ST	0.11	524 DURHAM ST
0437-38- 6207	0.34 AC LD	0.34	0 ? DR
0437-38- 7306	LOT HUBBARD ST (0.73 AC)	0.73	0 HUBBARD ST
0437-38- 8318	LOT W/S GREENSBORO ST	0.66	541 GREENSBORO ST
0437-38- 8244	521 W/S GREENSBORO ST	0.35	521 GREENSBORO ST
0437-37- 9738	IMP 606 N/S BRUNER ST	0.17	606 BRUNER ST
0437-38- 7539	LOT W/S GREENSBORO ST	0.25	0 GREENSBORO ST
0437-38- 6564	IMP 610 N/S HUBBARD ST	0.08	610 HUBBARD ST
0437-38- 5499	.09 AC LD	0.09	0 N/A DR

0437-47- 1539	4 VAC W/C GREENSBORO ST	0.16	0 ? DR
0437-47- 1478	VAC W/S GREENSBORO ST 140 X 50	0.61	0 ? DR
0437-47- 2268	IMP 425 W/S GREENSBORO ST	0.16	425 GREENSBORO ST
0437-38- 6214	0.34 AC LD	0.34	0 ? DR
0437-47- 0307	0.78 AC CHEN LD	0.78	414 MURCHISON RD



City of Fayetteville

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

City Council Action Memo

File Number: 25-4885

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.03

TO: Mayor and Members of City Council

THRU: Douglas J. Hewett, ICMA-CM, City Manager

FROM: Brook Redding, MPA, PMP, Senior Assistant to the City Manager

DATE: September 2, 2025

RE:

Evaluation of ShotSpotter Technology - Final Report Presentation by the Wilson Center for Science and Justice

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal 2: Safe and Secure Community

Goal 4: Desirable Place to Live, Work and Recreate

Executive Summary:

This item provides a briefing from the Wilson Center for Science and Justice at Duke University on the City's independent evaluation of ShotSpotter technology. The report represents 18 months of data analysis and field evaluation in Fayetteville and is being presented in response to Council direction issued during the September 2023 contract renewal.

Background:

ShotSpotter (now SoundThinking) was first implemented in Fayetteville in December 2022 and currently provides gunshot detection coverage in three designated one-square-mile areas. In September 2023, as part of the City Council's annual renewal of the ShotSpotter contract, Council directed staff to initiate an independent review of the program's effectiveness and value to the City.

The Wilson Center for Science and Justice was selected to conduct the evaluation, which included analysis of ShotSpotter alerts, 911 call data, police response times, and case outcomes. The evaluation compared 18 months of pre- and post-deployment data to assess trends, impact, and operational use.

Issues/Analysis:

The Wilson Center team will provide a brief presentation and respond to questions from Council during the work session. The updated full report has been included in the agenda packet and will be published publicly following the meeting.

Budget Impact:

There is no new budgetary impact associated with the presentation. The evaluation was previously authorized and funded.

Options:

Receive the presentation and ask questions of the Wilson Center research team.

Provide direction to staff regarding next steps related to the ShotSpotter program.

Recommended Action:

Receive the presentation and findings from the Wilson Center and provide feedback or direction as appropriate.

Attachments:

Fayetteville Report - ShotSpotter - August 2025.pdf

WCSJ Presentation to Fayetteville September 2, 2025.pdf



August 2025

Evaluation of Fayetteville's ShotSpotter Installation

Results from the First 18 Months



By Jessica Gettleman and
Tyler Kendall

Acknowledgements

This work was supported by the City of Fayetteville, North Carolina, which solicited this independent evaluation from the Wilson Center for Science and Justice at Duke University School of Law. Data and consultation were provided by Kimberly Richards in the Fayetteville Police Department and members of the City of Fayetteville’s City Manager’s Office and Office of Community Safety. We also acknowledge Eric Moore and Jenny Hutchison at the Urban Institute at University of North Carolina – Charlotte for helpful conversations. This project was also supported by the Wilson Center, including with consultation by Brandon L. Garrett, Madeline Stenger, and Rita Grunberg.

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Executive Summary

The City of Fayetteville contracted the Wilson Center for Science and Justice at Duke Law to conduct an independent evaluation of the impact of the deployment of the ShotSpotter acoustic gunshot detection technology across three designated coverage zones in Campbellton, Central, and Cross Creek districts, covering roughly 3% of the City.

This report examines gunshot-related notifications to the Fayetteville Police Department from ShotSpotter and 911 calls, and police responses to these notifications, in an 18-month period of ShotSpotter's implementation, from September 26, 2023 through March 31, 2025, and the 18 months before the implementation of ShotSpotter. This report compares incident patterns, notification volume, and police responses inside and outside the three ShotSpotter coverage areas based on data available to the evaluators.

The data examined come from three sources. First, they include firearm-related 911 calls for service, between January 1, 2022 and March 31, 2025, and ShotSpotter alerts in the calls for service system after ShotSpotter's inception on September 26, 2023. Second, they include the Fayetteville Police Department's ShotSpotter "Ground Truth Tracking Workbook" which contains detailed information about ShotSpotter alerts and the outcomes of police responses to the alerts during the post-ShotSpotter-installation period. Third, we supplement these records with public information from Fayetteville's Open Data Portal, which is used to add context.

These available data did not include outcomes from 911 call-only incidents or whether a reported gunshot was confirmed or not by the responding police officer(s). Thus, the evaluation cannot address differences between the outcomes and productivity of police responses to ShotSpotter alerts and 911 calls, or whether 911 calls regarding shots fired incidents were confirmed. This is a notable limitation of the study's ability to assess the efficacy of ShotSpotter's implementation in Fayetteville.

While this report offers information regarding certain observable features of the ShotSpotter pilot, it does not offer a recommendation on whether the City should continue to use ShotSpotter. This report is intended to inform the decisionmakers, but not to advise them.

Key findings:

- **Notification Volume:** Overall, the 911 call volume related to gunshots decreased citywide over the period being evaluated. At the same time, ShotSpotter

significantly increased the number of gunshot-related notifications received by the Fayetteville Police Department in the ShotSpotter coverage zones.

- **Police Response Times:** Police dispatch and arrival are notably faster following ShotSpotter alerts compared to 911 calls alone, primarily because ShotSpotter notifications enabled quicker officer dispatch. However, this study is unable to assess whether this faster response has resulted in improved investigative productivity or victim outcomes.
- **Incidence Trends:** Citywide gunshot-related incidents have declined since early 2022, with relatively stable incident levels within the three ShotSpotter zones. This trend mirrors national trends and complicates specifically attributing reductions to ShotSpotter.
- **Investigation and Victim Outcomes:** Evidence collection, victim identification, and arrests occur most frequently when ShotSpotter alerts are accompanied by 911 calls. ShotSpotter-only alerts produce comparatively fewer investigative or victim-related outcomes, reflecting challenges including possible false alarms.
- **Resource Efficiency:** Many ShotSpotter-only alerts involve detection of a small number of rounds or “probable gunfire” only. These are associated with lower productivity in terms of evidence collection and victim identification. Strategic prioritization of alerts—such as deprioritizing single-shot alerts lacking 911 confirmation—may improve efficient use of police resources.

Conclusion:

ShotSpotter provides Fayetteville with increased numbers of alerts about possible gunfire incidents and facilitates faster police response times in targeted zones. However, its impact on reducing gun violence and improving investigation and victim outcomes is limited when alerts are unaccompanied by traditional 911 calls. An integration of data from ShotSpotter, 911 calls, police incident reports, and investigations would allow direct comparison and evaluation of the relative benefits of each source of information.

A. Introduction

The City of Fayetteville contracted the Wilson Center for Science and Justice to conduct an independent evaluation of the impact of the ShotSpotter acoustic gunshot detection system deployed across three designated coverage zones. The ShotSpotter system uses a network of acoustic sensors to detect the sounds of potential gunfire and transmit location coordinates, here, to the Fayetteville Police Department (FPD). ShotSpotter can be viewed as a supplement to reporting from residents' calls using the traditional 911 call center system.

This report presents an independent evaluation covering the first 18 months of ShotSpotter's operation in Fayetteville, from September 26, 2023 through March 31, 2025. Our evaluation compares data on ShotSpotter alerts and gunshot-related 911 calls within the three ShotSpotter coverage zones to data from non-coverage areas. It further compares pre- and post-installation periods to identify potential impacts of ShotSpotter implementation.

The data examined for this report—911 calls for service, ShotSpotter's Ground Truth Tracking Worksheet, and public data on crime incidents—provide extensive detail about ShotSpotter alerts and some outcomes from the Fayetteville Police Department's responses to the ShotSpotter alerts. They also include detail about the timing of police responses to gunshot-related calls for service.

It is important to note that for many gunshot-related 911 calls—and for the majority of ShotSpotter alerts—officers are unable to confirm that a gunshot or other crime occurred, and no criminal incident report was created. The data do not allow us to determine whether some unconfirmed incidents are false positives or actual gunfire for which no witness or physical evidence could be found. The data also do not provide information on whether 911 calls or ShotSpotter alerts were confirmed as accurate notifications of gunfire incidents. Thus, this report is unable to assess the accuracy of ShotSpotter's alerts or the relative accuracy of ShotSpotter compared to resident 911 calls.

The primary goals of this evaluation are to provide an evidence-based assessment of ShotSpotter's effects within the limits of the available data, including gunshot notification patterns, police response and deployment times, investigative productivity, and outcomes for victims of gun violence. While this report offers information regarding certain observable features of the ShotSpotter pilot, it does not offer a recommendation of whether the City should continue to use ShotSpotter. This report is intended to inform, rather than advise, the decisionmakers.

B. Design and Purpose of the ShotSpotter Installation

Target Areas and Coverage Zones

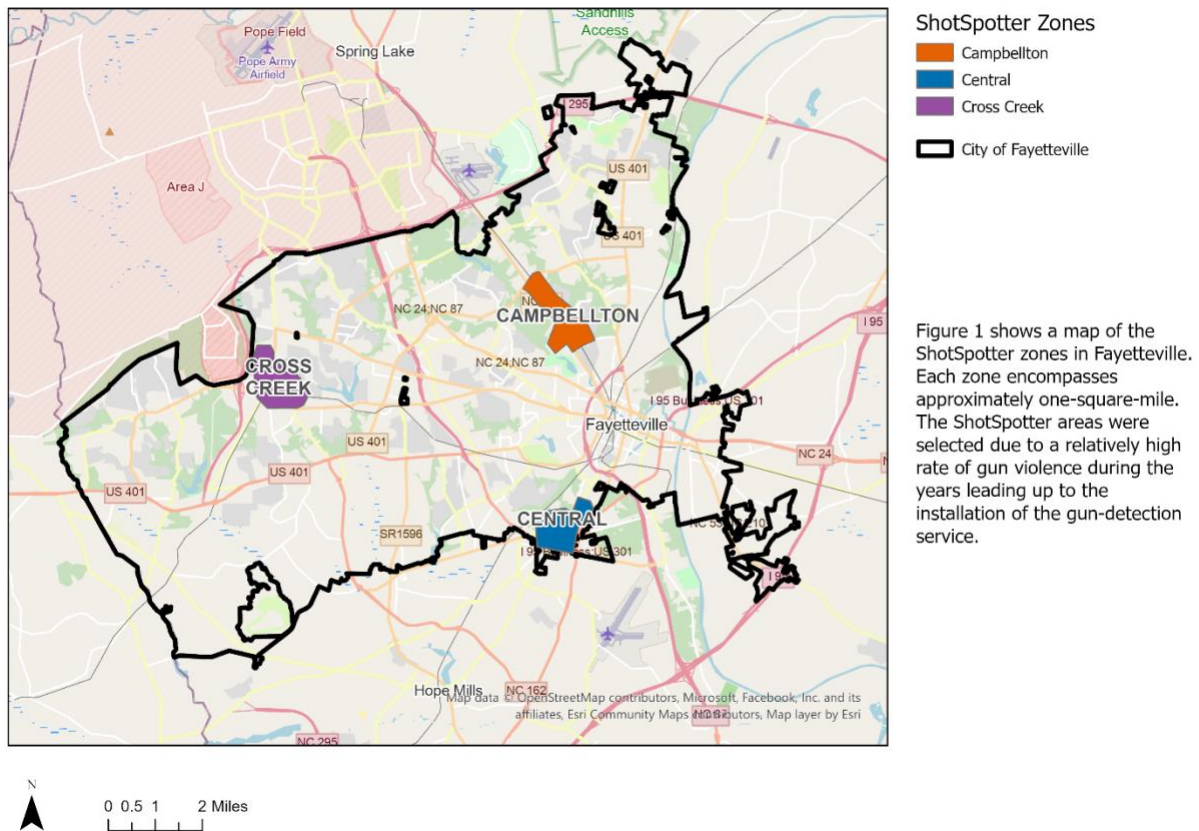
The Fayetteville Police Department divides the City into three primary response districts, Campbellton, Central, and Cross Creek. These districts are designed to facilitate equitable call distribution and strategic personnel deployment, based on call volume and geographic proximity (FPD Policy Manual, 2025).

The City of Fayetteville contracted SoundThinking for ShotSpotter services covering three zones, each approximately one square mile in size, within each of the primary response districts:

- **Campbellton Zone:** Along a section of the Murchison Road corridor (NC 210), near Fayetteville State University (1.04 sq. mi).
- **Central Zone:** Situated within the Massey Hill neighborhood (0.87 sq. mi).
- **Cross Creek Zone:** Located in west Fayetteville near South Reilly and Cliffsdale Roads (1.02 sq. mi).

The City entered an agreement with SoundThinking in 2022, with ShotSpotter coverage beginning on September 26, 2023. The three ShotSpotter zones, shown in Figure 1, collectively cover approximately 2.93 square miles, or about 3% of Fayetteville's total land area of 95.5 square miles.

Figure 1: Map of Fayetteville and ShotSpotter Zones



The City selected the three ShotSpotter zones due to their relatively high rates of gun violence leading up to ShotSpotter implementation. Incident data from Fayetteville’s Open Data Portal (see Section D) indicate that the ShotSpotter zones experience a disproportionately high volume of gunshot-related incidents relative to their size. Specifically, of the 1,166 gunshot-related incidents recorded between January 1, 2019, and March 31, 2025, 139 incidents (approximately 11.9%) occurred inside ShotSpotter zones. Table 1 summarizes incident counts inside the ShotSpotter zones and outside the zones within the broader police districts.

Table 1: Numbers of gunshot-related incidents inside and outside ShotSpotter zones between January 1, 2019 and March 31, 2025, by district.

	Campbellton	Central	Cross Creek
Within ShotSpotter zone	68 (16.6%)	24 (7.5%)	47 (10.9%)
Rest of district	341 (83.4 %)	297 (92.5%)	385 (89.1%)

Note: Incidents involving gunshots from Open Data Portal's crimes against persons dataset, downloaded May 12, 2025. See Section D for more details. Percentages (included in parentheses) are within each district.

Protocol for Responding to ShotSpotter Alerts

The Fayetteville Police Department has a documented procedure that officers are instructed to follow to properly *receive*, *respond* to, and *report* outcomes of ShotSpotter alerts (FPD Policy Manual, 2025 [Operating Procedure 11.23]). All officers are instructed to log into the ShotSpotter application at the start of their shift and actively monitor the application throughout their entire shift (including on their city-owned mobile phones for officers who have been issued these devices). When a ShotSpotter alert is received, any available officer not engaged in a higher-priority assignment is required to self-dispatch to the alert location. Upon arrival, officers are expected to thoroughly check the area for evidence of gunfire, secure any evidence, preserve the scene and initiate proper crime scene protocols, and canvass the area for witnesses and surveillance cameras.

Officers are instructed to document all responses to ShotSpotter alerts in the computer-aided dispatch system (CAD) and any relevant incident reports. Even if no evidence or suspicious activity is located, officers are still required to log their response with appropriate notes detailing the search and outcome. Finally, if evidence of a shooting is located, the responding officer must immediately notify a field supervisor and update the ShotSpotter application.

While FPD's Policy Manual (2025) covers a wide range of topics, it does not include a specific procedure for how officers should respond to non-ShotSpotter notifications, such as 911 calls regarding potential gunshot-related incidents. Rather, responses and reporting following these incidents are guided by FPD's more general procedures for responding to calls for service. As discussed elsewhere in this report, the more detailed and explicit reporting procedures for ShotSpotter alerts means that much more data are available for this evaluation for ShotSpotter alerts than for 911 calls.

C. Data Examined

To support our evaluation, we were provided two primary datasets from the Fayetteville Police Department:

- (1) *Firearm-Related 911 Calls for Service*, between January 1, 2022 and March 31, 2025:

This dataset includes individual firearm-related 911 calls and the ShotSpotter alerts recorded within the calls for service system during the period.¹ The data we were provided includes 11,471 records.² Each record corresponds to a unique call or alert, identified by a distinct call number and timestamped for key events, including when the call or alert was received, officer dispatch, first officer arrival, and when the last unit cleared the scene. Location information includes geocoordinates, street address (with varying specificity), and zonal identifiers. A field indicates the responding agency; while the majority of calls involve the Fayetteville Police Department, other agencies may also be recorded. Each record also specifies the type of complaint—which also indicates whether it was a ShotSpotter alert or ShotSpotter alert alongside a 911 call—and contains a disposition code and an OCA number if linked to a formal incident report. Our team processed the data to determine whether each call or alert occurred within or outside one of the three ShotSpotter coverage zones.³ To focus on the 18-month period before and after the implementation of ShotSpotter (March 2022 – March 2025), we filtered the data to remove entries from January and February of 2022, leaving 10,863 records. Then, finally, to focus on gunfire incidents, we filtered this dataset to exclude complaints not explicitly related to gunshots, leaving 7,625 records.⁴

¹ We were also provided a second data file of similar structure to this, which contained only the ShotSpotter alert information. Since this information was fully contained in the larger Firearm-Related Calls for Service data file, we did not use this second file for our evaluative work.

² The final data provided to us for the evaluation did not include calls that were marked in the system as duplicates or with certain cancel codes (e.g. ACC and REF).

³ To do this, the geographical coordinates were mapped to geographical information about the three ShotSpotter zones. ShotSpotter notifications up to 600 feet outside the designated ShotSpotter zones that the City provided were assigned to the closest ShotSpotter zone in order to be included in the analysis. (~18% of ShotSpotter notifications fell outside of the designated zones, since ShotSpotter is able to detect noises just outside of the formal zone boundaries.)

⁴ The full calls for service data included a wide range of firearm-related calls, including weapons incidents, concealed and open carry calls, and a large number of complaints coded simply as 135 WEAPONS / FIREARMS or as 135D1 WEAPONS INCIDENT. We filtered this list to focus on explicitly gunshot-related calls only, leading to the following complaint categories: 135B1 PAST SHOTS FIRED, 135B2 PAST SHOTS FIRED,

- (2) *ShotSpotter Ground Truth Tracking Workbook*, which contains detailed information about ShotSpotter alerts and their outcomes:

This dataset originates from the Fayetteville Police Department’s ShotSpotter software system. It contained 975 records, providing detailed information about each ShotSpotter alert and related police response outcomes for the ShotSpotter coverage zones during the post-installation period (September 26, 2023 – March 31, 2025). Each entry represents a ShotSpotter alert, with multiple entries possible per incident if multiple gunshots were detected with breaks in between. Thus, the 975 records contain 838 distinct calls for service entries (CAD identification numbers), with 93 CAD numbers linked to more than one ShotSpotter ground truth record. For each ShotSpotter alert, the data indicate whether there was a corresponding 911 call.⁵ Key features include flags denoting whether the alert reflects multiple gunshots, a single gunshot, or probable gunfire, as well as the number of rounds detected. Time stamps for alert detection and publication are included. Location data comprise ShotSpotter zone assignments, geocoordinates, and associated street addresses. Each record carries a CAD identification number and optionally a case number. Importantly, these data include fields for several outcome measures reported by responding officers, including evidence collection (shell casings, property damage, firearms, other), victim presence and aid rendered, discovery of homicides, whether a witness was identified, and arrests. Additional fields are available to track NIBIN lead numbers, weapons recovered, victim details, offenses, and associated tags. The Ground Truth Worksheet does not contain a field that explicitly indicates whether gunfire was confirmed on the scene, but in Section G we use the available information to approximate which alerts can be considered confirmed.

In addition to the primary datasets, we also used:

- (3) The *Incidents – Crimes against Persons data* file from Fayetteville’s publicly accessible Open Data Portal:

135B3 PAST SHOTS FIRED (IN ARE..., 135C1 SHOT FIRED (HEARD ONLY), 135D1 SHOTS FIRED SUSP SEEN, 135D2 SHOTS FIRED SUSPECT SEEN, SHOTSPOTTER ALERT, SHOTSPOTTER ALERT W/ 911 CALL.

⁵ In fact, two fields in the Worksheet describe whether the ShotSpotter alert had a corresponding 911 call (“Correlating 911 Call” and “ShotSpotter Alert with a Resident 911”). 19 entries in the Worksheet—primarily from the first few months of ShotSpotter’s implementation—had opposing information in these two columns in the data we received. Based on our conversations with FPD, we used the Correlating 911 Call field for this determination throughout the evaluation. FPD has now corrected these discrepancies for the future, but only after the evaluation was complete (so those corrections are not reflected in the data presented in this report).

Data from the Fayetteville Open Data Portal are used supplementally to provide additional context for the evaluation. The full Incidents – Crimes against Persons data file was downloaded May 12, 2025, at 9:20 AM from the Fayetteville Open Data Portal, at <https://data.fayettevillenc.gov/>. This file contained 61,779 total records, and includes case numbers, dates, times, location details, premises types, offense descriptions, and incident statuses. We filtered the data to only include incidents that occurred between January 1, 2019 and March 31, 2025, leaving 31,633 records. For most uses, the data were further filtered to only include entries that involved offenses including the words “SHOOT(ING)” and “DISCHARG(E)ING) FIREARM,” leaving 1,166 records related explicitly to gunshot-related incidents.⁶ As with the calls for service data, our team processed the geographical information in the Open Data file to determine whether each incident was within or outside one of the three ShotSpotter coverage zones.

It is important to note the major differences between the ShotSpotter-specific data and the more general calls for service data. The Fayetteville Police Department’s operating procedures include an extensive documentation process for all ShotSpotter alert responses and the ShotSpotter system collects this information from responding officers and stores it in the ShotSpotter Ground Truth Tracking Worksheet. As a result, the available data on ShotSpotter responses are much more extensive than 911 call responses, outside of the individual police reports. Most critically, we were unable to access data indicating whether 911 calls were confirmed as shots fired, or to assess the outcomes of those calls. These limitations prevent us from drawing conclusions and comparisons about the relative effectiveness of ShotSpotter versus traditional notifications about gunshot-related incidents (i.e., 911 calls).

Additionally, there is not a one-to-one correspondence between all ShotSpotter alerts in the ShotSpotter Ground Truth Tracking Worksheet and the calls for service data. Specifically, 73 of the CAD identification numbers across a total of 85 records in the ShotSpotter Ground Truth data do not occur in the main firearm-related calls for service

⁶ Multiple offenses can be associated with a single entry in the Crimes against Persons data. Our filtering process led to the inclusion of incidents that explicitly involved the following list of offenses: DISCHARGE FIREARM WITHIN ENCLOSURE TO INCITE FEAR, DISCHARGING FIREARM INTO OCCUPIED PROPERTY, SHOOT INTO OCCUP DWELL FEL, SHOOT INTO OCCUP VEH FEL, and SHOOTING INTO OCCUPIED DWELLING. We note that this excludes a number of possible gun-related offenses, including the several ASSAULT WITH A DEADLY WEAPON incident types and CRIMINAL HOMICIDE – MURDER, which are only included in the data we examine when they co-occur with one of the explicit gunshot offenses.

dataset that we received. These may represent calls that were canceled or marked as duplicates in the system, but we cannot confirm the reasons for each discrepancy. Due to these differences, we did not merge these three datasets but rather focused the majority of the evaluation's analyses on individual datasets, only connecting between datasets when a particular question calls for it.

The data were analyzed quantitatively in several ways, with analyses using different methods and data files across sections. Methodological details, and more details about the data, are described in more detail throughout the report.

D. Recent Trends in Gunshot-Related Crimes in Fayetteville: Context for ShotSpotter Implementation

In this section, we review patterns of gunshot-related crimes in Fayetteville from 2019 through early 2025, utilizing the city's Open Data Incidents – Crimes against Persons dataset. This overview is meant to provide context for Fayetteville's adoption and deployment of ShotSpotter gunshot detection technology in September 2023, and the ShotSpotter notifications and 911 call data that are central to this report. For more information on gun violence in Fayetteville, see the report being prepared by UNC – Charlotte's Urban Institute.

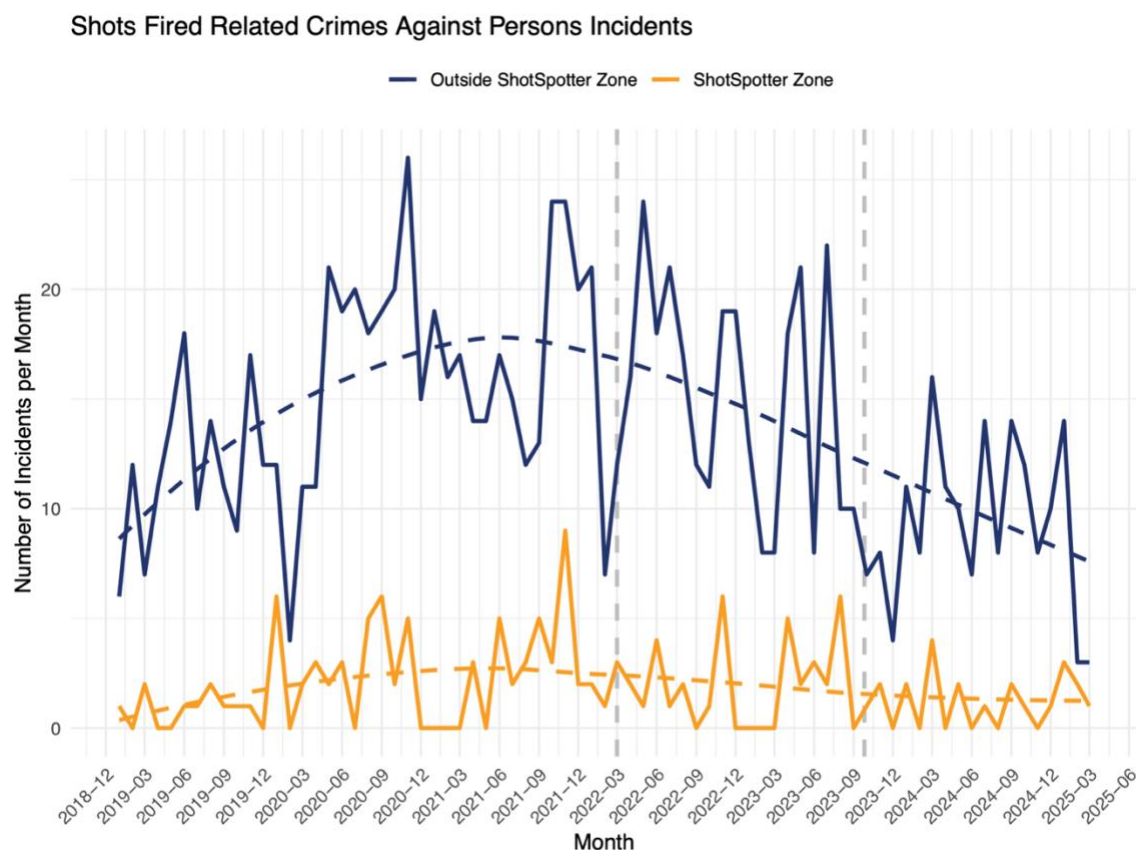
Fayetteville's Open Data Portal provides a wide range of public data from across the City government's departments, including the Fayetteville Police Department. Crime data are available for crimes against persons, crimes against property, and crimes against society. For our purposes, we focus on the crimes against persons data, introduced in Section C, above.

We acknowledge the Portal's disclaimer that these data may vary from official recorded statistics after investigations. We also note that these data change over time as investigations are completed or other information comes to light. These data are not meant here to represent official crime statistics or to portray the precise number of gunshot-related crimes in Fayetteville in this period. As explored in Section G, where we compare the OCA (incident) numbers in the calls for service data to the Open Data, only a small number the incidents in the calls for service data can be traced forward into the crimes against persons data. Nonetheless, we believe these data provide valuable context for the gunshot-related calls and notifications that are central to this report. Thus, we use these

data to establish a general background for the 911 calls and ShotSpotter alerts received by the Fayetteville Police Department during the periods under examination.

Figure 2 presents monthly counts of gunshot-related incidents citywide in the crimes against persons data from January 2019 through March 2025, divided into incidents occurring within ShotSpotter zones and those outside. The figure includes smoothed trend lines (dashed lines), generated by locally estimated scatterplot smoothing (LOESS) methods, which help to identify the overarching temporal patterns among the natural month-by-month variability. Dashed gray vertical lines note the beginning of the overall evaluation period (March 1, 2022) and the beginning of ShotSpotter's implementation (September 26, 2023).

Figure 2: Reported Gunshot-Related Incidents Involving Crimes against Persons in Fayetteville, January 2019 – March 2025.



Note: Incident counts are separated by location within and outside ShotSpotter zones. LOESS smoothed trend lines (dotted) highlight underlying temporal patterns. Dashed gray vertical lines identifies the start of our evaluation period on March 1, 2022, and the start of ShotSpotter's implementation on September 26, 2023.

Important observations include:

- Gunshot-related incidents in Fayetteville peaked in 2020 and 2021 (during the COVID-19 pandemic), consistent with broader national and regional trends in gun violence (e.g., Gramlich, 2025; Lopez & Boxerman, 2025).
- A discernable decline in gunshot-related incidents began in 2022 and continued through 2025.
- Average monthly incident counts decreased from approximately 16.7 (January 2019–February 2022) and 17.1 (March 2022–September 25, 2023) to 10.6 (September 26, 2023–March 2025), corresponding with the period of ShotSpotter operations.
- Incident levels in the three ShotSpotter zones also peaked in 2020 and 2021, but consistently represent a higher proportion of the gunshot-related incidents (on average 11% of the city’s gunshot-related incidents) compared to the land area of the zones (3%).

These data provide a baseline understanding of gunfire-related offenses in Fayetteville prior to and following ShotSpotter technology implementation. They also serve as a critical backdrop for interpreting 911 calls and ShotSpotter alert data in subsequent sections.

E. The Contribution of ShotSpotter to Gunshot Notifications

Before and since the implementation of ShotSpotter, the Fayetteville Police Department (FPD) is routinely notified of gunshot incidents through 911 calls from residents.

ShotSpotter provides an additional source of alerts about potential gunshot incidents for the ShotSpotter zones during the implementation period. These ShotSpotter notifications typically arrive faster than traditional 911 calls and provide precise geolocations for the source of the noise detected as a gunshot.

As introduced earlier, FPD provided information on ShotSpotter alerts beginning with the onset of ShotSpotter in September of 2023, along with information on firearm-related 911 calls for service received between January 2022 and March 2025. For this analysis, we excluded all calls before March 2022, to examine two comparable 18-month periods: the

pre-ShotSpotter period (March 1, 2022 – Sept. 25, 2023) and the ShotSpotter implementation period (Sept. 26, 2023 – March 31, 2025).

In this section, we examine the number and proportion of gunfire notifications by source before and after ShotSpotter implementation (before: 911 calls only; after: ShotSpotter alerts only, 911 calls only, and ShotSpotter alerts with corresponding 911 calls). We also examine notifications within and outside of the ShotSpotter zones. This allows us to consider if and how the installation of ShotSpotter affected calls for service and overall notifications about potential gunshots within the city.

The data for this part of our evaluation come from the firearm-related 911 calls for service data that we received from FPD and filtered for only gunshot-related calls for service. As described in Section C, the data contain detailed information on call timing and several response time metrics (which are the subject of Section F), as well as the geocoordinates for each complaint. These coordinates enabled us to classify each call as occurring within or outside the designated ShotSpotter zones. As mentioned earlier, these data do not include information about outcomes of police responses, such as whether gunfire was confirmed or whether a witness was identified.

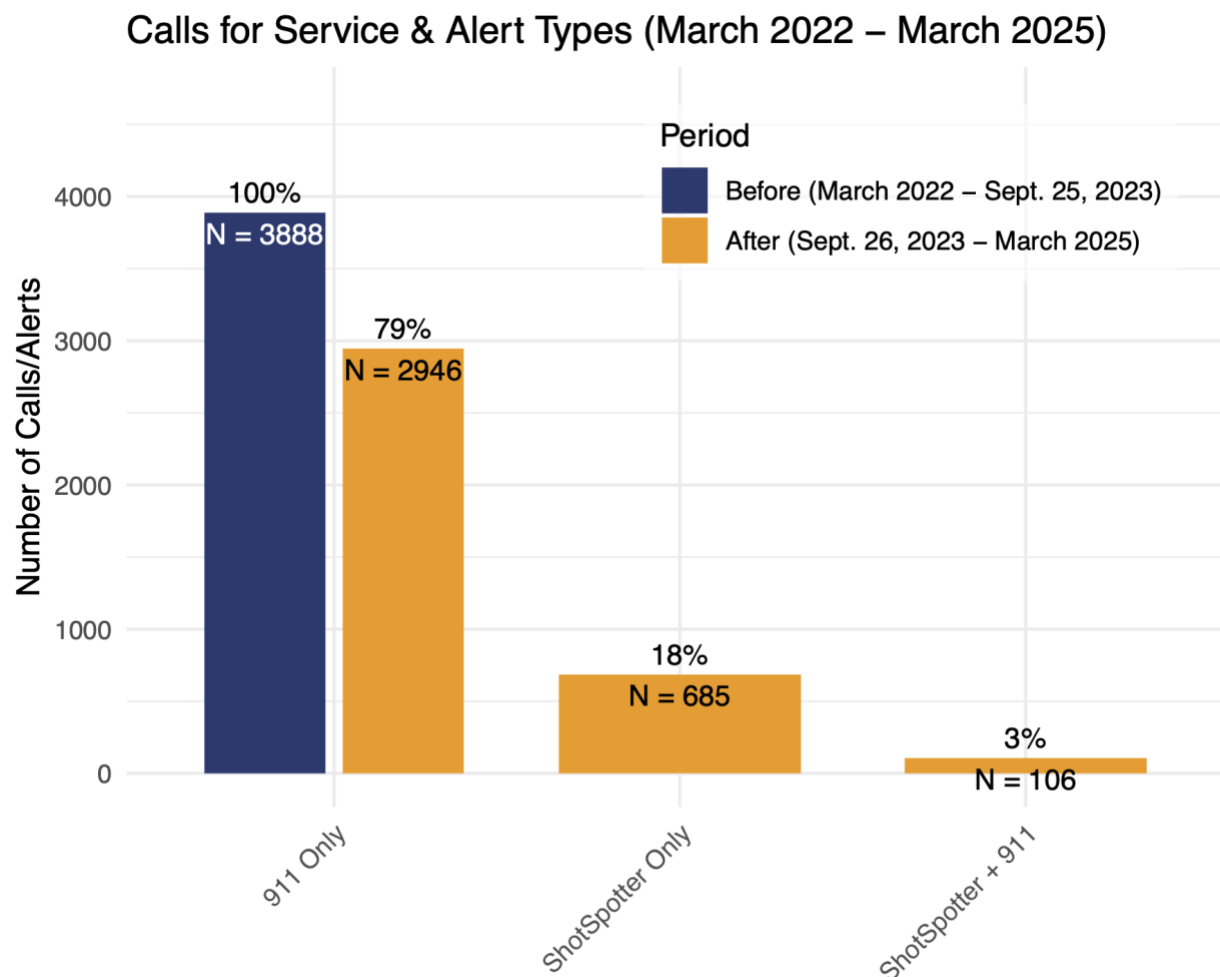
We divided the study period into two roughly equal timeframes (Periods):

- Before Implementation (March 1, 2022 – September 25, 2023)
- After Implementation (September 26, 2023 – March 31, 2025)

By examining gunshot-related notifications during these windows, both within and outside ShotSpotter zones, we explore ShotSpotter's influence on gunshot notification patterns.

Figure 3 displays gunshot-related calls for service and ShotSpotter notifications over the entire study period, separated by before and after implementation periods. The volume of 911 calls across the city declines after ShotSpotter installation, though this decline is smaller when combined with ShotSpotter alerts.

Figure 3: Gunshot-Related Calls for Service & Alert Types across Fayetteville, by Period, March 2022 – March 2025.

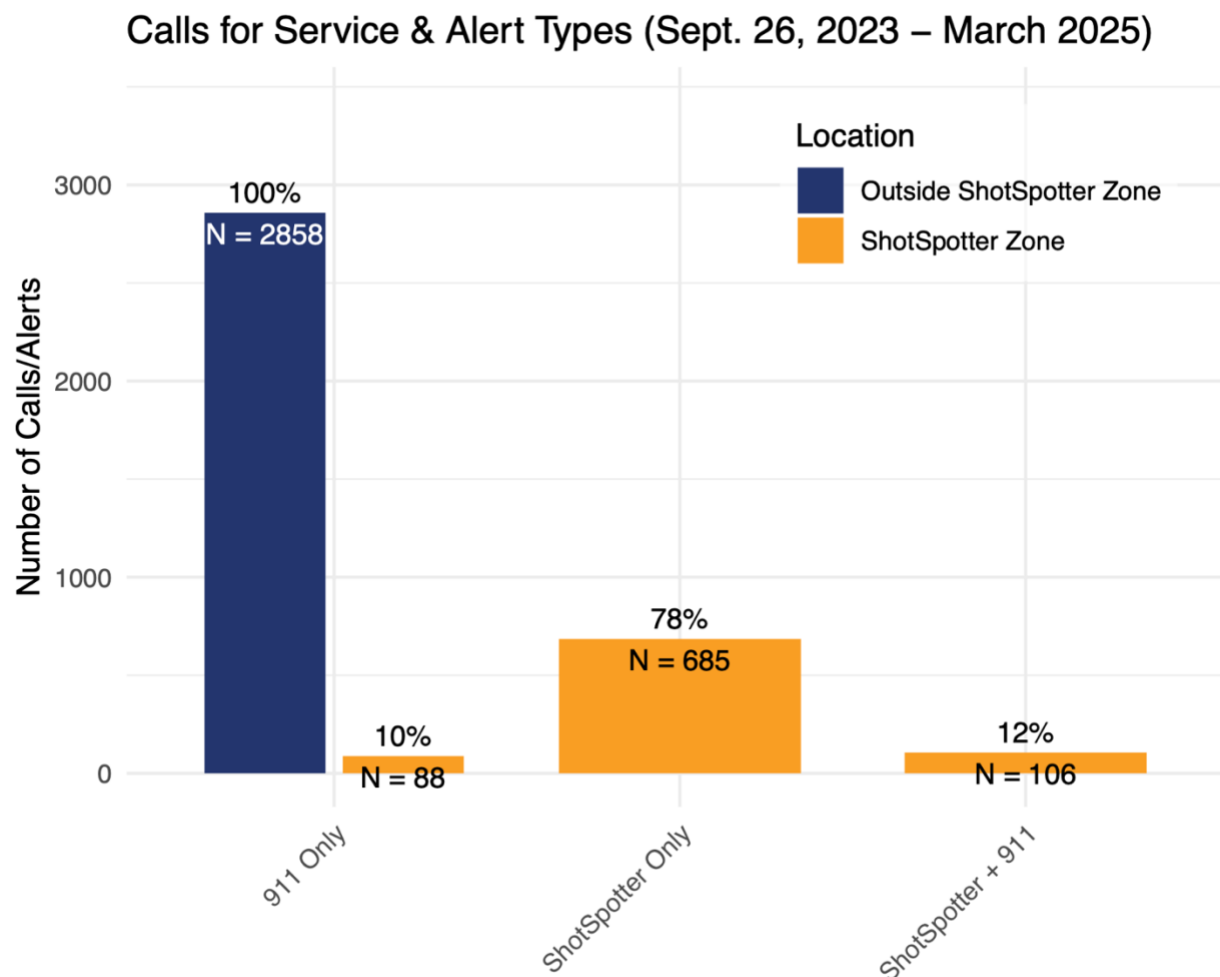


Note: Calls for service are separated by Period (Before or After Implementation).

Percentages in the figure represent the number of calls or alerts relative to the total number of calls and alerts for the entire period.

During the ShotSpotter period, 3,737 total gunshot-related notifications were recorded. There were 2,858 911-only calls from outside ShotSpotter zones. Within zones, there were 88 911-only calls, 685 ShotSpotter-only alerts, and 106 ShotSpotter alerts that also had a corresponding 911 call. This is displayed in Figure 4.

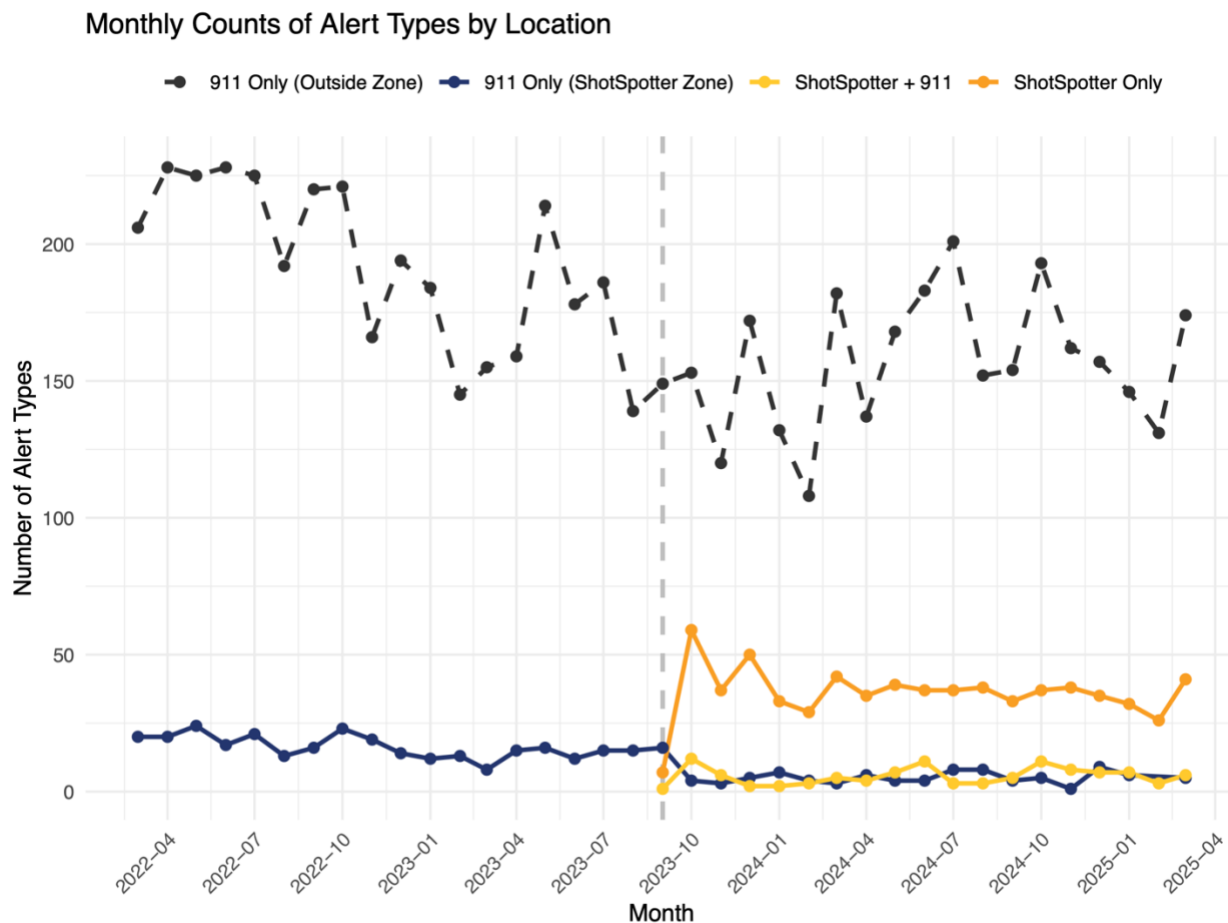
Figure 4: Gunshot-Related Calls for Service & Alert Types, by Location, Sept. 26, 2023 – March 2025.



Note: Calls for service are separated by whether they occur within or outside a ShotSpotter coverage zone. Percentages in the figure represent the number of calls or alerts relative to the total number of calls and alerts for the entire period.

Figure 5 displays the month-by-month frequency of the calls for service and alert types, separated by whether they occur within or outside a ShotSpotter coverage zone. The dashed gray vertical line identifies the beginning of ShotSpotter in September of 2023. Several notable trends are apparent. Overall, the call volume related to gunshots decreased over the 36-month period we are examining. This is in line with the decrease in gunshot related incidents represented in the city’s crimes against persons data (seen earlier in Figure 2).

Figure 5: Calls for Service & ShotSpotter Alerts, March 2022 – March 2025.



Note: The dashed gray vertical line identifies September 2023, when ShotSpotter implementation began.

As noted earlier with Figure 3, the onset of ShotSpotter corresponds with a decrease in 911 calls for service. This is particularly true within the ShotSpotter zones and is clearly visible in Figure 5. However, to interpret the data accurately, it is important to note that both the 911 Only (blue solid line) and ShotSpotter + 911 (yellow line) totals include 911 calls, and therefore must be considered together during the ShotSpotter period. While the total number of 911 calls in the SS zones decrease, the decline is smaller than appears at first glance in the figure. Table 2 displays the actual number of 911 calls inside and outside the SS zones.

Table 2: 911 Calls for Service Totals outside and within SS zones, by Period.

	Outside ShotSpotter Zone	ShotSpotter Zones
Before Implementation	3,581 (92.1%)	307 (7.9%)
After Implementation	2,858 (93.6 %)	194 (6.4%)

The difference in 911 calls within the ShotSpotter zones is small. However, a chi-square test of independence was conducted to examine whether the distribution of incidents between the ShotSpotter zones and the rest of the city differed across two time periods: before ShotSpotter implementation (March 2022 – September 25, 2023) and after implementation (September 26, 2023 – March 2025). The results indicated a statistically significant association between time period and location of incidents, $\chi^2(1, N = 6940) = 5.82, p = 0.016$. This suggests that the relative frequency of calls across these two parts of the city did change following the introduction of ShotSpotter technology: Residents made relatively fewer 911 calls related to gunshots once ShotSpotter was in effect. However, we cannot attribute this change to ShotSpotter itself. It is possible that the relative decrease in 911 calls after the implementation of ShotSpotter corresponds to an overall decrease in gunshot-related incidents in this same time period, rather than a result of ShotSpotter itself.

ShotSpotter alerts were consistently received at higher rates than 911 calls within the ShotSpotter zones throughout ShotSpotter’s implementation. Between October 2023 and March 2025, FPD received an average of 43.5 ShotSpotter alerts per month, with a low of 29 in February 2025 and a peak of 71 in October 2023, the first full month of ShotSpotter. In comparison, 911 calls for service in the same zones averaged 10.6 after the implementation of ShotSpotter, ranging from a low of 3 in February 2025 to a high of 16 in three separate months. Prior to implementation, the number of 911 calls for service in these zones averaged 16.3 per month, with a low of 8 in March 2023 and a high of 24 in May 2022.⁷ Overall, the volume of ShotSpotter alerts is much higher than 911 calls—2.67 times higher than the pre-implementation average and 4.10 times higher than the post-implementation average. This may reflect ShotSpotter’s increased sensitivity to detecting gunshots and the efficiency of its alert system, but likely also reflects a number of false alarms.

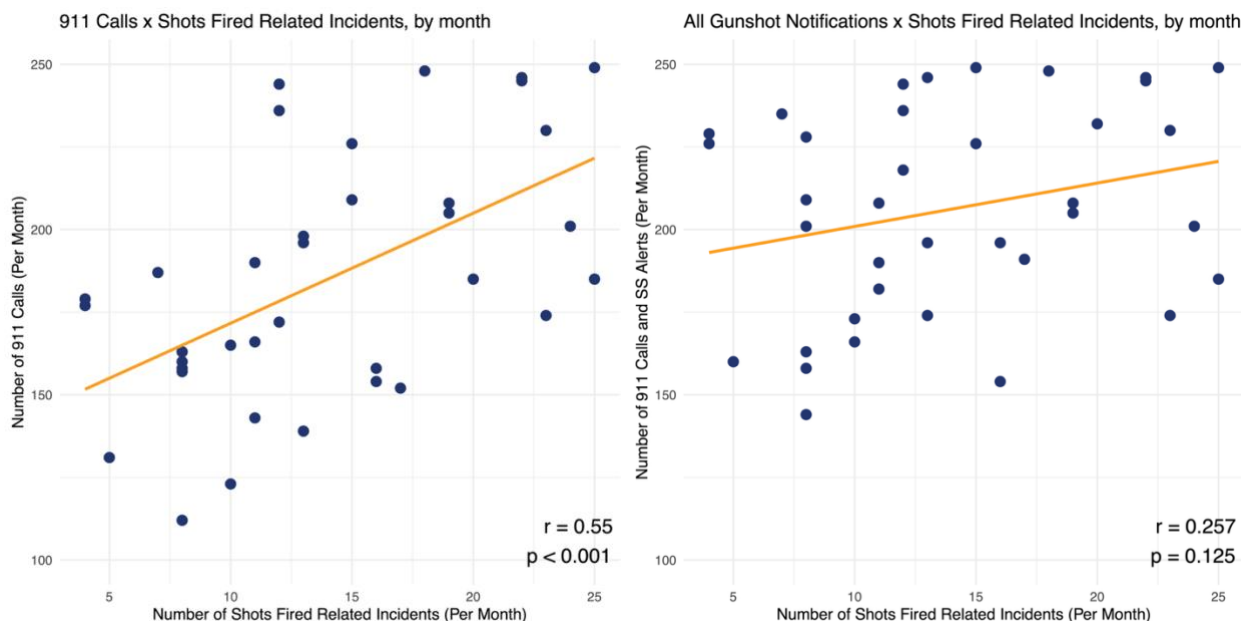
Finally, we compare the month-by-month crimes against persons data from the Open Data Portal with the calls for service data to examine how the volume of calls and ShotSpotter alerts relates to the longer-term outcomes of police investigations and gun-related crime in

⁷ The monthly averages reported here do not include September 2023, since ShotSpotter implementation began partway during the month.

Fayetteville. A 911 call and/or a ShotSpotter alert represents the initial notification to police about a *potential* gunshot-related crime incident, while the crimes against persons incidents represents the outcome of a police response or investigation (a criminal incident record of a gunshot incident). If the number of 911 calls and ShotSpotter alerts accurately reflect real-world gun crime, we would expect a correspondence between the two datasets.

Figure 6 displays two scatter plots. On the left are the total number of gunshot-related 911 calls per month (not including ShotSpotter notifications) plotted against the total number of gunshot-related incidents in the Open Data for the same month. On the right are all gunshot notifications (911 calls and ShotSpotter alerts) plotted against the same number of incidents. The line in each plot shows the correlation between the two values. The 911 calls alone are significantly correlated with the Open Data incidents ($r = 0.55$, $p < 0.001$). Once ShotSpotter notifications are added (plot on right), the correlation is no longer significant ($r = 0.257$, $p = 0.125$). This can be taken as useful evidence that the volume of 911 calls alone map onto the eventual outcomes of police investigations, but the total volume of calls and alerts, when including SS notifications, do not.

Figure 6: Correlations between Calls for Service & Alerts and Reported Incidents.



Note: The orange lines represent the linear relationship between the total number of shots fired related incidents and the total number of notifications.

It has been well established in examinations of ShotSpotter implementations across numerous jurisdictions that the number of ShotSpotter alerts is much higher than the number of 911 calls for service about gunshots, and that the majority of ShotSpotter alerts are unable to be confirmed (e.g., Cook & Soliman, 2024; New York City Comptroller, 2024; Piza et al., 2024). In Section G, we will examine confirmation rates for ShotSpotter alerts, and the productivity of police response to ShotSpotter alerts in Sections H and I. We do not have data to validate whether the higher volume of ShotSpotter alerts in the ShotSpotter zones corresponds to actual rates of shots fired. However, our analysis of calls for service and ShotSpotter alerts indicates that the increased number of gunshot-related alerts generated by ShotSpotter does not correspond to a greater number of actual (i.e., published) gunshot-related incidents.

F. Response Times

ShotSpotter is designed not only to increase the likelihood that a shooting will be known to the police, but also to reduce the time elapsed from the shooting until an officer arrives at the scene. This section examines whether police response times in ShotSpotter zones decreased following implementation.

We assessed FPD's response time to shots fired incidents citywide between March 1, 2022, and March 31, 2025, analyzing by ShotSpotter zone, alert type, and period, whether before or after ShotSpotter's implementation, using the gunshot-related calls for service data. We focused on three key metrics:⁸

⁸ One might also be interested in understanding the time between when ShotSpotter first detects a gunshot-like noise and when FPD was notified. This is theoretically calculatable and the data we were provided includes an initial date- and timestamp for each ShotSpotter event in addition to the several timestamps available in the calls for service data file. However, comparing these to the receiving call timestamp uncovers variability in the ShotSpotter event date- and timestamps that make us hesitate to interpret the differences. From the 880 ShotSpotter events in the Ground Truth Tracking Worksheet that we can map onto the calls for service data, 51 have negative time differences between the ShotSpotter event and the time received by the calls for service system and 2 have time differences greater than 3 hours. Removing these 53 instances, the median time difference for the remaining 827 alerts is 56 seconds (mean = 64.0, standard deviation = 35.5). To the extent that we trust these data as a proxy for the lag between when ShotSpotter detects a gunshot-like noise and the notification of a gunshot alert being received by FPD, this suggests that it takes about 1 minute for ShotSpotter to process the detection and send it on to the calls for service system. While we have no way to measure the comparable delays with respect to 911 calls (the time between when a person hears a gunshot and the call for service is received), we think it is fair to expect that SS alerts almost always come first when there are both types of gunfire notification. We also note that FPD's protocols for ShotSpotter alerts mean that officers directly receive the ShotSpotter alerts and self-dispatch to respond. The timing of the

1. Time from *receiving call to dispatch*,
2. Time from *receiving call to first officer arrival*, and
3. Time from *first officer arrival to last unit cleared*.

Prior to calculating response times, we excluded cases where there were missing data in one or both fields used to compute these metrics. We also excluded response times outside three median absolute deviations for each metric.⁹ In order to assess which differences were statistically significant, we conducted Kruskal-Wallis statistical tests between all possible combinations of ShotSpotter zones and alert types for each variable. We followed this with a Dunn test using the Bonferroni correction, a post-hoc test employed after a Kruskal-Wallis test when comparing multiple groups. This secondary test helps identify which specific pairs of groups have significantly different medians, after the Kruskal-Wallis test indicates an overall significant difference. Specifically, the Bonferroni correction is applied to adjust the significance level for multiple comparisons, reducing the chance of false positives.

Receiving call to dispatch measures the amount of time (in seconds) between FPD receiving an alert about a shots fired incident—via 911 call, ShotSpotter alert, or both—and when officers are dispatched to the scene. As shown in Figure 7, dispatch times were significantly longer when FPD received only a 911 call (~204 seconds on average across the three zones) compared to when FPD received either a ShotSpotter alert alone (~69 seconds) or a ShotSpotter alert in addition to a 911 call (~68 seconds): ShotSpotter alerts versus 911 calls, $Z = 29.27$, $p < .001$; ShotSpotter alerts + 911 calls versus 911 calls alone, $Z = 12.62$, $p < .001$. In other words, officers were dispatched over 2 minutes (~135 seconds) faster when a ShotSpotter alert was involved, regardless of whether a 911 call was also received.

There was no significant difference in dispatch times between cases involving only a ShotSpotter alert and those involving both a ShotSpotter alert and a 911 call. These patterns are consistent across all three ShotSpotter zones.

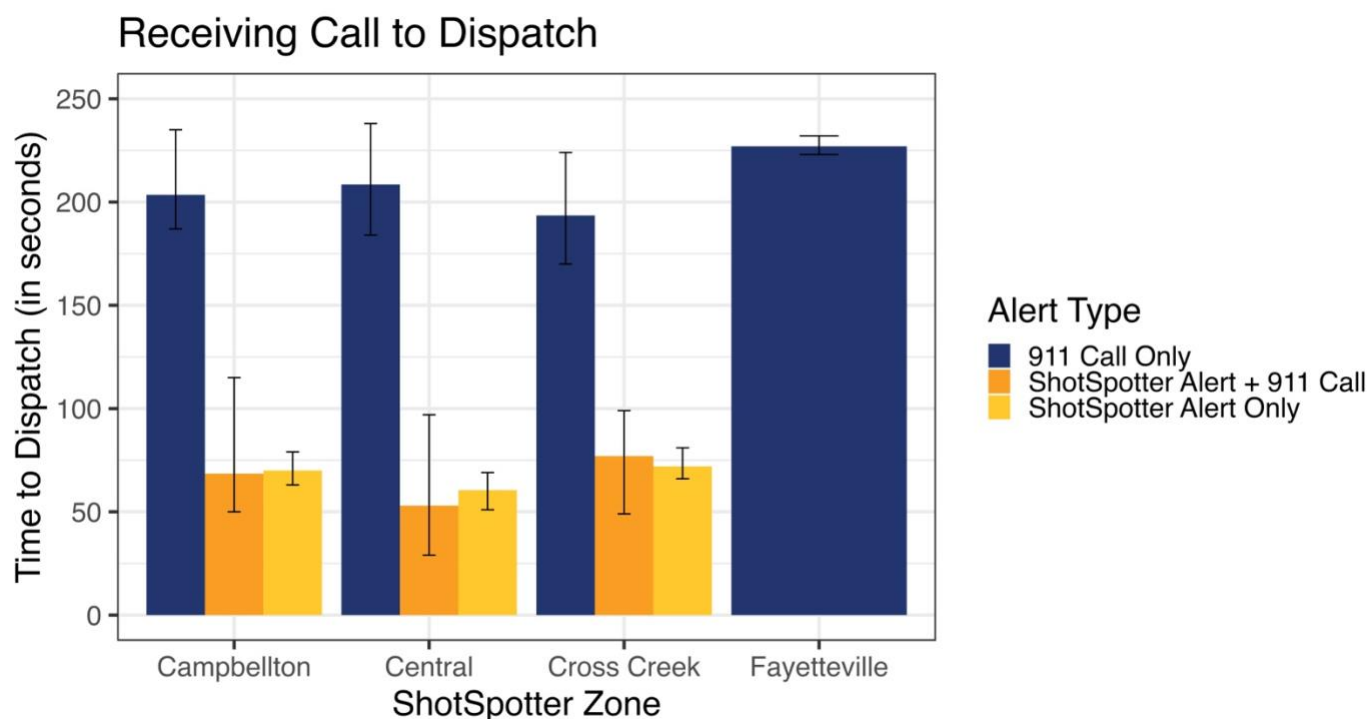
Finally, for incidents involving 911 calls only, dispatch times were similar in the ShotSpotter zones and the rest of Fayetteville. Put another way, the presence of ShotSpotter in a zone did not significantly affect dispatch times for 911 calls. These faster dispatch times for ShotSpotter alerts are consistent with FPD's operating procedure for responses to

officers' notification could be different from when the ShotSpotter alert is logged into the calls for service system.

⁹ While these cases were retained for other analyses, they were removed from response time analyses in order to prevent extreme outliers from skewing the results, as these values can disproportionately influence measures of central tendency and variability in non-normally distributed reaction time data.

ShotSpotter alerts, which has officers monitor for ShotSpotter alerts and self-dispatch to the alert location.

Figure 7: Response Time - Receiving Call to Dispatch by ShotSpotter Zone and Alert Type, March 2022 - March 2025.



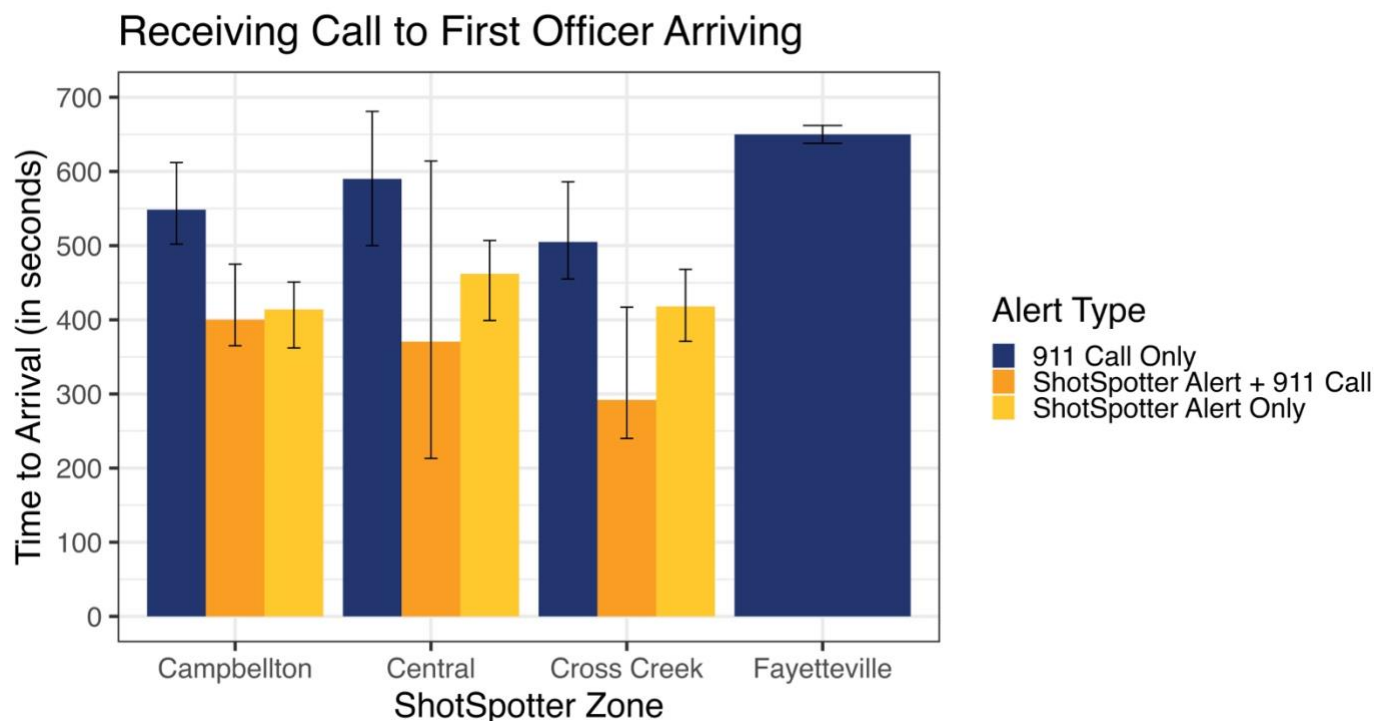
Note: Fayetteville refers to all areas of Fayetteville outside the three defined ShotSpotter zones. For this figure, the Time to Dispatch upper limit is 250 seconds. Error bars indicate 95% confidence intervals around the median.

Receiving call to first officer arriving measures the time (in seconds) between when FPD receives an alert about a shots fired incident—via 911 call, ShotSpotter alert, or both—and when the first officer(s) arrive on scene. As Figure 8 illustrates, FPD officers arrive on scene more quickly in response to ShotSpotter alerts (~422 seconds or about 7 minutes across the three zones) or ShotSpotter alerts paired with 911 calls (~375 seconds or over 6 minutes), compared to 911 calls alone (~541 seconds or about 9 minutes): ShotSpotter alerts versus 911 calls, $Z = 18.01$, $p < .001$; ShotSpotter alerts + 911 calls versus 911 calls alone, $Z = 9.00$, $p < .001$. These patterns are consistent with the faster dispatch times discussed earlier. Again, there was no significant difference in arrival times between cases involving only a ShotSpotter alert and those involving both a ShotSpotter alert and a 911 call. These patterns are again the same across all three ShotSpotter zones.

For incidents involving only 911 calls, officers in the Campbellton (~549 seconds or about 9 minutes) and Cross Creek (~505 seconds or about 8.5 minutes) zones arrived more quickly than in the rest of Fayetteville (~650 seconds or almost 11 minutes): Campbellton zone versus Fayetteville, $Z = 3.60$, $p = .014$; Cross Creek zone versus Fayetteville, $Z = 4.46$, $p < .001$. Note that there was no significant difference in response times between the Central zone (590 seconds or almost 10 minutes) and the rest of Fayetteville.

Although officer arrival times were faster when responding to ShotSpotter alerts than to 911 calls alone, the difference is smaller than the corresponding difference for the dispatch time. In other words, this suggests that ShotSpotter's most notable effect on response time occurs earlier in the process, by reducing the amount of time it takes to dispatch officers after receiving an alert.

Figure 8: Response Time - Receiving Call to First Officer Arriving by ShotSpotter Zone and Alert Type, March 2022 - March 2025.



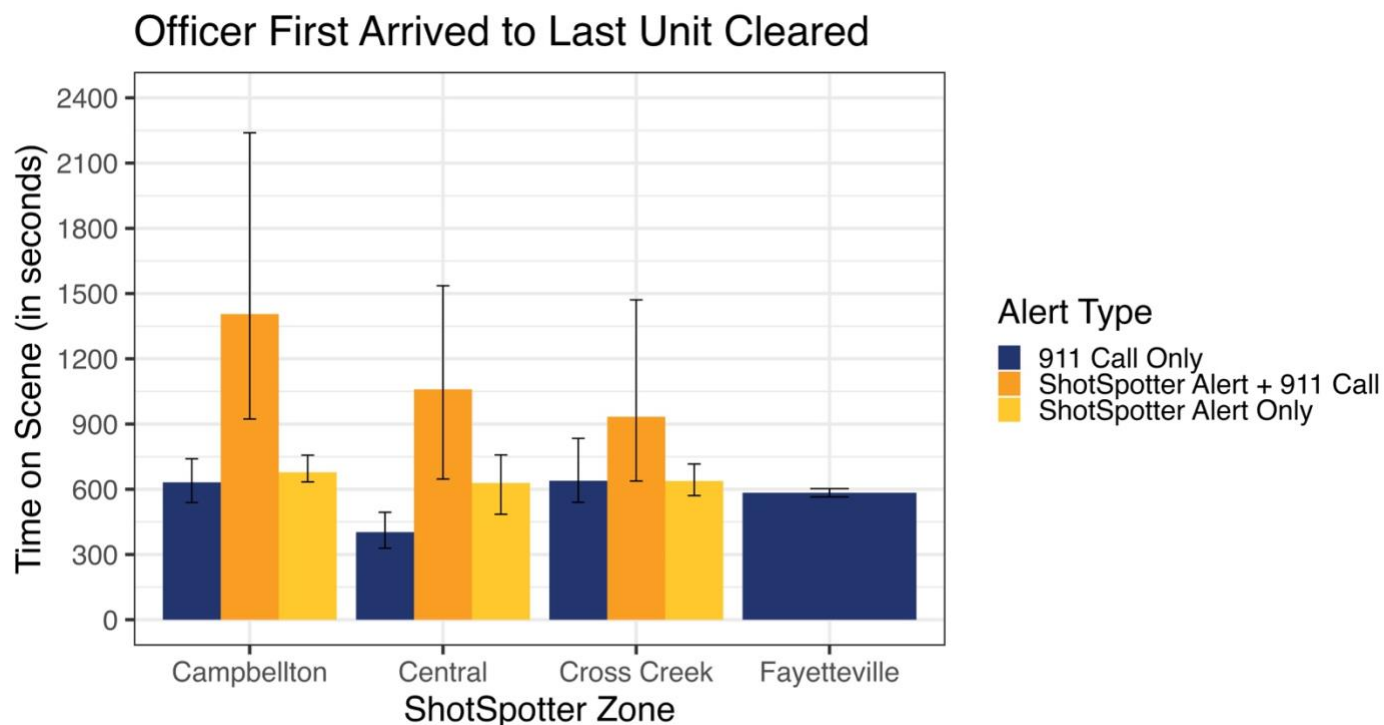
Note: Fayetteville refers to all areas of Fayetteville outside the three defined ShotSpotter zones. For this figure, the Time to Arrival upper limit is 700 seconds. Error bars indicate 95% confidence intervals around the median.

Officer first arriving to last unit cleared measures the time (in seconds) between the arrival of the first FPD officer on scene and the departure of the last FPD unit. In other words, this metric reflects the total time officers spent on scene responding to a shots fired incident, whether triggered by a ShotSpotter alert, a 911 call, or both. Figure 9 shows that—across all three ShotSpotter zones—officers spent the most time on scene when incidents were reported through *both* ShotSpotter alerts and 911 calls (~19 minutes) compared to those reported through only one source (~11 minutes for ShotSpotter alerts only and ~10 minutes for 911 calls only): both notifications versus ShotSpotter alerts only, $Z = 4.40$, $p < .001$; both notifications versus 911 calls only, $Z = 5.54$, $p < .001$. This difference may reflect that incidents triggering both types of alerts are more likely to be more serious or to be perceived as higher severity.

There were significant differences between a few individual comparisons of the time spent on scene between ShotSpotter-only and 911-only incidents. Specifically, officers spent more time on scene when responding to ShotSpotter-only alerts in the Campbellton zone than 911-only calls in the Central zone: $Z = 4.60$, $p < .001$. They also spent more time responding to ShotSpotter-only alerts in the Cross Creek zone compared to 911-only calls in the Central zone: $Z = 3.32$, $p = .040$. Finally, officers spent more time on scene in response to ShotSpotter-only alerts in the Campbellton zone than 911 calls in the rest of Fayetteville: $Z = 3.31$, $p = .042$.

The time officers spent on scene in response to 911 calls alone was largely similar across all three ShotSpotter zones and the rest of Fayetteville, with two exceptions: officers spent more time responding to 911 calls from both the Cross Creek zone ($Z = 3.43$, $p = .027$) and the rest of Fayetteville ($Z = 3.31$, $p = .042$), compared to 911 calls from the Central zone.

Figure 9: Response Time - Officer First Arrived to Last Unit Cleared, by ShotSpotter Zone and Alert Type, March 2022 - March 2025.



Note: Fayetteville refers to all areas of Fayetteville outside the three defined ShotSpotter zones. For this figure, the Time on Scene upper limit is 2400 seconds. Error bars indicate 95% confidence intervals around the median.

Overall, ShotSpotter reduced the time between FPD initially receiving an alert and dispatching officer(s) to the scene. This faster dispatch time carried over into how quickly officers arrived on scene. These patterns were consistent across all three ShotSpotter zones. Finally, FPD officers spent more time on scene for cases that were reported through both ShotSpotter and 911, as compared to incidents that received only either a ShotSpotter alert or a 911 call.

G. Approximating the Rates of Confirmed Gunshots

When police officers respond to a 911 call or ShotSpotter alert, they are responding to a *potential* instance of gun violence. But many 911 calls and ShotSpotter alerts cannot be

confirmed. Some are false alarms. The caller may have misheard or misinterpreted the situation, or the ShotSpotter system may have detected some other sound. In other cases, a gun may have been fired, but responding officers may find no evidence or witnesses to confirm it. Incidents can be resolved in numerous ways. If officers arrive to an empty scene with no evidence of a crime, the call might be closed. If a crime was discovered or the responding officers had reason to investigate further, the incident may receive an OCA (incident) number. In some cases, officers arrive on the scene to find a victim of a shooting, and sometimes arrests are made immediately in response to the 911 call or ShotSpotter alert.

If a police response follows a ShotSpotter alert, then the police officers also track any evidence or information collected in the ShotSpotter system, which feeds to the ShotSpotter Ground Truth Tracking Worksheet. As described earlier, without an explicit and similar procedure in place for other responses to potential gunshot-related incidents, information from the responses to 911 calls is not tracked as closely and appears only in the incident reports, which were unavailable for review in this evaluation.

In addition, the calls for service and ShotSpotter systems can be updated during or just after the police response. Information on an incident can also be added later, should additional information come to light. Thus, the record for what happened in response to a 911 call or ShotSpotter alert can change over time.

Ideally, we would have detailed data on the rates of confirmation for 911 calls and ShotSpotter notifications, as well as the outcomes from each police response to these alerts. However, this level of detail is not available to us. Specifically, we cannot examine whether individual 911 calls were confirmed by the responding police officer(s) as involving gunshots or assess the investigative results from those responses.

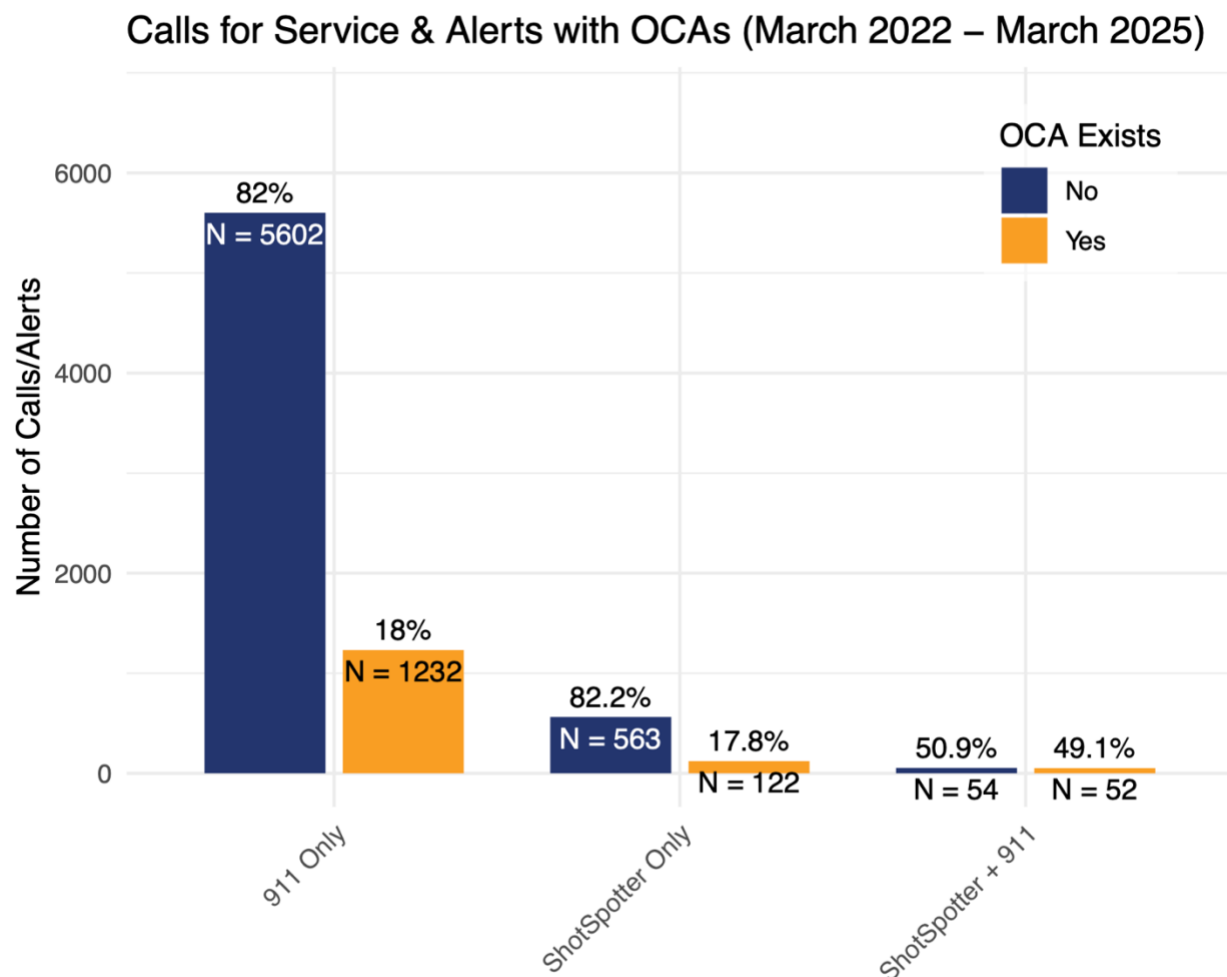
In this section, we seek to shed light on the rates at which FPD's responses to 911 calls and ShotSpotter alerts correspond to confirmed gunshot-related crimes. While we are unable to examine direct reports from responding police officers, we use two sets of information as proxies for whether shots were confirmed for a given call or ShotSpotter alert. First, we examine the presence or absence of an OCA (incident) number with each entry in the gunshot-related calls for service dataset. Second, we analyze the ShotSpotter Ground Truth Tracking Worksheet, which provides more detailed ground truth measures for each alert.

Estimating Outcomes Using OCAs

One simple measure of the severity of an incident that a police officer responds to is whether an OCA (incident) number was assigned to the call. While this does not confirm that a gunshot was specifically verified on scene (and the data do not indicate whether the incident report was created immediately or added later), the association of an OCA number with a call or alert suggests that the response was substantial enough to warrant an incident report.¹⁰ Drawing from the 911 calls for service data, Figure 10 displays the numbers of 911 calls, ShotSpotter alerts, and ShotSpotter alerts with corresponding 911 calls, with associated OCA numbers over the entire period from March 2022 to March 2025. The figure also displays the percentages with OCAs for each call/alert type. While the overall number of 911 calls exceeds the amount of ShotSpotter alerts, it is notable that both 911-only and ShotSpotter-only notifications have similar rates of OCAs (18.0% for 911 calls, 17.8% for ShotSpotter alerts). At the same time, while an overall smaller total number, half (49.1%) of the ShotSpotter alerts with corresponding 911 calls have associated OCAs. As will be revisited in the following sections, this higher proportion suggests that the combination of ShotSpotter with community-driven 911 calls for service are the most productive. This could be indicative of incidents that are, on average, of greater severity than the calls or ShotSpotter alerts alone. It could also be a function of the faster response time associated with ShotSpotter alerts and a greater likelihood of an actual crime occurring due to both forms of notification. Ultimately, we cannot offer an explanation, but we note the higher “yield” resulting from both forms of police notifications.

¹⁰ While the association of an OCA number with a 911 call or ShotSpotter alert is not direct evidence that the responding officers initiated the incident report, the lack of an associated OCA number can be taken as an indication that an incident report was never created, meaning that the initial call or alert never evolved into a recorded criminal incident.

Figure 10: Calls for Service and SS Alerts with and without Corresponding OCA Numbers.



Note: Percentages reflect the rates within each call/alert type.

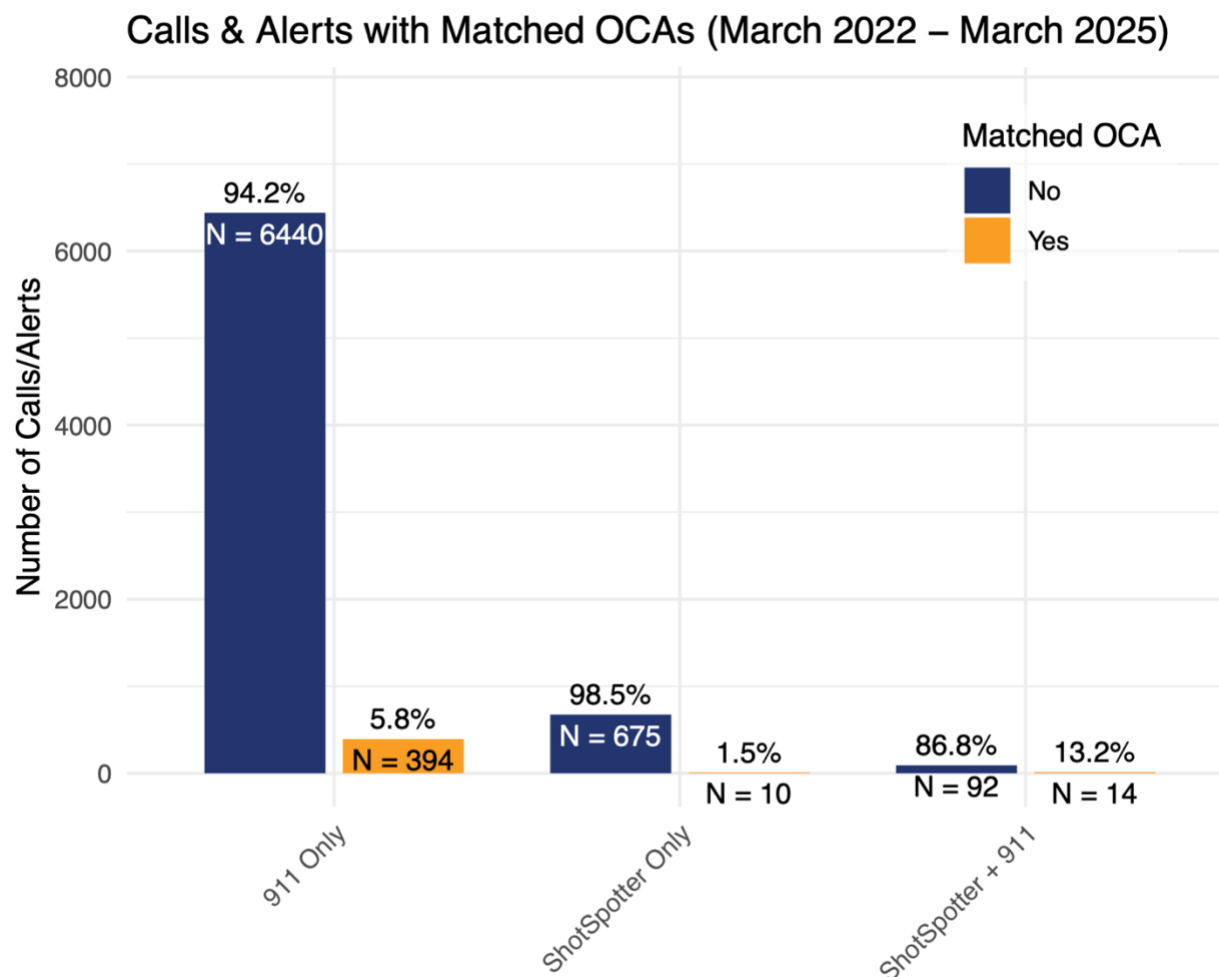
This roughly similar proportion of 911 calls and ShotSpotter alerts with OCAs (~18%) could be taken as an indicator that ShotSpotter alerts and traditional 911 calls have yielded similar numbers of confirmed shots fired incidents (again, with the assignment of an OCA serving as a rough proxy for whether a criminal incident was determined to have occurred).

A more stringent test can be done by identifying which OCA numbers in the calls for service data align with the incident numbers in the crimes against person offenses available in the Open Data, and using those matched incidents as the evidence for whether a 911 call, ShotSpotter alert, or combined ShotSpotter alert + 911 call resulted in a confirmed criminal offense. To do this, we compared all OCAs in the calls for service data set to the

case numbers in the full crimes against persons data.¹¹ Figure 11 displays the number of calls and alerts with OCA numbers that are able to be matched to a case number in the Open Data crimes against persons dataset. These matched OCAs are substantially lower than the counts of calls and alerts with associated OCA numbers. Here the number of ShotSpotter alerts with matched OCAs is quite low, with only 1.5% of the total number of ShotSpotter alerts matching an entry in the crimes against persons data (10/685). A somewhat higher number, 5.8%, of the conventional 911 calls yield matches (394/6834). The number of ShotSpotter + 911 calls with matched OCAs is lower than the ~50% total that have OCA numbers, but still has the largest proportional yield, with 13.2% of the alerts + calls (14/106) having an OCA number that matches an entry in the crimes against persons data.

¹¹ For this process we used the entire incidents – crimes against persons data, not the version we filtered to remove incidents that did not explicitly reference gunshots. We also reiterate the disclaimer from the Open Data Portal, that the crimes against persons data are not to be interpreted as official records. The numbers we report here are meant to provide insights into overall patterns of gunshot-related crimes, and not official counts of charges filed or cases cleared.

Figure 11: Calls for Service and SS Alerts with and without Matching Incidents in Open Data Crimes against Persons.



Note: Percentages reflect the rates within each call/alert type.

These are only rough approximations for the rates that gunshot-related 911 calls and ShotSpotter alerts yield conclusive evidence that a gun-related crime occurred and likely reflect conservative estimates. Nonetheless, this examination suggests that ShotSpotter-only alerts yield at best equivalent rates to 911 calls of confirmations for gunshot events. On the other hand, instances with both 911 calls and ShotSpotter alerts have substantially higher rates of being confirmed as an incident.

Assessing Confirmed ShotSpotter Alerts

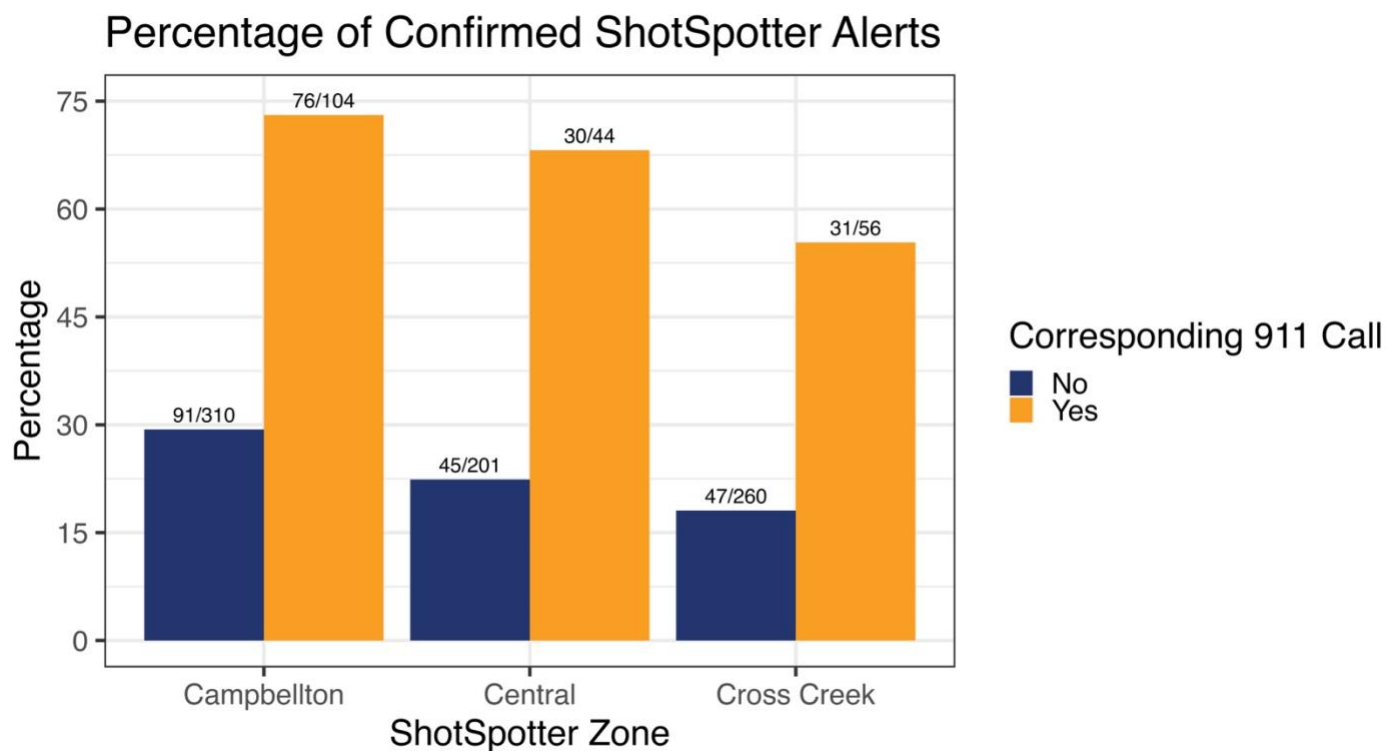
Here we turn to the ShotSpotter (only) Ground Truth Tracking Worksheet data to approximate the number of ShotSpotter alerts with confirmed gunshot incidents using the more detailed data available from the ShotSpotter system. This worksheet contains information for each ShotSpotter alert about different types of evidence collected, witnesses located, arrests made, victim outcomes, and whether case or offense reports were created. Individual measures from this worksheet are examined in Sections H and I to consider the productivity of FPD's responses to ShotSpotter alerts in more detail. Here, we use the aggregate information to provide a general assessment of the rates at which ShotSpotter alerts can be interpreted as confirmed incidents.

To do this, we combined information from all of the relevant fields across the ShotSpotter Ground Truth Tracking Worksheet to label an alert as confirmed or not.¹² While many alerts were confirmed based on multiple forms of information (e.g., shell casing evidence was collected, a gun was recovered, and police determined the incident warranted a report), an alert only needed confirmatory information from *one* of the fields to be considered “confirmed” for the purposes of our analysis.

As shown in Figure 12, across all ShotSpotter zones, ShotSpotter alerts accompanied by 911 calls were much more likely to be confirmed than those that were not. 67.2% (137/204) of the ShotSpotter alerts with corresponding 911 calls in the Ground Truth data are confirmed by this measure. The Campbellton zone had the highest number of confirmed alerts (73.1%), followed by Central (68.2%) and then Cross Creek (55.4%). When ShotSpotter alerts were not corroborated by 911 calls, the confirmation rates are substantially lower, with 23.7% (183/771) of the total number of ShotSpotter-only alerts confirmed. 29.4% of these alerts were confirmed in the Campbellton zone, followed by 22.4% in the Central zone and 18.1% in Cross Creek.

¹² Specifically, if *at least one* of the following fields for a given ShotSpotter alert had information indicating some type of evidence was collected, arrest was made, witness or victim was located, or report was created, we determined the given alert was “confirmed”: GT – All Text, GT – Any, Evidence Located – Shell Casing(s), Evidence Located – Property Damage, Evidence Located – Firearm(s) Recovered, GT – Evidence Located – Other Evidence, Victim Identified, Aid Rendered to Victim, Homicide on Scene, GT – Other – Any, Witness Located, Resulted in Arrest, Number of Casings Found, Caliber (1st), Caliber (2nd), Caliber (3rd), Number of Guns Recovered, Number of Victims Hit, Number of Victims Found, Report/Case Number, and Offense Report.

Figure 12: Percentage of ShotSpotter Alerts Considered Confirmed, by ShotSpotter Zone and Alert Type.



Note: For this figure, the percentage upper limit is 75%. Fractions on top of bars indicate the number of alerts that were confirmed out of the total number of alerts in the given ShotSpotter Zone x Corresponding 911 Call cell.

H. Productivity of Police Responses: Evidence

As noted, we are unable to assess the outcomes of 911 calls because no data were available concerning those incidents. This prevents direct comparisons of the effectiveness of traditional 911 calls versus ShotSpotter alerts. However, the ShotSpotter Ground Truth Tracking data allows us to examine several measures of the productivity of police responses to ShotSpotter alerts during the implementation period (September 26, 2023 – March 31, 2025), and we turn to that now.

We assessed Fayetteville Police Department’s productivity in responding to incidents of gunfire in terms of two broad categories: collection of evidence (this section) and victim outcomes (Section I). For both categories, all analyses compare results across the three ShotSpotter zones and two alert types (ShotSpotter alert only or ShotSpotter alert with a

corresponding 911 call) for the period after the implementation of ShotSpotter. Note that there is no comparison between these three zones and the rest of Fayetteville, so any comparison here is highly limited and not as informative as it would be if we could examine data on such incidents more generally. First, we will discuss findings related to FPD's ability to collect different types of evidence for shots fired alerts. In doing so, we first refer to Figure 13.

Firearm Recovery

Figure 13a displays the percentage of alerts across the three ShotSpotter zones for which firearms were recovered. Regardless of ShotSpotter zone or alert type, firearms were recovered infrequently. However, firearms were more likely to be recovered in the Cross Creek zone (2.8% of incidents) than either the Campbellton (2.4%) or Central zones (0.0%). Across the Cross Creek and Campbellton zones, firearms were more likely to be recovered when ShotSpotter alerts were complemented by 911 calls (7.5%) compared to when they were not (1.2%).

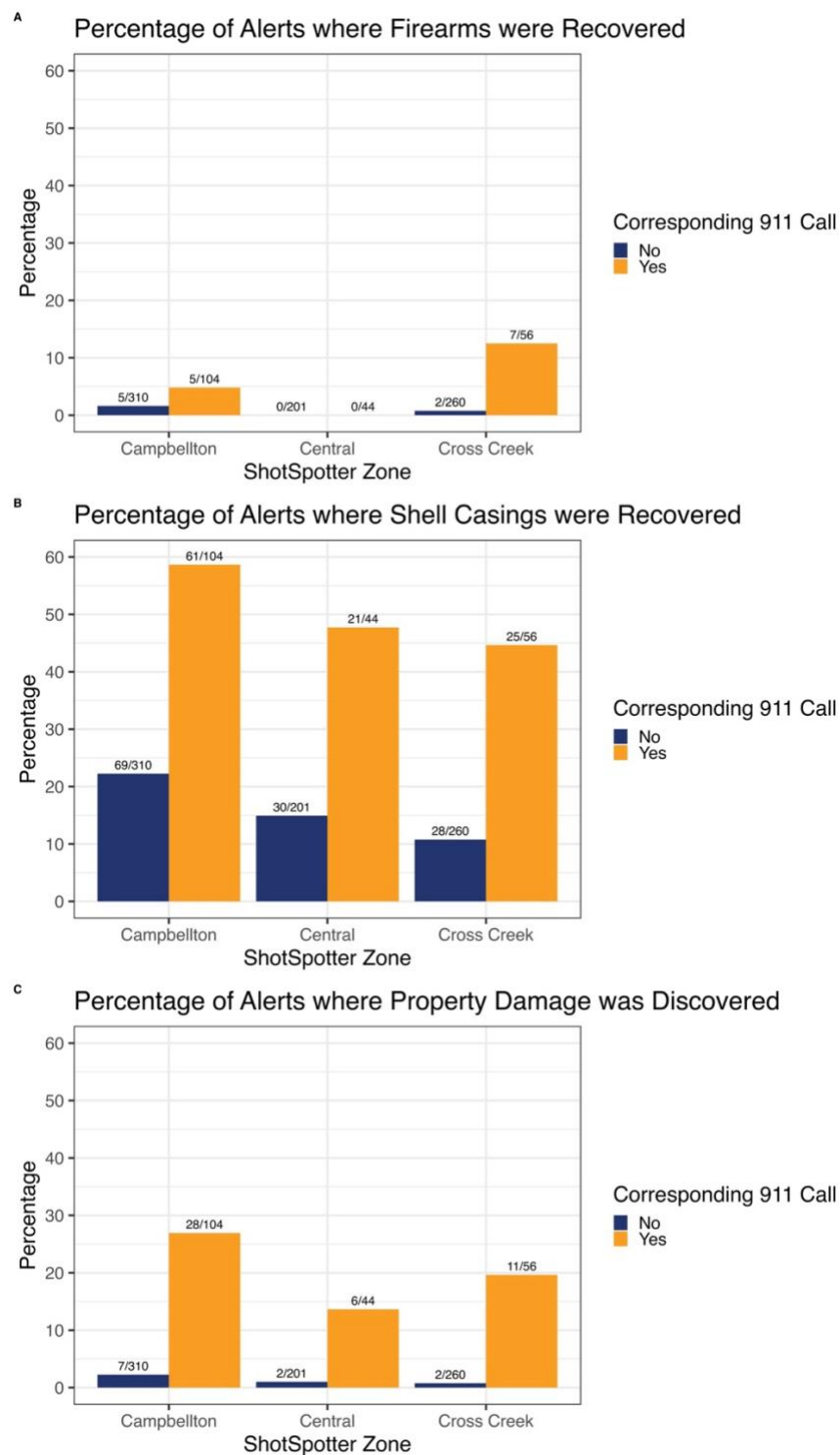
Shell Casing Recovery

Figure 13b displays the percentage of alerts across the three ShotSpotter zones for which shells casings were recovered. Not surprisingly, shell casings were recovered more frequently than firearms across all three ShotSpotter zones. Shell casings were most frequently recovered in the Campbellton zone (31.4% of incidents), followed by the Central zone (20.8%) and finally, the Cross Creek zone (16.8%). Further, for all zones, shell casings were more likely to be recovered in cases that received 911 calls in addition to ShotSpotter alerts (52.5%) than those that received only ShotSpotter alerts (16.5%).

Property Damage

Figure 13c displays the percentage of alerts across the three ShotSpotter zones for which property damage was discovered. Property damage was discovered more frequently than firearms but less frequently than shell casings. Across all three ShotSpotter zones, police were much more likely to discover evidence of property damage in cases that received both ShotSpotter alerts and 911 calls (22.1% of incidents) compared to those that received ShotSpotter alerts alone (1.4% of incidents). While evidence of property damage was discovered most often in the Campbellton zone, differences between the three zones were minimal.

Figure 13: Percentage of Alerts where (a) Firearms, (b) Shell Casings, and (c) Property Damage Evidence was Collected, by ShotSpotter Zone and Alert Type.



Note: For this figure, the percentage upper limit is 60%. Any missing bars indicate values of 0%. Fractions on top of bars indicate the number of alerts where the specified type of

evidence was collected out of the total number of alerts in the given ShotSpotter Zone x Corresponding 911 Call cell.

Figure 14 shows two additional measures by ShotSpotter zone and alert type (i.e., whether the ShotSpotter alert had a corresponding 911 call):

- (a) the percentage of responses where witnesses were located
- (b) the percentage of responses where arrests were made.

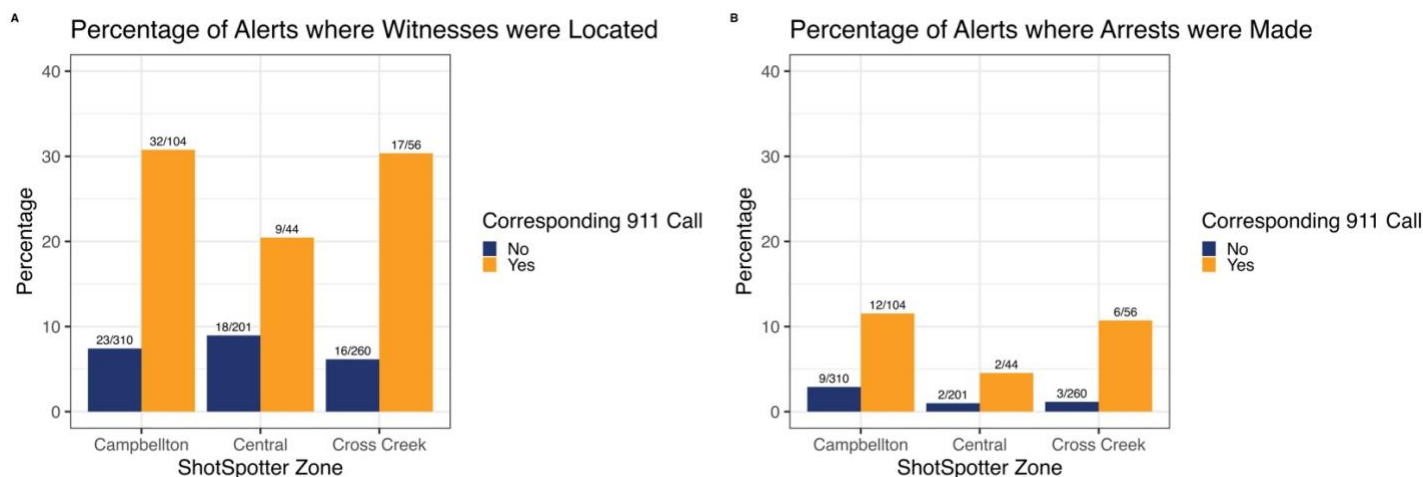
Witnesses Located

Figure 14a displays the percentage of alerts for which witnesses were located. FPD was more likely to locate witnesses in response to ShotSpotter alerts that also had corresponding 911 calls (28.4% of incidents) compared to ShotSpotter alerts that were not corroborated by 911 calls (7.4% of incidents). There were minimal differences in the percentage of cases where witnesses were located between the three ShotSpotter zones.

Arrests Made

Figure 14b displays the percentage of alerts for which an arrest was made. FPD was more likely to make arrests in response to ShotSpotter alerts with corresponding 911 calls (9.8% of incidents) compared to those without (1.8% of incidents). Overall, arrests were made infrequently, and there were no differences in their likelihood of occurring across the three ShotSpotter zones.

Figure 14: Percentage of Alerts where (a) Witnesses were Located and (b) Arrests were Made, by ShotSpotter Zone and Alert Type.



Note: For this figure, the percentage upper limit is 40%. Fractions on top of bars indicate the number of alerts where (a) witness were located or (b) arrests were made out of the total number of alerts in the given ShotSpotter Zone x Corresponding 911 Call cell.

In sum, evidence (in the form of firearms, shell casings, property damage, witnesses, and arrests) was recovered more frequently in cases where FPD received 911 calls *in addition* to ShotSpotter alerts compared to when they received ShotSpotter alerts alone. There were minimal differences in the number of cases where evidence was collected across the three ShotSpotter zones; though in general, the Campbellton zone had the highest percentage of cases where evidence was collected (as well as the highest number of ShotSpotter alerts).

I. Productivity of Police Responses: Victim Outcomes

As mentioned above, we also assessed Fayetteville Police Department's productivity in terms of various outcomes for victims of gun violence. As in Section H, above, we use the ShotSpotter Ground Truth Tracking Worksheet here, and we reiterate that, without comparable information for 911 calls, we are only able to examine these outcomes for ShotSpotter alerts (with or without corresponding 911 calls), for the period after the implementation of ShotSpotter.

The three outcomes we examine include:

- (a) the percentage of responses where victims were identified,
- (b) the percentage of responses where aid was rendered to victims, and
- (c) the percentage of responses that involved a homicide.

Again, these three outcomes are compared across the three ShotSpotter zones (Campbellton, Central, and Cross Creek) and two alert types (ShotSpotter alerts with versus without corresponding 911 calls), and they are illustrated in Figure 15.

Victims Identified

Figure 15a displays the percentage of alerts for which a victim was identified. Across all three ShotSpotter zones, victims were much more likely to be identified in cases where FPD received both ShotSpotter alerts and 911 calls (12.3%) compared to when they received ShotSpotter alerts alone (0.5%). Compared to the Central and Cross Creek zones, the Campbellton zone had the highest percentage of cases where victims were identified (and more victims identified overall).

Victims Received Aid from First Responders

Figure 15b¹³ displays the percentage of alerts for which responders provided aid to victims, showing a similar pattern to Figure 15a. First responders were much more likely to provide aid to victims in cases where ShotSpotter alerts were complemented by 911 calls (9.3%) compared to when they served as FPD's only notification about a shots fired incident (0.4%). Further, while patterns were similar across the three ShotSpotter zones, the zone with the highest percentage of cases where victims received aid for gunshot wounds was Campbellton, followed by Cross Creek and Central.

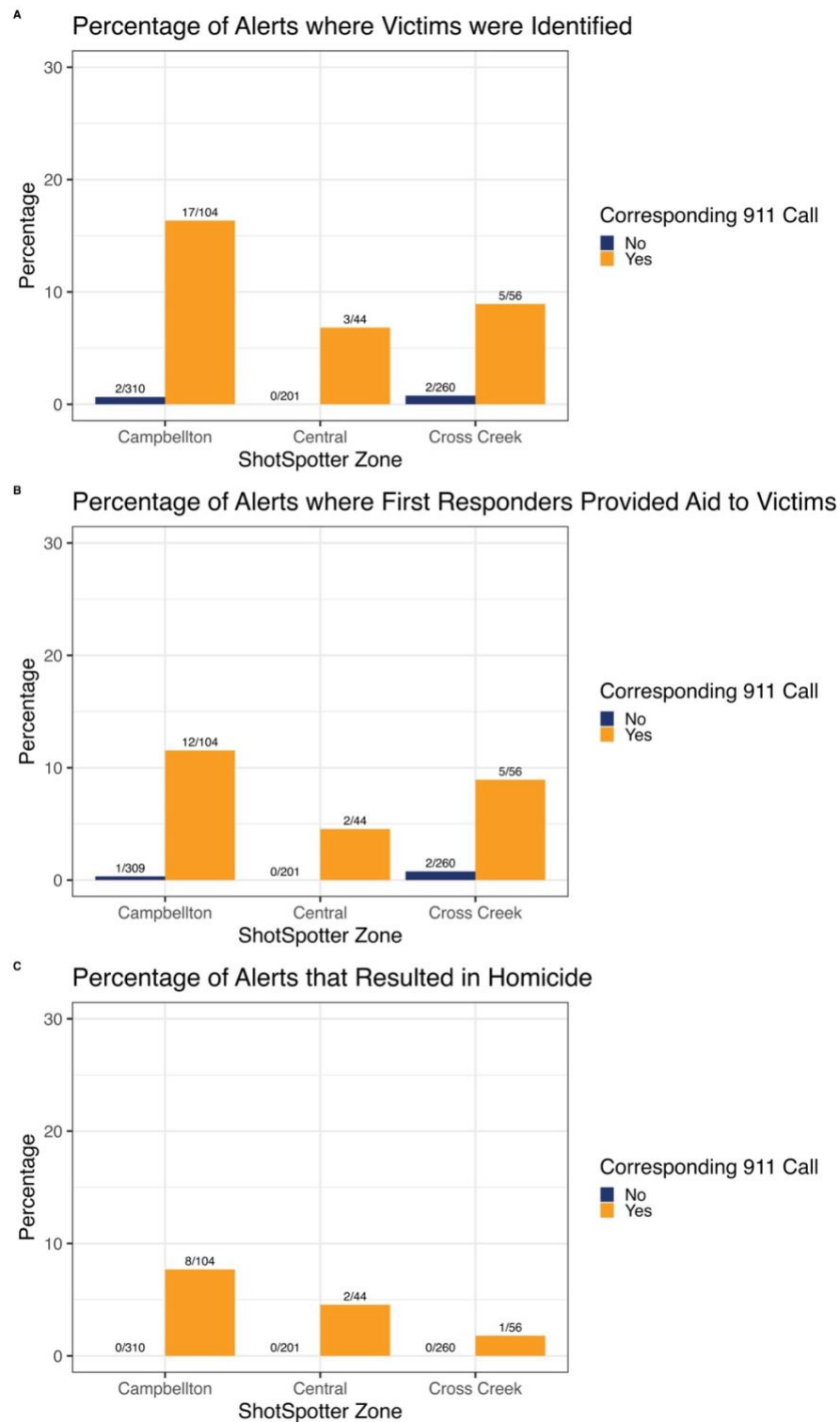
Homicides

Figure 15c displays the percentage of alerts that involved a homicide. While homicides were rare overall, *all* homicides occurred in cases where FPD received *both* a ShotSpotter alert and a 911 call about shots being fired. The highest percentage of cases that resulted in homicide occurred in the Campbellton zone (1.9%), while only two homicides occurred in the Central zone during this time period (0.8%) and just one occurred in the Cross Creek zone (0.3%).

To summarize, positive outcomes for victims (victims being identified and receiving aid) occurred more frequently in cases where FPD received 911 calls *in addition to* ShotSpotter alerts compared to when they received ShotSpotter alerts alone. Further, homicides were only reported for ShotSpotter cases that were corroborated by 911 calls. Finally, compared to the Central and Cross Creek zones, the Campbellton zone had the highest percentage of responses with positive outcomes for victims as well as the highest percentage of homicides reported.

¹³ For Figure 15b, we note that the denominator for the *Campbellton* ShotSpotter Zone x *No Corresponding* 911 Call cell is 309 instead of 310, which is the denominator for this cell on all other evidence and victim outcomes plots. One of the rows in the original data (ShotSpotter ID #482-22991) had "NA" in the column regarding first responders providing aid to victims. It is also important to note that in two cases (both in the Campbellton ShotSpotter zone with corresponding 911 calls), first responders did not provide aid to victims because victims were dead upon the arrival of emergency services (DOA).

Figure 15: Percentage of Alerts where (a) Victims were identified, (b) Victims received aid from first responders, and (c) Homicide occurred, by ShotSpotter Zone and Alert Type.



Note: For this figure, the percentage upper limit is 30%. Any missing bars indicate values of 0%. Fractions on top of bars indicate the number of alerts where the specified victim outcome occurred out of the total number of alerts in the given ShotSpotter Zone x Corresponding 911 Call cell.

J. Effects on Gun Violence Incidence and on Policing Resources

Due to the nature of the data available for this evaluation and the nature of the evaluation itself, we cannot directly address several questions of potential interest, for instance, whether the implementation of ShotSpotter has reduced overall levels of gun violence in Fayetteville and how ShotSpotter has affected policing resources in Fayetteville. Nonetheless, we address these two topics briefly, offering observations from our evaluation.

Did ShotSpotter Reduce Gun Violence in Fayetteville?

Proponents of ShotSpotter argue it may deter gun violence through faster police response times. As described in Section F, FPD were significantly faster to arrive on scene following a ShotSpotter alert than a 911 call due to faster dispatch times with ShotSpotter alerts. While we cannot assess whether faster response times affected investigation effectiveness due to lack of access to investigation outcome data, the patterns of gun-related criminal incidents examined in Section D and presented in Figure 2 indicate that gun violence was on a decline in Fayetteville before ShotSpotter was installed. Further, the relative stability of gunshot-related incidents in the ShotSpotter zones throughout the ShotSpotter period, relative to the overarching decrease across the rest of the city, would suggest that ShotSpotter has not served as a deterrent to gunfire in the city.

Increased Deployments and Policing Resources

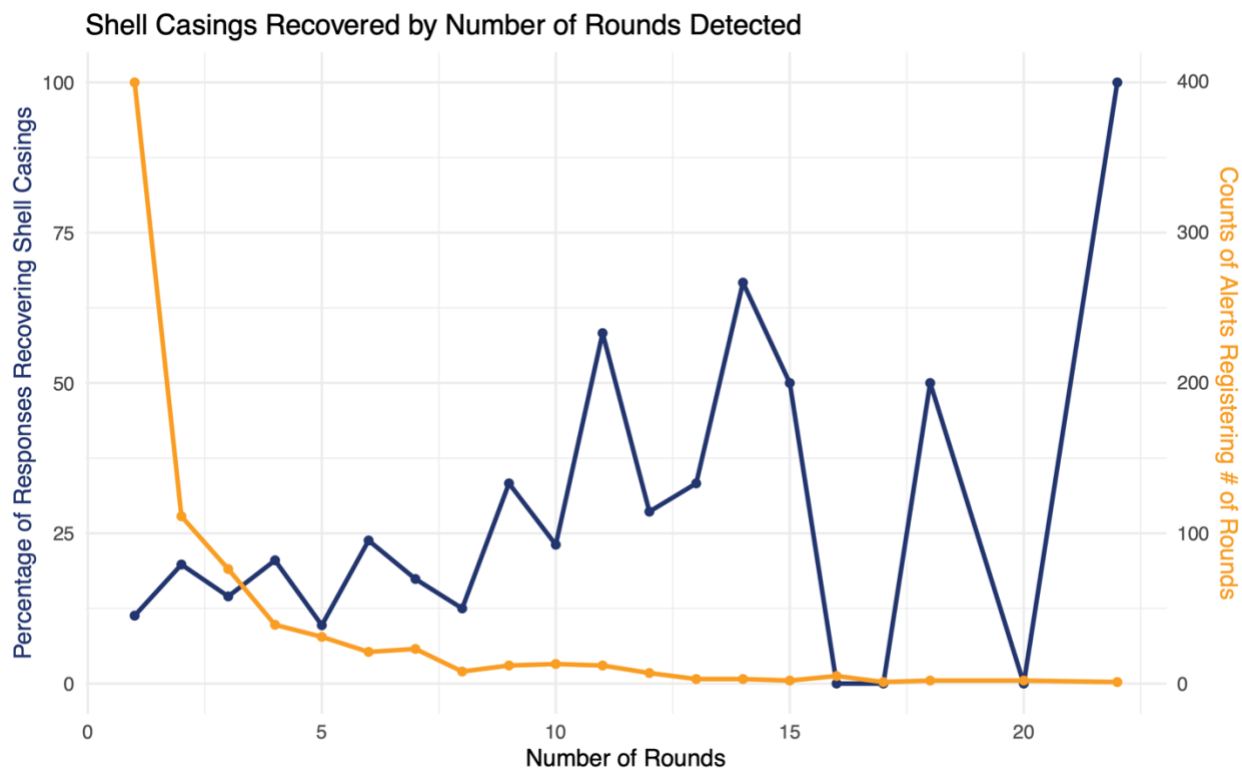
We did not have access to comprehensive cost data to directly assess ShotSpotter's impact on policing resources (such as expenditures). However, we can examine patterns in police deployment that relate to resource utilization. With the implementation of ShotSpotter, the number of alerts about *potential* gunfire in the ShotSpotter zones increased, meaning that police officers spent more time and energy responding to alerts than they would have otherwise. It is valuable to consider whether these additional deployments are an effective use of FPD's resources.

One way to consider this is in terms of the productivity of those extra responses. As explored in Sections H and I, the productivity of police responses to ShotSpotter alerts varied significantly depending on whether ShotSpotter alerts corresponded with 911 calls. For ShotSpotter-only alerts, shell casing recovery rates ranged from a high of 22% in the Campbellton zone to a low of 11% in Cross Creek. When ShotSpotter alerts corresponded with 911 calls, shell casing recovery increased to 59% in Campbellton and 45% in Cross Creek. Clearly, responses to ShotSpotter alerts that corresponded with a resident 911 call were more productive than responses to ShotSpotter alerts alone. Here, we explore whether additional information available through ShotSpotter could be used to help prioritize certain kinds of alerts over others.

The ShotSpotter Ground Truth Tracking Worksheet contains a field indicating whether the detected gunfire was “probable gunfire” (N = 117 entries), a “single gunshot” (N = 371), or “multiple gunshots” (N = 487). These flags could usefully serve as a proxy for how to prioritize responses to the alerts. The scale of magnitude from “multiple gunshots” to “single gunshots” to “probably gunfire” corresponds with whether a 911 call was also received, with 30.8% (150/487) SS alerts flagged as “multiple gunshots” having also received a 911 call, 11.6% (43/371) SS alerts flagged as “single gunshot” having a 911 call, and 9.4% (11/117) of the “probable gunshot” alerts having a 911 call. These flags also correspond with important response outcomes, for instance whether shell casings were recovered by the responding officer(s). For ShotSpotter-only alerts, alerts for “multiple gunshots” yielded the highest rate of recovery of shell casings, with 22.6% (76/337) of the alerts leading to the recovery of shells. Alerts for a “single gunshot” had 11.3% (37/328) yield. Alerts for “probable gunfire” had only 7.5% (8/106) yield.

ShotSpotter also provides data on the number of rounds detected per alert. Among the 771 ShotSpotter-only alerts, 399 (51.8%) involved detection of a single round, 111 (14.4%) involved 2 rounds, 76 (9.9%) involved 3 rounds, and the remaining 185 alerts involved 4 or more rounds. Response outcomes varied by number of rounds detected, with evidence recovery rates generally increasing as the number of detected rounds increased, as displayed in Figure 16 for shell casings recovered.

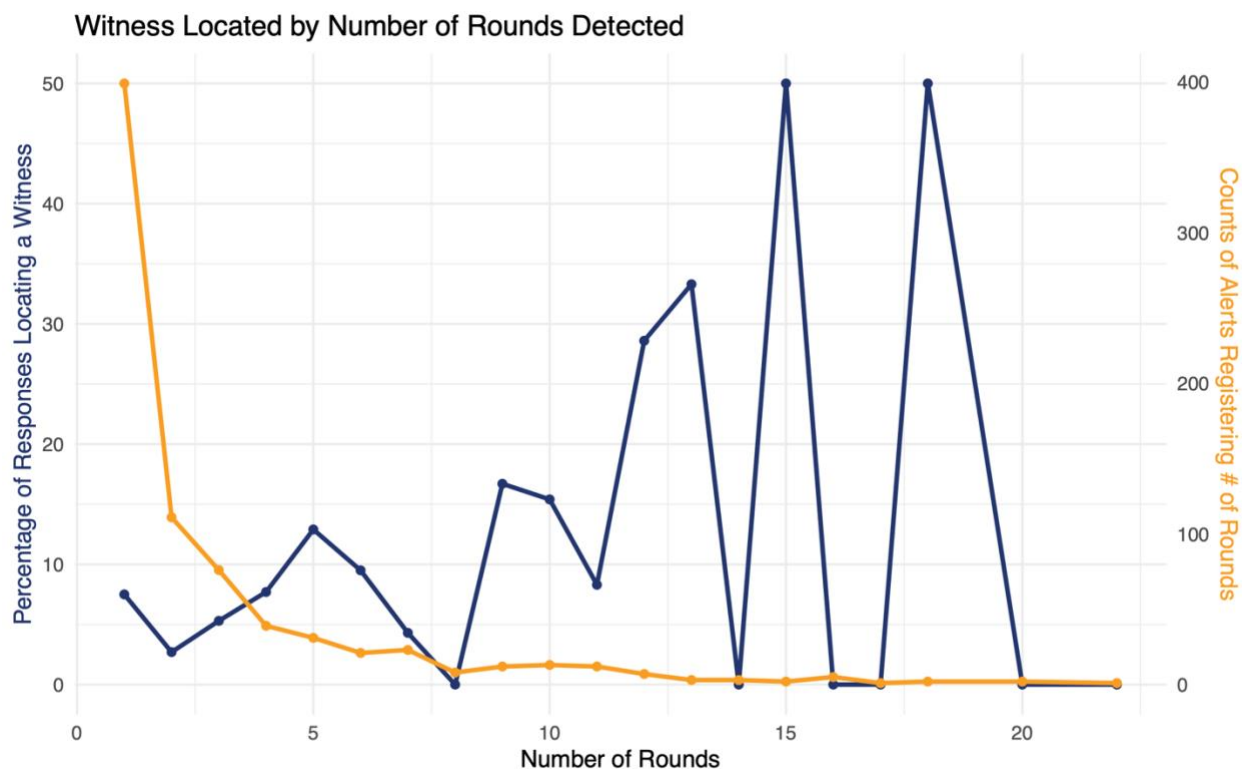
Figure 16: Shell Casings Recovered and the Number of Rounds Detected by ShotSpotter.



Note: The blue line, with axis labels and scale on left, presents the percentage of shell casings recovered; the yellow line, with axis labels and scale on right, presents the numbers of alerts corresponding to each number of rounds.

Figure 17 displays witness location rates by number of rounds detected. Witnesses were located for 30 of the 399 ShotSpotter-only alerts for one round. This represented the largest total number of witnesses found from ShotSpotter-only alerts, but just 7.5% of the single-round alerts. ShotSpotter-only alerts for multiple rounds had higher percentage yields for witnesses located. Overall, witnesses were located in only 57 of the 771 ShotSpotter-only alerts (7.4%).

Figure 17: Witness Located and the Number of Rounds Detected by ShotSpotter



Note: The blue line, with axis labels and scale on left, presents the percentage of alerts resulting in witnesses being located; the yellow line, with axis labels and scale on right, presents the numbers of alerts corresponding to each number of rounds.

Altogether this consideration, along with the observations from earlier sections and the cumulative evidence from other recent ShotSpotter evaluations (including the Wilson Center’s evaluation for Durham, NC; Cook & Soliman, 2024), would suggest that ShotSpotter alerts for “probable gunfire” or for single rounds that do not have accompanying 911 calls from residents could be deprioritized if the increased deployments due to ShotSpotter are taxing FPD’s resources.

K. Conclusions

The findings reported here are based on 18 months of ShotSpotter's implementation, from September 26, 2023 to March 31, 2025, in three roughly one-mile square area zones in Fayetteville, North Carolina, along with an 18-month period before ShotSpotter's implementation. We examined data from Fayetteville Police Department's calls for service system and ShotSpotter tracking worksheet, as well as public information available from Fayetteville's Open Data Portal.

The main conclusions from this evaluation are:

- **Crime and Alert Patterns:** Gunfire incidents and gunfire-related 911 call volumes declined citywide during the evaluation period while ShotSpotter alerts increased notifications within coverage zones. ShotSpotter alert volumes in coverage zones exceeded 911 calls by factors of 2.7 compared to the period before ShotSpotter implementation and 4.1 after ShotSpotter implementation. However, we cannot attribute crime reductions directly to ShotSpotter.
- **Response Time:** Police are dispatched more quickly following ShotSpotter alerts compared to 911 calls alone. Dispatch times were over 2 minutes faster for ShotSpotter alerts than for 911 calls alone in the ShotSpotter coverage zones. We are unable to assess, however, whether this faster response has resulted in improved investigative or victim outcomes.
- **Alert Effectiveness:** Despite the high volume of ShotSpotter alerts, we do not have evidence that ShotSpotter-only notifications significantly improve police productivity or outcomes without corroborating 911 calls. Alerts confirmed by both ShotSpotter and 911 calls produce more evidence collection, victim identification, and arrests than ShotSpotter-only alerts. ShotSpotter alerts alone, when not accompanied by a 911 call, however, have low yields. We estimate that at most about 24% of ShotSpotter alerts can be linked to a confirmed shots fired incident.

- **Resource Efficiency:** A majority of ShotSpotter-only alerts involve detection of a small number of rounds, and many alerts are for “probable gunfire” only. These alerts are associated with lower productivity in terms of evidence collection and victim identification. Strategic prioritization of alerts—such as deprioritizing single-shot alerts lacking 911 confirmation—may improve efficient use of police resources.
 - **Data Integration Challenges:** Since we are unable to examine data on the outcomes or confirmation of 911 calls for shots fired (without a corresponding ShotSpotter alert), we are unable to speak to the outcomes of ShotSpotter relative to 911 calls. Better integrating data from ShotSpotter, 911 calls, police incident reports, and investigations would allow deeper evaluation insights.
 - **Overall Assessment:** We do not offer a conclusion on whether ShotSpotter's benefits exceeded costs. While ShotSpotter provided more alerts about potential gunfire than 911 calls alone and enabled faster response times, it remains unclear to what extent these increased alerts represent false positives. The value of increased alerts and faster responses, including if some portion of them are false positive alerts, must be weighed against budgetary and opportunity costs.
-

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Appendix: Evaluations of ShotSpotter in Other Cities

Here we provide summaries of eight (8) recent independent evaluations of ShotSpotter’s implementation in other US cities with respect to their main findings and whether the city chose to subsequently renew its ShotSpotter contract. We offer these summaries to provide the City of Fayetteville with additional context – in terms of key results about ShotSpotter evaluations throughout the country.

Disclaimer: We do not offer commentary on, nor can we guarantee the scientific rigor, of these studies or reports. Specifically, we cannot attest to the quality of the data presented, the methodology or statistics used, or the writing decisions made in creating the reports.

Report Overview			Outcomes			ShotSpotter Renewal Recommendations	
Author of Study	Summary	City Studied	Positive Outcomes (in favor of ShotSpotter)	Negative Outcomes (against ShotSpotter)	Neutral Outcomes/No Effect	Recommendation of Report	City's Renewal Decision (Yes/No)
National Criminal Justice Reference Service	This study evaluated ShotSpotter implementations in two cities: Kansas City, MO and Chicago, IL. As part of its analysis, the project explored three questions: (1) the effect of ShotSpotter on officer response and search	Kansas City, MO	Officers stopped their patrol cars closer to the reported/detected location of gunfire for shots fired incidents, fatal shootings, and non-fatal shootings. Officers arrived faster on the scene when responding to shots fired	Officers took longer to arrive on the scene for non-fatal shootings.	ShotSpotter did not significantly influence the likelihood of evidence collection or case clearance in fatal and non-fatal shooting incidents.	No explicit recommendation given	Yes

	behavior, (2) the effect of ShotSpotter on crime occurrence, and (3) the effect of ShotSpotter on evidence collection and case clearance.		incidents and fatal shootings.				
			Ballistic (NIBIN) evidence collection was ~30% higher in ShotSpotter area than the weighted control area.	Shots fired calls for service occurring in the ShotSpotter target area were 18% more likely to be classified as unfounded as compared to non-target-area cases.			
			There were 22.2% fewer shots fired calls for service (i.e., 911 calls) in the ShotSpotter area.				
			The increase in gun recovery (11.2%) in the ShotSpotter target area only approached statistical significance.				
		Chicago, IL	Officers stopped their patrol cars closer to the reported/detected location of gunfire for shots fired incidents, fatal shootings, and non-fatal shootings	More fatal shootings, non-fatal shootings, and gun assaults and robberies occurred in ShotSpotter target areas.	ShotSpotter did not significantly influence the likelihood of case clearance in fatal and non-fatal shooting incidents.	No explicit recommendation given	No
			Officers arrived faster on the scene when responding to	Officers took longer to arrive when			

			shots fired incidents and non-fatal shootings.	responding to fatal shootings.			
			Firearms were 45% more likely to be recovered from fatal shootings within ShotSpotter areas.				
Office of the Inspector General, City of Chicago	Chicago PD launched ShotSpotter in 2017 as part of the launch of its Decision Support Center. It was deployed alongside expanded mobile technology for officers and as an expansion of the department's Police Observation Device Crime Camera program. In 2021, the City's Inspector General released its evaluation of ShotSpotter, which included data between January 1, 2020 and May 31, 2021. The OIG	Chicago, IL	The ability to more quickly dispatch officers to gunfire events <i>may</i> be an operational benefit.	<p>Evidence of gun-related crimes is rarely produced.</p> <p>ShotSpotter alerts rarely led to to investigatory stops.</p> <p>Recovery of gun crime-related evidence during investigatory stops rarely occurred.</p> <p>Negative impact on policing behaviors (generalized perceptions of ShotSpotter alert frequency in a given area may substantively</p>	N/A	Do not renew	No

	report concluded that it was likely not possible to conclusively determine whether ShotSpotter was a worthwhile operational investment, in part because the ability to match ShotSpotter events to other police records was limited. After the release of this report, the City of Chicago ultimately declined to renew its contract with ShotSpotter.			change policing behavior). Frequent ShotSpotter alerts impacted reasonable suspicion during investigatory stops.			
New York City Comptroller	After a decade since the NYPD's contractual relationship with ShotSpotter began in 2014, the NYC Comptroller published its audit of the city's more than 2,000 sensors installed across the five boroughs. The Comptroller's audit revealed very large	New York City, NY	Response times were 1 minute and 38 seconds faster for ShotSpotter alerts to outdoor shots fired than 911 calls for the same issue. However, the time difference the auditors found was less than what was stated in publicly available information,	Large discrepancies between total alerts and confirmed shooting incidents (notably in March 2023 with 1,239 alerts compared to 104 confirmed shooting incidents). As a result, the performance	N/A	Do not renew	Yes

	<p>discrepancies between total alerts and confirmed shooting incidents. The Comptroller's audit also found that the performance standard adopted by the NYPD resulted in artificially high ratings for ShotSpotter. Additionally, the report's evaluation of the unconfirmed alert data (presumably alerts that did not result in a confirmed shooting) found hundreds of hours of officer time spent on unconfirmed alerts. The audit also found that the NYPD's data collection should be improved, analyzed more critically, and published in the interest of transparency before</p>		<p>which claimed a five-minute difference (~4 minutes for ShotSpotter alerts versus ~9 minutes for 911 call response).</p>	<p>standard adopted by the NYPD resulted in artificially high ratings for ShotSpotter, as it did not consider false positives or otherwise directly assess the tool's ability to identify confirmed shooting incidents.</p> <p>High level of noise, construction in Manhattan's Harlem area, and density of buildings contributed to a high number of false negatives (ShotSpotter missed 10+ confirmed shooting incidents in 10 of 12 studied months).</p> <p>Hundreds of hours of officer time spent on unconfirmed alerts (a single month showed 426.9 hours).</p>			
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	ShotSpotter's contract was renewed, as the data collected and published at the time of the audit's publication did not adequately support a comprehensive assessment of the tool's effectiveness. Ultimately, the audit did not support renewal of the contract.						
Wilson Center for Science and Justice	This report evaluated Durham's 12-month implementation of ShotSpotter, from December 15, 2022 to December 14, 2023. The report assessed ShotSpotter's effects on the amount and type of gunshot notifications Durham PD received, Durham PD's response time and time on scene when responding to	Durham, NC	Officers responded more quickly to gunshot notifications in the target ShotSpotter area (median response time of deployed officers to the scene for 911 notifications decreased by 1.2 minutes in the pilot area compared to the rest of the city). Median dispatch time dropped by 54 seconds, while the response time (dispatch +	ShotSpotter more than doubled the total number of gunshot notifications during 2023, with 2.3 "extra" deployments per day on average. Evidence of gunfire was not found in 91% of the "extra" instances.	Likelihood of arrest or evidence collection did not increase for incidents that generated both 911 calls and ShotSpotter alerts.	No explicit recommendation given	No

	<p>shots fired incidents, and the productivity of police responses to ShotSpotter alerts versus 911 calls for service in terms of arrests made, witnesses interviewed, and evidence collected. They found that ShotSpotter more than doubled the number of gunshot notifications received by Durham PD for the three-square mile area it covered, and it notably improved police offer response times to shots fired incidents. They also noted that overall, ShotSpotter did not improve the productivity of police responses; however, there were 7 cases in which arrests were made for incidents only</p>		travel) dropped by 130 seconds, compared to a 56-second drop in the control area.				
			Plausible that in one particular incident, rapid deployment made possible by a ShotSpotter alert actually saved the life of a gunshot victim.	DPD increased the priority for responding to gunshot notifications when ShotSpotter was installed, which may have come at the cost of slowing DPD deployments for other calls for service.			
				For most ShotSpotter alerts, the subsequent police investigation did not find confirmation that a crime occurred. Only 9% of ShotSpotter-			

	known to police due to a ShotSpotter alert (i.e., there were no 911 calls for these incidents). The report states that the authors cannot provide recommendations about whether ShotSpotter's benefits exceeded its costs or advice regarding whether the City should renew its contract with the technology.			only alerts resulted in confirmation of a shooting, and this percentage was still lower for alerts with just one or two shots. ShotSpotter did not notably enhance the productivity of police investigations. Only 4% of ShotSpotter alerts that resulted in confirmed shootings resulted in arrest, 11% resulted in collection of evidence, and 7% in witness interviews.			
Nebraska Center for Justice Research, University of Nebraska at Omaha	This report evaluated the ShotSpotter implementation in Omaha, NE. The main purpose of the study was to analyze how dispositions (or outcome of arrest) in these gunshot events	Omaha, NE	ShotSpotter-initiated calls were almost 40% more likely to result in a police report being made.	ShotSpotter-initiated calls were roughly 20% less likely than non-ShotSpotter-initiated calls to result in an "arrest" disposition.	N/A	Report provided suggestions to improve ShotSpotter implementation and data management	Under consideration. Request to renew submitted November 2024.

	differ depending on the call source. The research question was as follows: "Do shots fired calls initiated by ShotSpotter differ substantially from shots fired calls initiated by 911 in terms of the case dispositions logged by responding officers?"						
Dennis Mares, Emily Blackburn, Southern Illinois University Edwardsville	This study examined the effectiveness of the ShotSpotter implementation in St. Louis, MO. This study used a quasi-experimental study; results of interrupted time-series analysis indicate that the ShotSpotter installation in St. Louis may be related to a drop in citizen reports of "shots fired," but failed to find an impact on reported gun-related crimes.	St. Louis, MO	<p>ShotSpotter may be responsible for a drop in citizen reports of "shots fired."</p> <p>Officers do appear to spend less time investigating ShotSpotter incidents versus citizen reports. Officers were dispatched faster and completed their investigations in less time when ShotSpotter was involved.</p>	Poor accuracy. Of the 890 unique incidents recorded in the two experimental neighborhoods between August 20, 2008 and October 31, 2009, only 17 led to the identification of a violent crime (1.9%), and an arrest was only made in one case (0.1%). Over 93% of incidents failed to turn up	No impact on reported gun-related crimes.	No explicit recommendation given	Yes

				evidence of a violent crime.			
Ratcliffe et al.	Using a partially block-randomized experimental design, this study examined whether the introduction of Philadelphia's 17-sensor ShotSpotter pilot increased the frequency of confirmed incidents of shots fired by bringing awareness to gunfire events in public places that were not reported by the public. The study found that the ShotSpotter implementation did not significantly affect the number of confirmed shootings, but it did increase the workload of police attending incidents for which no evidence of a	Philadelphia, PA	N/A	<p>ShotSpotter did not significantly affect the number of confirmed shootings.</p> <p>ShotSpotter increased the workload of police responding to incidents for which no evidence of a shooting was found. The 259% increase in gunshot-related incidents over the 8 months post-ShotSpotter implementation was not matched by a significant increase in "founded" events, suggesting a substantial increase in</p>	N/A	No explicit recommendation given	Unsure

	shooting was found.			events where there was no independent evidence of gunfire. Police workload increased but without an associated increase in founded incidents.			
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Evaluation of Fayetteville's ShotSpotter Installation

Results from the First 18 Months

Overview of Findings

- **Police Response Times:** Police dispatch and arrival are notably faster following ShotSpotter alerts compared to 911 calls alone, primarily because ShotSpotter notifications enabled quicker dispatch. We lack data to fully assess whether this resulted in improved investigative productivity or outcomes. There is evidence it did not.
- **Investigation and Victim Outcomes:** Evidence collection, victim identification, and arrests occur most frequently when ShotSpotter alerts are accompanied by 911 calls. ShotSpotter-only alerts produce comparatively fewer investigative or victim-related outcomes.
- **Resource Efficiency:** Many ShotSpotter-only alerts involve detection of a small number of rounds or “probable gunfire” only. These are associated with lower productivity in terms of evidence collection and victim identification.
- **Better Data Needed:** An increased number of alerts in ShotSpotter zones did not produce measurable impacts, absent companion 911 calls. To better examine effectiveness, integrated data is needed. No data on gunshot confirmation or other outcomes was available. Strategic prioritization of alerts—such as deprioritizing single-shot alerts lacking 911 confirmation—may improve efficient use of police resources.
- **Acknowledgements.** This work was supported by the City of Fayetteville, North Carolina, which solicited this independent evaluation from the Wilson Center for Science and Justice at Duke University School of Law. Data and consultation were provided by Kimberly Richards in the Fayetteville Police Department and members of the City of Fayetteville’s City Manager’s Office and Office of Community Safety. We also acknowledge Eric Moore and Jenny Hutchison at the Urban Institute at University of North Carolina – Charlotte for helpful conversations. This project was also supported by the Wilson Center, including with consultation by Brandon L. Garrett, Madeline Stenger, and Rita Grunberg.



Data Examined and Key Limitations

- **Data Examined:**

1. Gunshot-related Calls for Service data (from FPD)
2. ShotSpotter Ground Truth Tracking Worksheet (from FPD)
3. Supplemented by Gunshot-related incidents extracted Crimes against Persons data (from Fayetteville Open Data Portal)

- **Time Period Examined:**

18 months of ShotSpotter (Sept. 26, 2023 – March 31, 2025) to preceding 18 months (January 1, 2022 – Sept. 25, 2023).

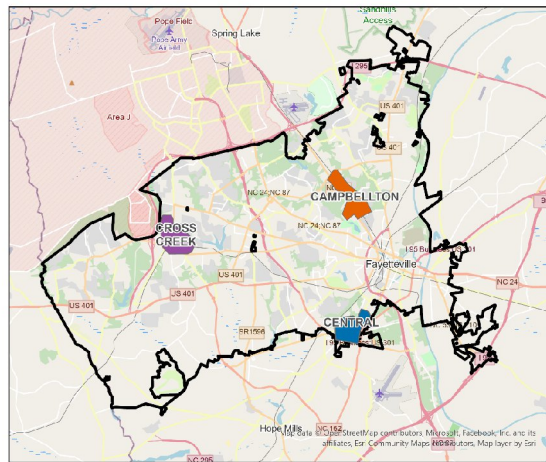
- **Key limitations:**

- No data, for ShotSpotter dataset, on whether shots were confirmed or regarding any arrests or court outcomes that followed alerts.
- No data, for the Calls for Service dataset, on whether 911 calls were confirmed as involving gunfire or any arrests or court outcomes after 911 calls.



Overall Trends in Gunshot-related Incidents in Fayetteville (1/2019 – 3/2025)

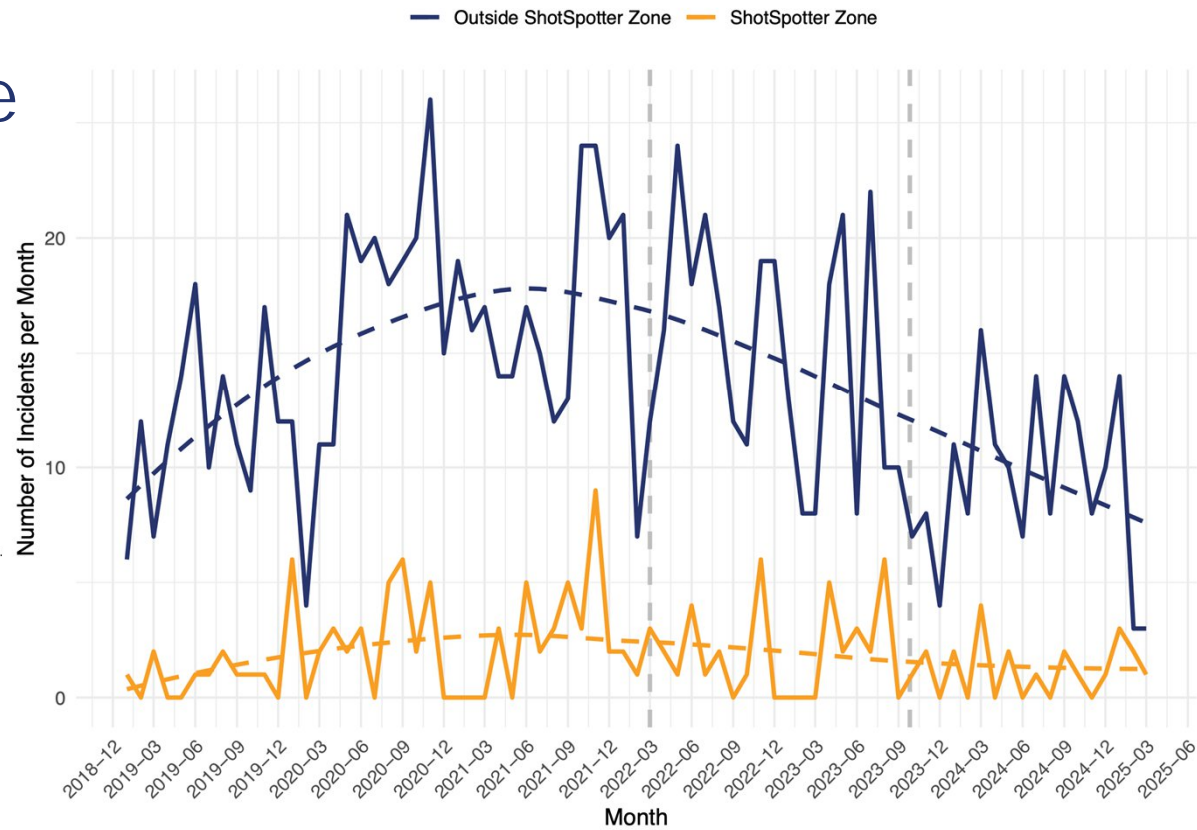
Figure 1: Map of Fayetteville and ShotSpotter Zones



ShotSpotter Zones
 Campbellton
 Central
 Cross Creek
 City of Fayetteville

Figure 1 shows a map of the ShotSpotter zones in Fayetteville. Each zone encompasses approximately one-square-mile. The ShotSpotter areas were selected due to a relatively high rate of gun violence during the years leading up to the installation of the gun-detection service.

Shots Fired Related Crimes Against Persons Incidents

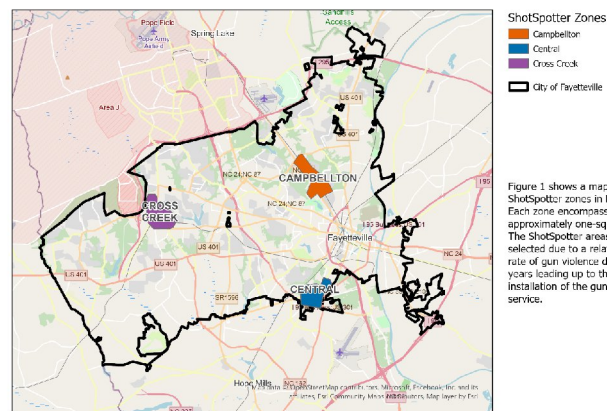


Gunshot-related 911 calls & SS alerts (3/2022 – 3/2025)

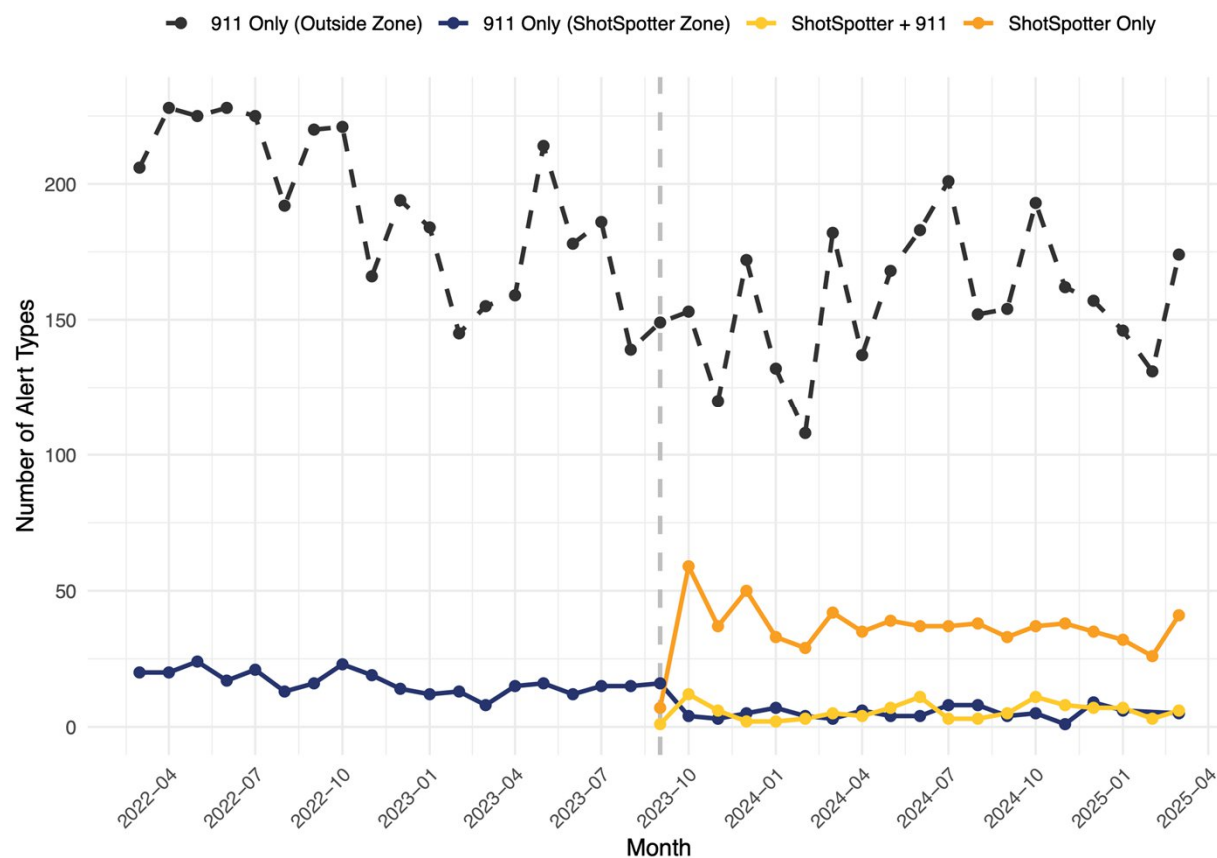
Gunshot-related 911 call volume has decreased over the evaluation period

ShotSpotter alerts have substantially increased (x2.7 – x4.1) notifications about potential gunfire in the SS zones

Figure 1: Map of Fayetteville and ShotSpotter Zones

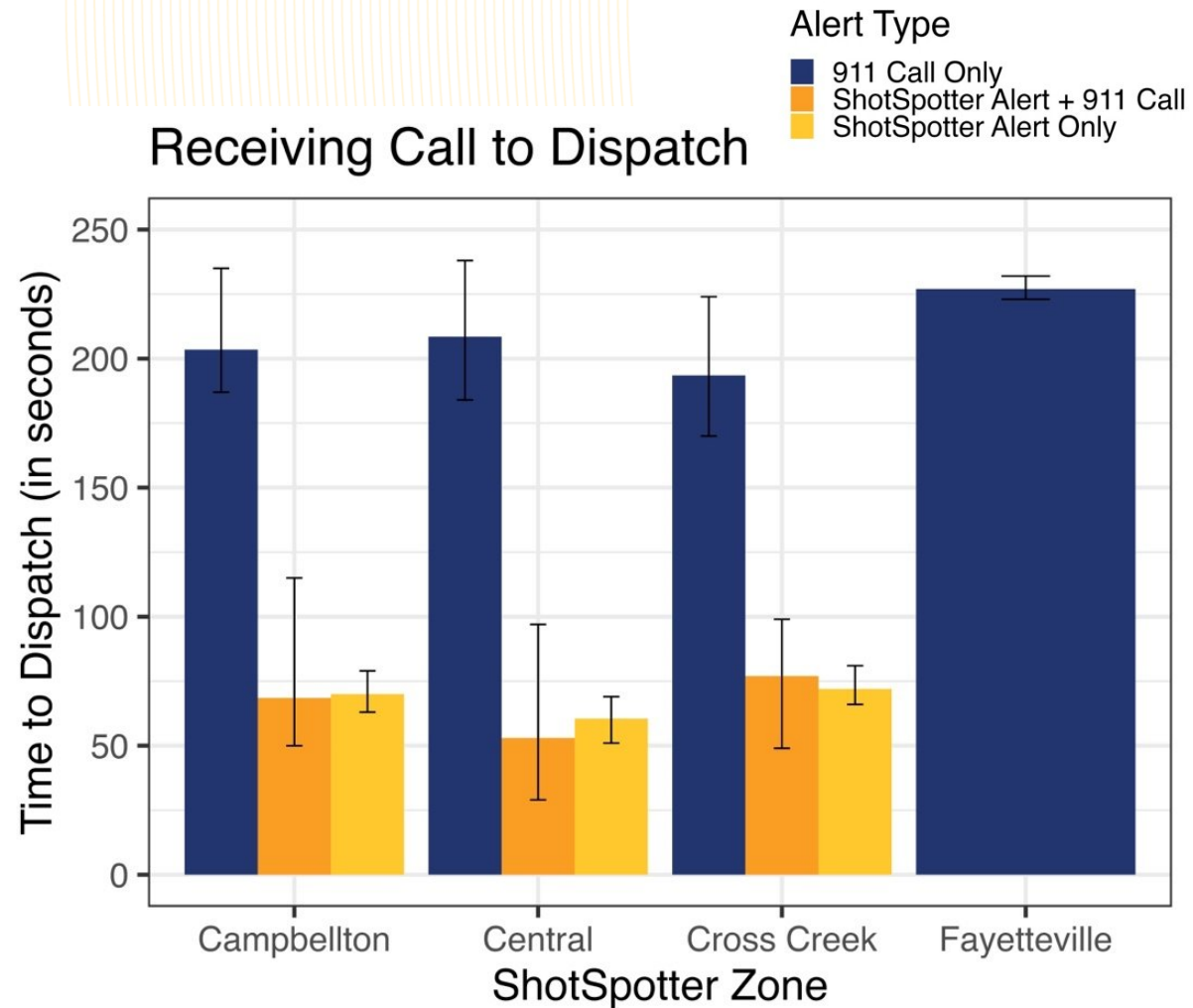


Monthly Counts of Alert Types by Location



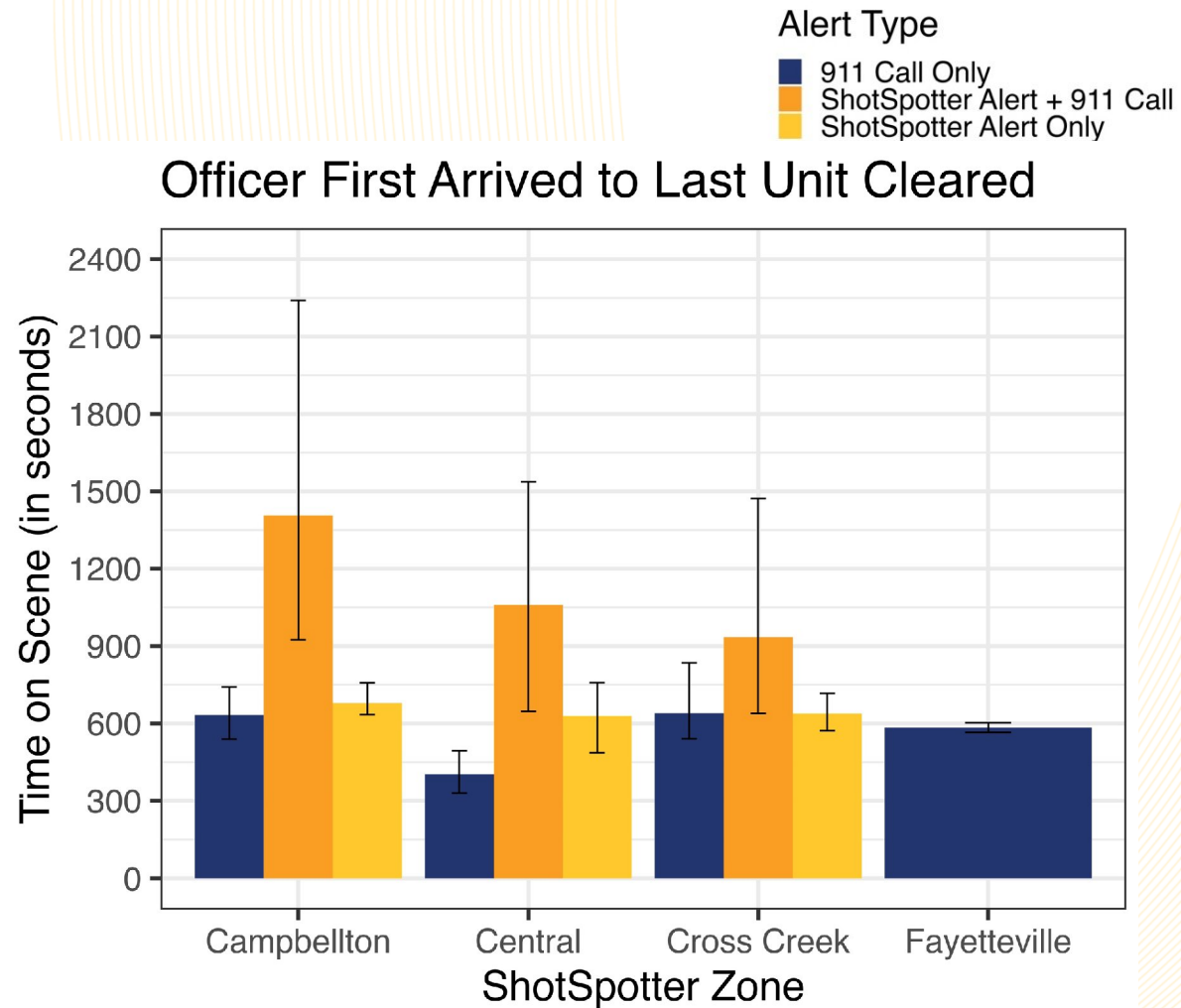
Police dispatch times under SS

Officers were dispatched over 2 minutes (~135 seconds) faster when a ShotSpotter alert was involved, regardless of whether a 911 call was also received.



Police time on scene under SS

Across all three ShotSpotter zones, officers spent the most time on scene when incidents were reported through both ShotSpotter alerts and 911 calls (~19 minutes) compared to those reported through only one source (~11 minutes for ShotSpotter alerts only and ~10 minutes for 911 calls only).



Productivity of SS alert responses – firearms and shell casings

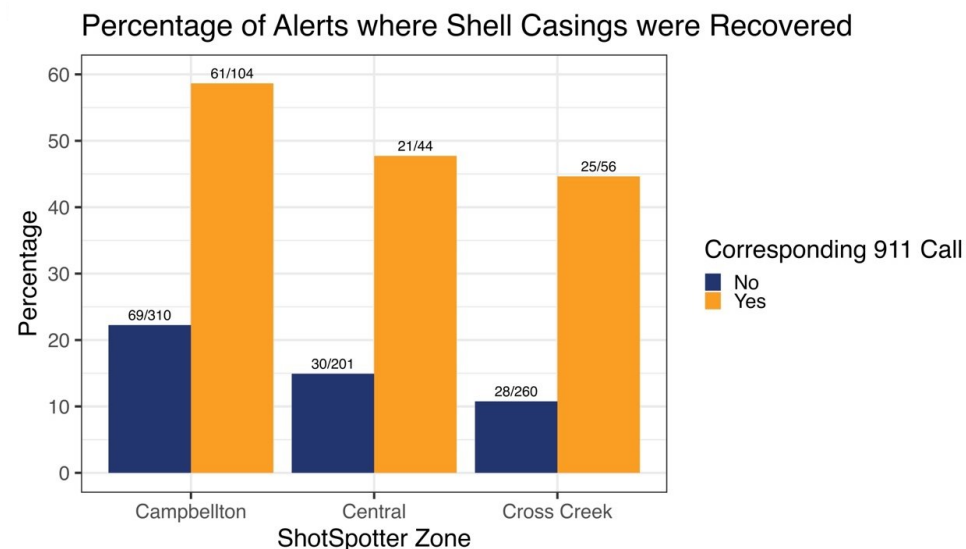
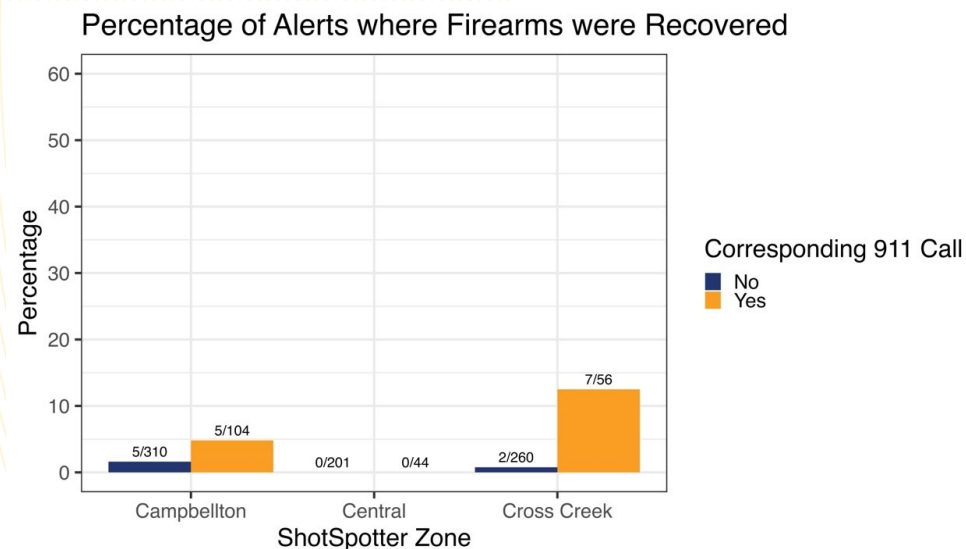
We lack data on whether SS alerts were confirmed as gunfire.

We estimate that at most 24% of the SS-only alerts were confirmed.

Available measures of productivity—including evidence collected, arrests made, and victims located rates—are low in response to SS-only alerts.

Across the board, SS alerts with a corresponding 911 call were much more productive, based on available data.

More firearms and shell casings were recovered in response to SS alerts with (versus without) corresponding 911 calls, though firearms were rarely recovered regardless of the type of notification received.

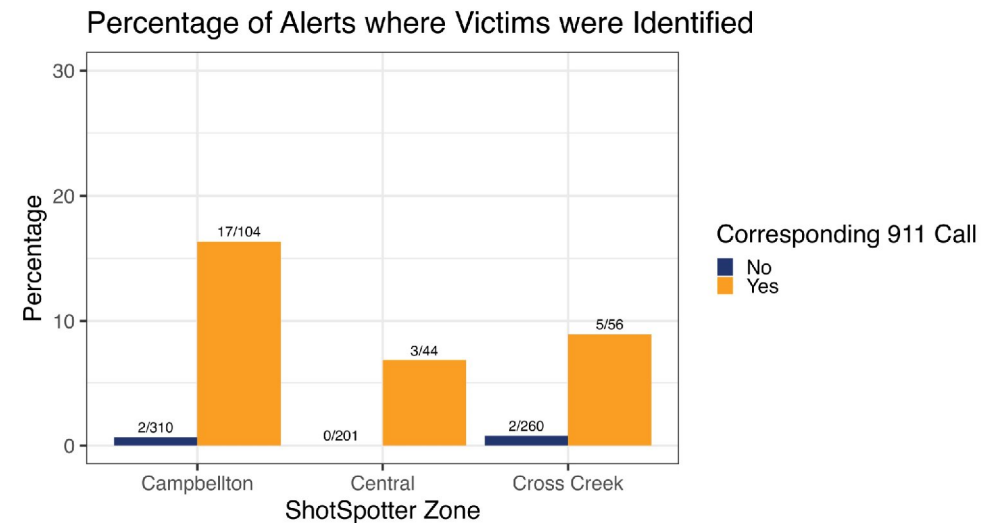
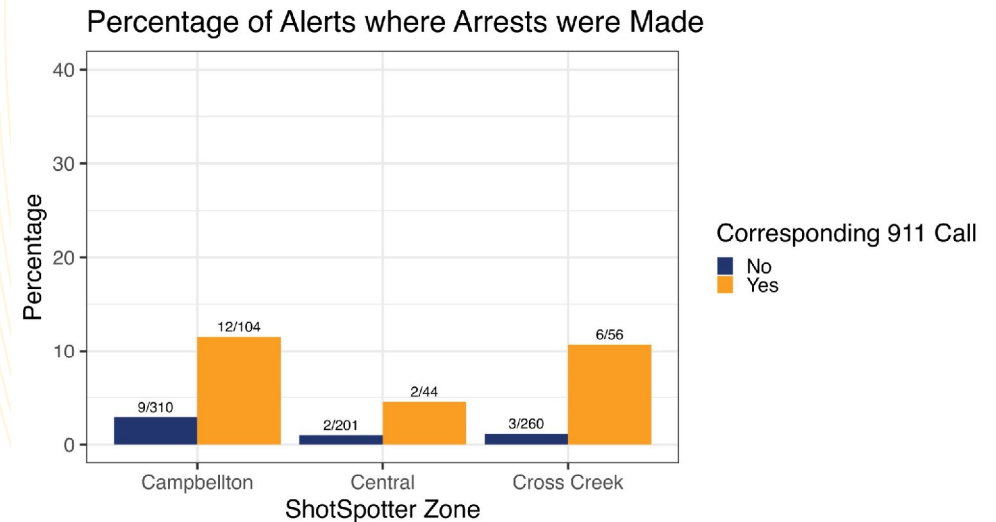


Productivity of SS alert responses – arrests and victims

Arrests were made more frequently in response to SS alerts with corresponding 911 calls.

Victims were more likely to be identified when SS alerts were accompanied by 911 calls as well.

Overall, the Campbellton SS zone had the highest number of productive SS alerts, followed by the Cross Creek zone and then the Central zone.



Conclusions

- **Crime and Alert Patterns:** Gunfire incidents and gunfire-related 911 call volumes declined citywide during the evaluation period, while ShotSpotter alerts increased notifications within the three coverage zones.
- **Response Time:** Police are dispatched more quickly following ShotSpotter alerts compared to 911 calls alone. We are unable to assess whether this faster response has resulted in improved investigative or victim outcomes, however. In addition, police spend more time on scene when dispatched in response to both a ShotSpotter alert and 911 call, compared to either type of notification alone.
- **Alert Effectiveness:** Despite high volume of ShotSpotter alerts, we do not have evidence ShotSpotter-only notifications significantly improve police productivity or outcomes without corroborating 911 calls. Alerts confirmed by both ShotSpotter and 911 calls produce more evidence collection, victim identification, and arrests than ShotSpotter-only alerts. ShotSpotter alerts alone, when not accompanied by a 911 call, however, have low yields.
- **Resource Efficiency:** A majority of ShotSpotter-only alerts involve detection of a small number of rounds, and many alerts are for “probable gunfire” only. These alerts are associated with lower productivity in terms of evidence collection and victim identification. Strategic prioritization of alerts—such as deprioritizing single-shot alerts lacking 911 confirmation—may improve efficient use of police resources.
- **Data Integration Challenges:** Since we are unable to examine data on the outcomes or confirmation of 911 calls for shots fired (without a corresponding ShotSpotter alert), we are unable to speak to the outcomes of ShotSpotter relative to 911 calls. Better integrating data from ShotSpotter, 911 calls, police incident reports, and investigations would allow deeper evaluation insights.
- **Overall Assessment:** We do not offer a conclusion on whether ShotSpotter's benefits exceeded costs. While ShotSpotter provided more alerts about potential gunfire than 911 calls alone and enabled faster response times, it remains unclear to what extent these increased alerts represent false positives. The value of increased alerts and faster responses, including if some portion of them are false positive alerts, must be weighed against budgetary and opportunity costs.





Thank you!
Questions?

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Jessica Gettleman
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City of Fayetteville

433 Hay Street
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(910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4844

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.04

TO: Mayor and Members of City Council

THRU: Kelly Strickland, Assistant City Manager

FROM: Christopher Cauley, Director of Economic and Community Development
Jeffrey Morin, Housing Program Manager

DATE: September 2, 2025

RE:
Update on Affordability Period Requirements for the Homebuying HERO Program

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.

- 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 receive updated information on the changes to affordability period requirements under the Home Investment Partnerships Program. The revised federal thresholds mean some homebuyers will now face shorter required affordability periods than before, depending on the assistance they receive. This change gives the City greater flexibility to support homebuyers in today's higher-cost market without extending the required affordability period.

Background:

The federal government recently updated regulations under 24 CFR Part 92.254, which governs affordability requirements for HOME-assisted homeownership. While the required affordability periods of 5, 10, and 15 years remain unchanged, the dollar thresholds that determine when those periods apply have been increased. Under the previous rule, assistance levels above \$15,000 triggered a 10-year affordability period and assistance above \$40,000 triggered a 15-year period. The new rule raises those thresholds so that assistance up to \$25,000 now requires only a 5-year period, assistance between \$25,000 and \$50,000 requires 10 years, and only assistance above \$50,000 continues to require the full 15 years.

Although the City does not rely exclusively on HOME funds, the Homebuying HERO Program is modeled on HOME regulations regardless of funding source. As a result,

these changes give the City the ability to adjust its program design and, in some cases, reduce the required affordability period for homebuyers who receive assistance within the updated thresholds.

Issues/Analysis:

The City's Economic and Community Development Department currently applies affordability requirements that are stricter than the new federal minimums, which means the City remains fully compliant with the updated rule. Because the Homebuying HERO Program is structured around HOME regulations regardless of funding source, these changes create an opportunity to adjust the program to better reflect current federal standards.

Aligning the HERO Program with the new thresholds would provide two key benefits. First, some homebuyers could face shorter affordability periods, up to five years less, while still ensuring long-term affordability where higher levels of assistance are provided. Second, a reduction in affordability requirements for certain households would ease the City's long-term monitoring responsibilities, lowering the administrative burden on staff. Taken together, these adjustments would make the program more attractive to homebuyers, more responsive to current housing costs, and more efficient for the City to administer.

Budget Impact:

The City receives an annual allocation of HOME funds that can be shifted among programs based on demand. Current balances are approximately: City Employee HERO, originally funded at \$450,000, with \$220,000 remaining; State-funded program, initially \$500,000 of a \$1 million total, with a working budget of \$404,000 after staff costs and \$187,000 remaining.

If Council aligns the Homebuying HERO Program with the updated federal thresholds, the direct budget effect is minimal. The City may only recapture when a sale occurs during the affordability period. Because the new thresholds shorten that period for some buyers, the City will have fewer opportunities for recapture. This may modestly reduce program income over time, though the impact is expected to be limited.

Options:

Council may elect one or more of the options below:

- Receive the updated information and provide consensus to adjust the Homebuying HERO Program affordability periods.
- Receive the updated information and provide consensus to retain the current Homebuying HERO Program affordability periods.
- Direct staff to take another action as determined by Council.

Recommended Action:

Staff recommends that Council receive updated information and provide consensus to adjust the Homebuying HERO Program affordability periods.

Attachments:

Presentation on Affordability Period Requirements for the Homebuying HERO Program

Affordability Period Requirements for the Homebuying HERO Program

September 2, 2025
City Council Work Session



- HUD updated 24 CFR Part 92.254 (HOME Program)
- Affordability periods (5, 10, 15 years) remain unchanged
- Dollar thresholds that trigger each period increased
- HERO Program modeled on HOME rules, regardless of funding source



Old vs. New Thresholds

- Previous Rule
 - Less than \$15,000 → 5 years
 - \$15,000 – \$40,000 → 10 years
 - More than \$40,000 → 15 years
- Updated Rule
 - Less than \$25,000 → 5 years
 - \$25,000 – \$50,000 → 10 years
 - More than \$50,000 → 15 years



- Some homebuyers now face shorter affordability periods
- Greater flexibility in today's higher-cost market
- Reduces long-term monitoring burden on staff
- May slightly reduce future recapture income (if they move before the period is complete)



- Align HERO Program with updated federal thresholds
- Maintain full compliance with HOME regulations
- Support homebuyers with shorter affordability periods
- Improve program efficiency and responsiveness
- Receive the updated information and provide consensus to adjust the Homebuying HERO Program affordability periods.

Questions?



FayettevilleNC.gov



City of Fayetteville

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(910) 433-1FAY (1329)

City Council Action Memo

File Number: 25-4863

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.05

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, Assistant Public Services Director - Traffic Services
John McNeill, PMP, Senior Project Manager - Traffic

DATE: September 2, 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.

The 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. At the June 23, 2025 Council Meeting, the Bicycle Lane Ordinance Clarifications and Recommendations was on the agenda and subsequently pulled by Council for a second Work Session presentation. Should Council approve the recommendations, staff will place this item on a future consent agenda for adoption. 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.
- June 2025 - Bicycle Lane Ordinance Clarifications and Recommendations brought to regular Council Meeting; Pulled from consent agenda and placed on a future 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 Haymount 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." 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:

- '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.
- '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.

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).

The 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. At the June 23, 2025 Council Meeting, the Bicycle Lane Ordinance Clarifications and Recommendations was on the agenda and subsequently pulled by Council for a second Work Session presentation. Should Council approve the recommendations, staff will place this item on a future consent agenda for adoption.

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 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

Attachments:

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

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. 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

September 2, 2025



Request: Council directed staff to research current bicycle lane code vagueness and return with recommendations.

Action: Reviewed Greensboro & Charlotte Bicycle Lane Ordinances, as well as supporting NCDOT information.



Bicycle Lane

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.

- Intended for bicyclist.
- Denoted with striping, symbols, and signs.
- Parking, walking, etc. not allowed in Bicycle Lane.



Multi-Use Lane

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.

- Intended for all users.
- Denoted with striping only.
- Parking, exercising, etc. allowed.

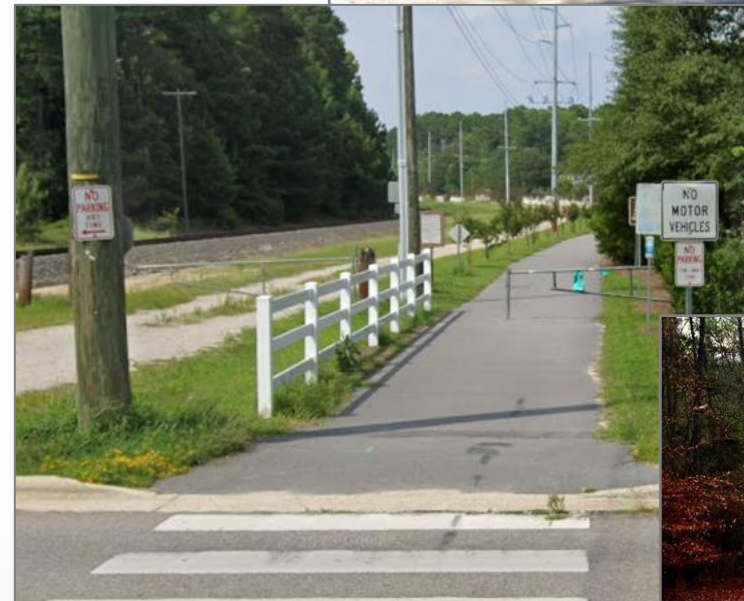


Multi-Use Path

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.

- Intended for pedestrians and non-motorized uses.

- Typically 6-10 feet wide and separated from the road.



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]**

1. 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:

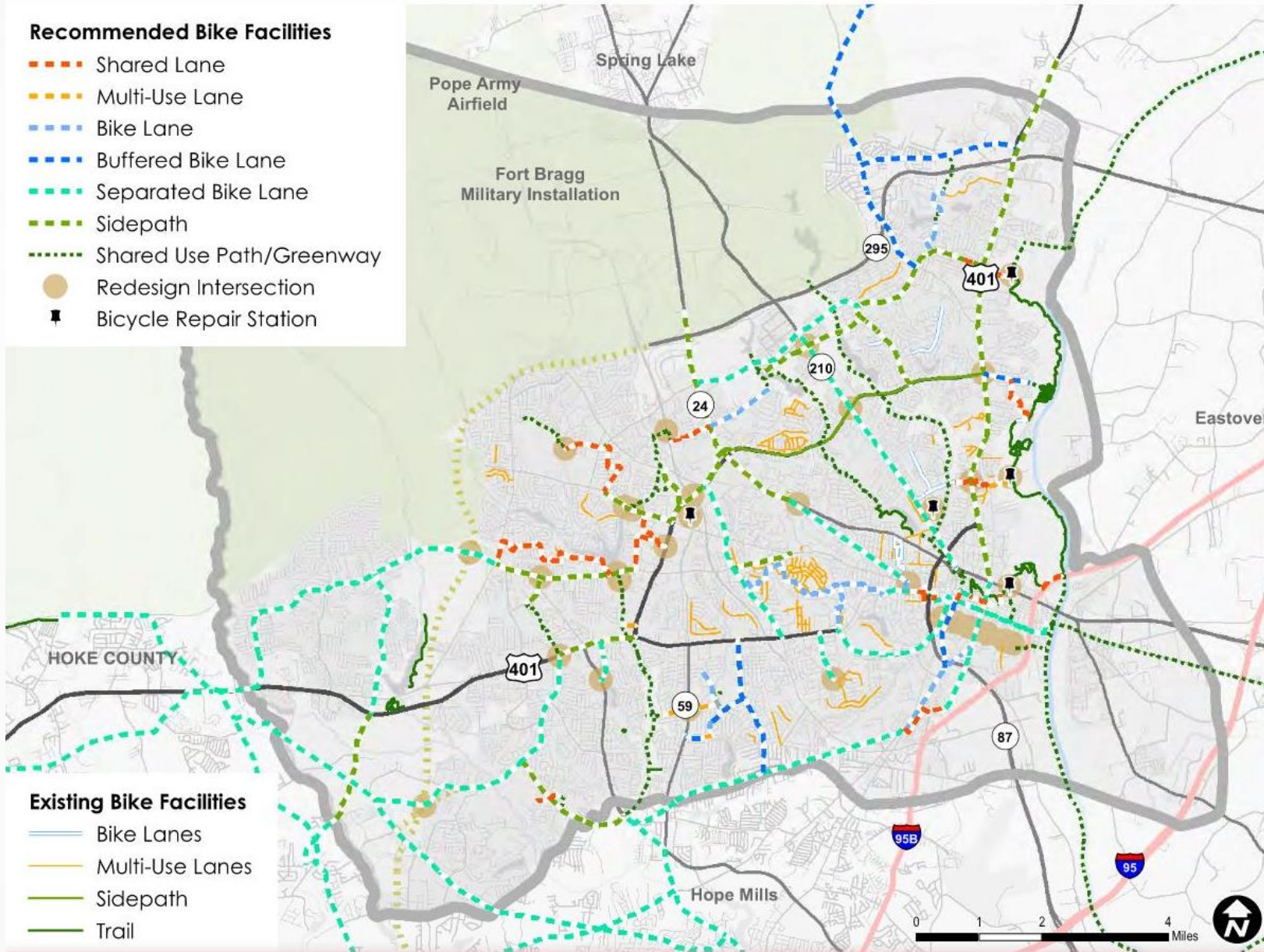
- (a) To enter or leave a driveway; or
- (b) To enter or leave a legal curbside parking space; or
- (c) To cross an intersection; or
- (d) To make a turn within an intersection; or
- (e) To comply with the direction of any law enforcement officer or other person authorized to enforce this rule; or
- (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).

171 Projects
Recommended

Recommended Bike Facilities

-  Shared Lane
-  Multi-Use Lane
-  Bike Lane
-  Buffered Bike Lane
-  Separated Bike Lane
-  Sidepath
-  Shared Use Path/Greenway
-  Redesign Intersection
-  Bicycle Repair Station



Existing Bike Facilities

-  Bike Lanes
-  Multi-Use Lanes
-  Sidepath
-  Trail

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	To	Cost	Recommended Project		Length (ft.)
				Rank	Score	
Winslow Street ^B	Southern Ave	Rankin St	\$140,000	16	58.4	5,500
Coventry Road ^A	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 Is Planned

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.

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.

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.



FayettevilleNC.gov



City of Fayetteville

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

City Council Action Memo

File Number: 25-4864

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.06

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, Assistant Public Services Director - Traffic Services

DATE: September 2, 2025

RE:
Resident Request for “No Parking” in Neighborhoods

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 develop a process for “No Parking” down multi-use lanes, similar to the speed hump process. This request is the result of discussion from the June 2, 2025 Council Work Session, where staff provided the Bicycle Lane Ordinance Clarifications and Recommendations presentation.

Staff plan to return at a future Council Work Session with the process for residents to request “No Parking” along multi-use lanes, pending Council guidance based on the suggestions from the presentation.

Background:

History of “No Parking”:

- 08/23/2023 - Brunswick Road “No Parking” zone is enacted [Most recent “No Parking” zone]
- 06/02/2025 - Council requested staff develop a process for multi-use lanes “No Parking” requests
- 09/02/2025 - Staff presents “No Parking” information at Council Work Session

The City of Fayetteville does not have a defined policy for citizens to request “No Parking” in neighborhoods with multi-use lanes. To-date, for “No Parking” to be applied, Council members were required to request “No Parking” on behalf of their constituents. After reviewing the location, staff would make a recommendation and pursuant to any discussion, a “No Parking” zone could be enacted. The most recent “No Parking” zone was Brunswick Road on August 23, 2023.

The City documents “No Parking” zones as part of traffic schedule Number 9 - Parking Prohibited. The ordinance which authorizes the traffic schedules, Chapter 16, Article III, Section 16-61, *Traffic Schedules Adopted; City Manager Authorized to Compile*. is attached.

It was requested at the June 2, 2025 Council Work Session, prior to the presentation for Bicycle Lane Ordinance Clarifications and Recommendations, that staff provide a process for “No Parking” in multi-use lanes following a process similar to speed humps.

Issues/Analysis:

It was determined during the review and clarification surrounding bicycle lane ordinances that there is a desire by some communities to enact “No Parking” in multi-use lanes. Previously some communities may have used bicycle lanes as a de facto “No Parking” multi-use lane, however, with clarification of what is/is not permitted in bicycle lanes, defining a “No Parking” request process was requested.

Eight (8) municipalities were reviewed for their “No Parking” process. These municipalities are as follows: Apex, Concord, Durham, Greenville, High Point, Huntersville, Raleigh, Wilmington. Of those eight (8) municipalities, we identified the following:

- 6 of 8 municipalities have a formal “No Parking” policy.
- All municipalities allow “No Parking” to be requested based on safety concerns.
- 6 of 8 municipalities have some form of “No Parking” requests based on non-safety concerns/resident request.
 - 1 municipality said non-safety-related requests only move forward if they come from HOA’s.
 - 1 municipality’s program for non-safety-related requests requires 8 adjoining blocks in a neighborhood and a parking study.
 - 1 municipality has stated signs are only placed when safety concerns arise or repeated ordinance violations are documented.
- 5 of 8 municipalities have signature thresholds, ranging from 51% to 100%
- 3 of 8 municipalities do not require Council approval to enact a “No Parking” zone/update their traffic schedule.
- All municipalities reviewed above 95,000 population (6 of 8) has a “Parking Coordinator” or “Parking Manager”.

From reviewing those municipalities formal policies, staff suggest the following:

- Provide residents a formal process to request “No Parking” for City streets with multi-use lanes, with community engagement like the speed hump process. Community engagement “like the speed hump process” means the use of mailers and ballots to determine resident approval for their “No Parking” zone.
- This process would only be applicable to City streets with multi-use lanes.
- “No Parking” restriction areas should be applied by block, from intersection to intersection. This avoids applying “No Parking” zones on a “house-by-house” basis, which can be cumbersome and difficult to manage and document

appropriately.

- A time limit for “No Parking” requests should be established to prevent resident abuse of the system as well as prevent overburdening staff. To align with the speed hump request process, staff recommend 60 days for the mailer/ballot time period to be permitted, and then 6 months where additional requests will not be permitted. If one side of the road is requested and fails to meet the signature threshold, then no new requests would be enabled for one side or both sides of the street during the following 6 months.
- To match the speed hump neighborhood signature threshold, staff recommend a signature threshold of 70%. This threshold should be required for both sides of the street, regardless of which side(s) “No Parking” is applied to. The signature threshold should be applied to both sides equally. If “No Parking” is applied to only one side of the street, it is expected that visitors and residents may begin to use the other side of the street. Therefore, requiring both sides of the street to approve the “No Parking” zone should be required.
- For the signature thresholds, abandoned houses/vacant lots should be excluded from number of needed signatures, as they would not be affected by the “No Parking” zone. Should their status change, they may ask for staff to review and re-solicit approval of the “No Parking” zone. Staff will be required to review each “No Parking” zone request in person to verify the property is not abandoned, or a vacant lot.
- To match the speed hump request process, the owner, renter, tenant, etc. may sign. In the case of conflicting desires, the owner’s signature overrides the renter/tenant signature. Only one signature per residential unit or property is permitted; Multiple signatures for one address will only be counted as one signature.
- For multi-family properties, the units directly adjacent to the street receiving “No Parking” should be counted for the number of signatures needed.

Finally, staff have two main concerns regarding enacting a formal policy for “No Parking”.

- Without knowing resident interest in the program, the availability of funds and staff time is uncertain as the following is considered:
 - Visiting proposed “No Parking” zones
 - Preparing and sending mailers/ballots
 - Validating the returned mailer/ballot signatures
 - Updating Council with the necessary information to update the traffic schedule
 - The cost of metal for sign fabrication and the purchase of signposts
- Staff becoming involved in neighborhood civil disputes. While staff are cognizant of residents desires for “No Parking” citing safety concerns and ordinance violations, disagreements between neighbors may escalate.

As this item was addressing the ability to request “No Parking” in multi-use lanes, staff will request Council’s direction and proceed as directed. If directed to create this new program, it will come back to Council for formal adoption.

Staff consider staff-initiated “No Parking” requests based on safety concerns to be

independent from this agenda item but has identified the desire to establish clarity on the staff-initiated requests process with a future presentation.

Budget Impact:

This item discusses starting a new policy to address an unknown amount of resident demand for “No Parking” zones across City neighborhoods. The impact on the budget is unknown at this time.

Options:

This item is for informational purposes only and is for staff to receive guidance from Council.

Recommended Action:

This item is for informational purposes only and is for staff to receive guidance from Council.

Attachments:

No Parking Presentation.pdf
16-61 Traffic Schedules.pdf
Other Municipalities Policies.pdf

Resident Request for “No Parking” in Neighborhoods

September 2, 2025



Request & Background

During discussion on bicycle and multi-use lanes, Council requested staff review the process for making a “No Parking” request.

City does not currently have a formal “No Parking” request process.

City has Traffic Schedule #9 (Parking Prohibited) which must be updated each time a “No Parking” zone is created.

Last “No Parking” zone created was on Brunswick Road (8/28/2023).

Staff are requesting Council guidance based on presentation suggestions.

"No Parking" Municipal Peer Review

Municipality	Pop.	Has Formal Policy?	Basis of Install...		Signatures Required	Requires Council?	Other Note
			Safety Issue	Resident Request			
Huntersville	67,000	✓	✓	✓	100%	X	
Apex	76,000	X	✓	✓ ^A	X	✓	
Greenville	95,000	✓	✓	✓	51%	X	Parking Coordinator
Concord	112,500	✓	✓	✓	75%	✓	Parking Manager
High Point	118,500	✓	✓	✓	75%	✓	Parking Coordinator
Wilmington	125,000	X	✓	X	X	✓	Parking Manager
Fayetteville	209,500	X	✓	X	X	✓	
Durham	302,000	✓	✓	X	X	X	Parking Manager
Raleigh	500,000	✓	✓	✓ ^{B C}	70%	✓	Parking Manager

^A Only if HOA Requests

^B Residential Permit Parking Area (minimum of 8 adjoining blocks in a neighborhood)

^C Requires Parking Study

Legend

✓ Yes
X No

Provide residents a formal process to request "No Parking" for City streets with multi-use lanes, with community engagement like the speed hump process.

The following slides are suggestions; Staff will return with specifics pending Council guidance.

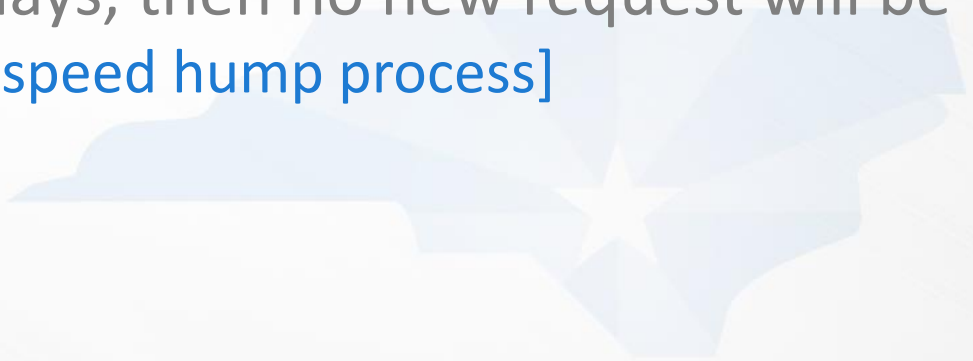
Presentation on staff initiated "No Parking" requests based on safety issues to come, independent from this topic.

Can be requested for City streets with multi-use lanes only.

Restriction area applied by block, from intersection to intersection.

Mailers/ballots sent to restriction area for signature approval of "No Parking".
[\[matches speed hump process\]](#)

"No Parking" requests will be considered for 60 days, then no new request will be entertained for that block for 6 months. [\[matches speed hump process\]](#)

A large, faint, light blue version of the Fayetteville, NC logo is positioned in the bottom right corner of the slide.

Signature Threshold = 70%. [\[matches speed hump neighborhood signature threshold\]](#)

Signatures required from both sides of the street, regardless of which side(s) "No Parking" is applied to; Threshold applies to both sides equally.

Abandoned houses/vacant lots are excluded from number of needed signatures.

Owner, renter, tenant, etc. may sign. Owner's signature overrides renter/tenant.
[\[matches speed hump process\]](#)

For multi-family properties, the units directly adjacent to the street receiving "No Parking" shall be counted for the number of signatures needed.

Staff capacity and program requirements for funds, materials, and time when scaled.

Staff becoming involved in neighborhood civil disputes.



“No Parking” Example

✓ ELIGIBLE

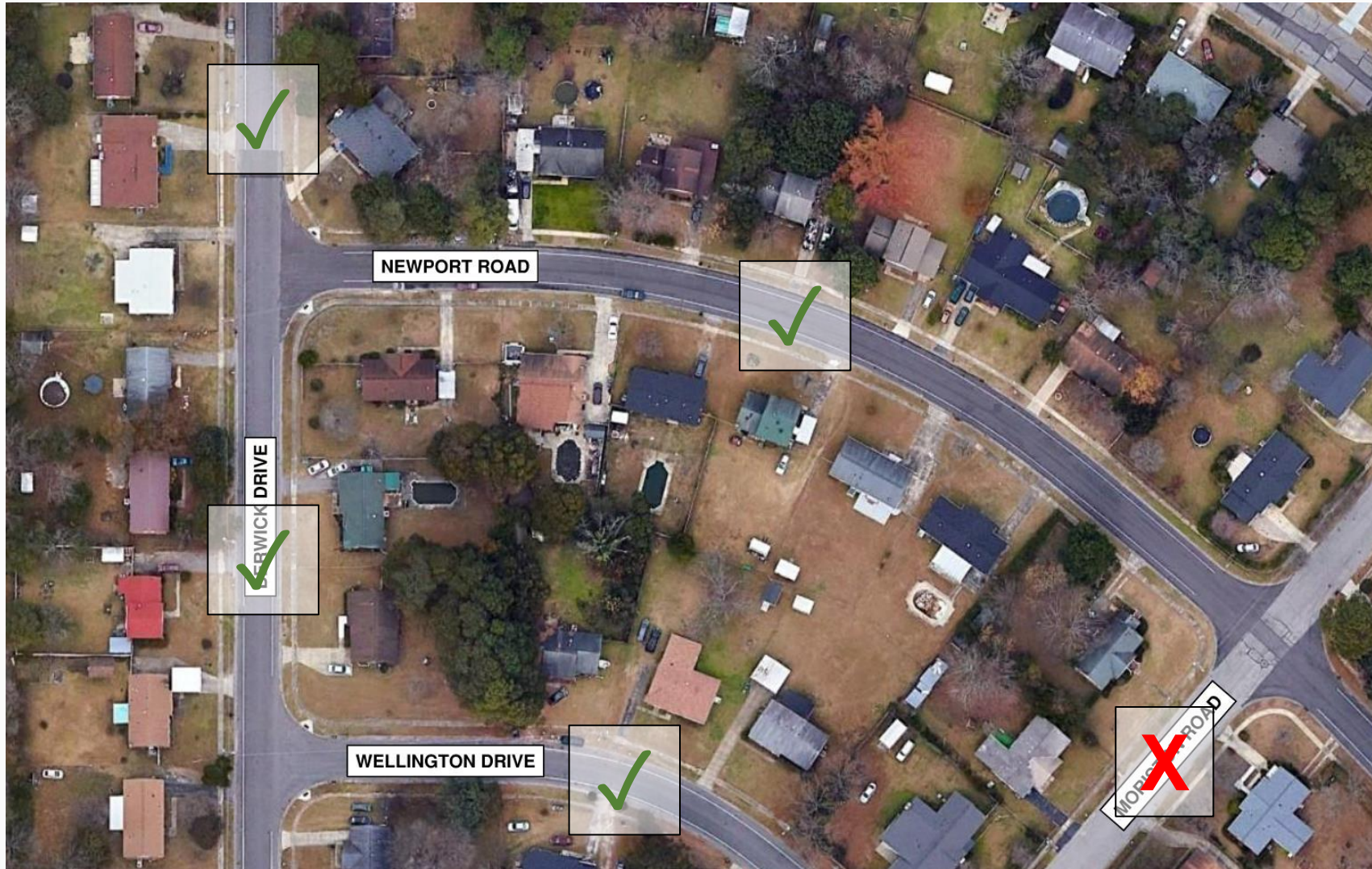
✗ NOT ELIGIBLE



“No Parking” Example

✓ ELIGIBLE

✗ NOT ELIGIBLE



X DOESN'T SIGN

“No Parking” Example

✓ SIGNS

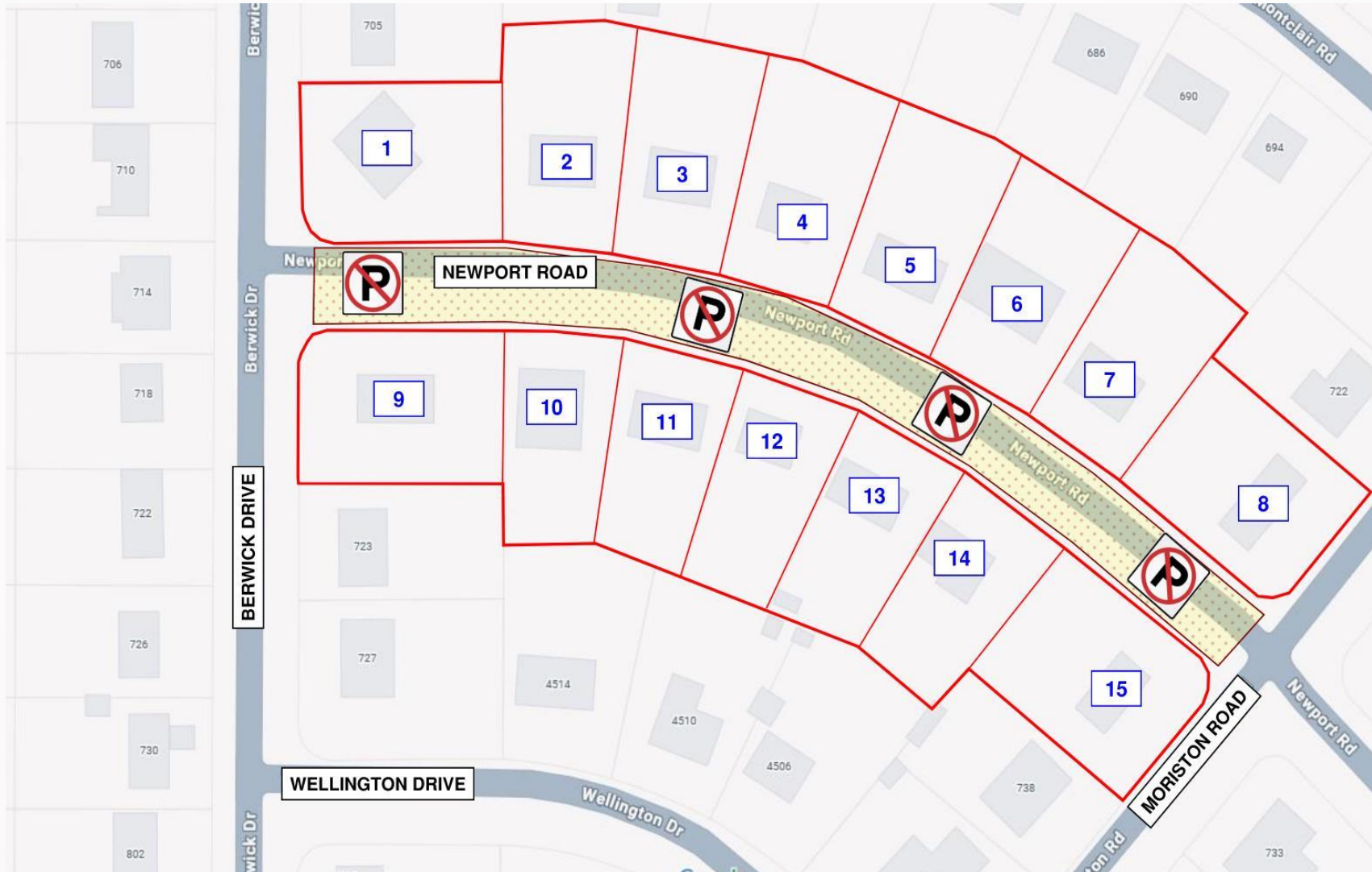
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

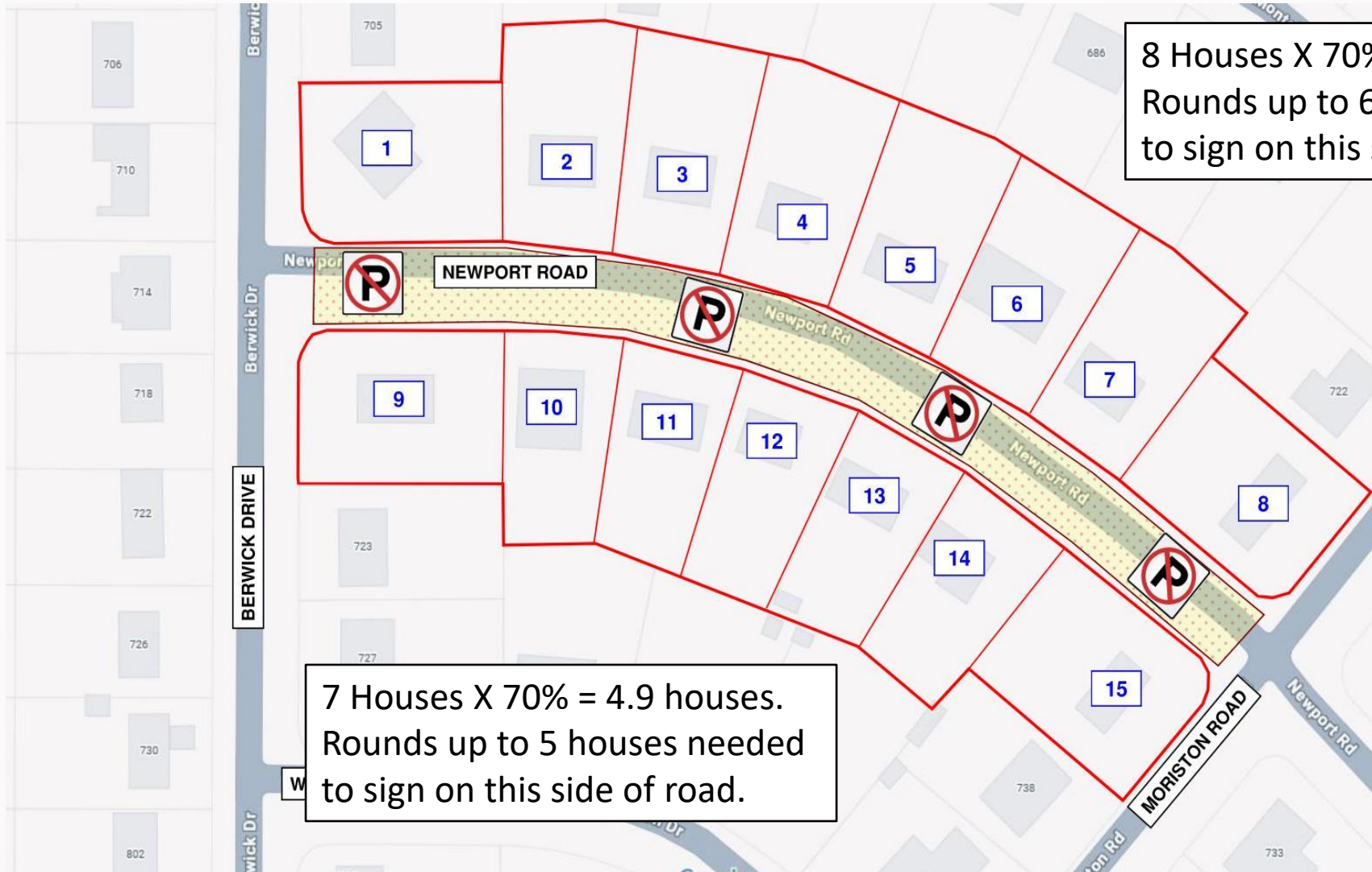
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

✗ DOESN'T SIGN



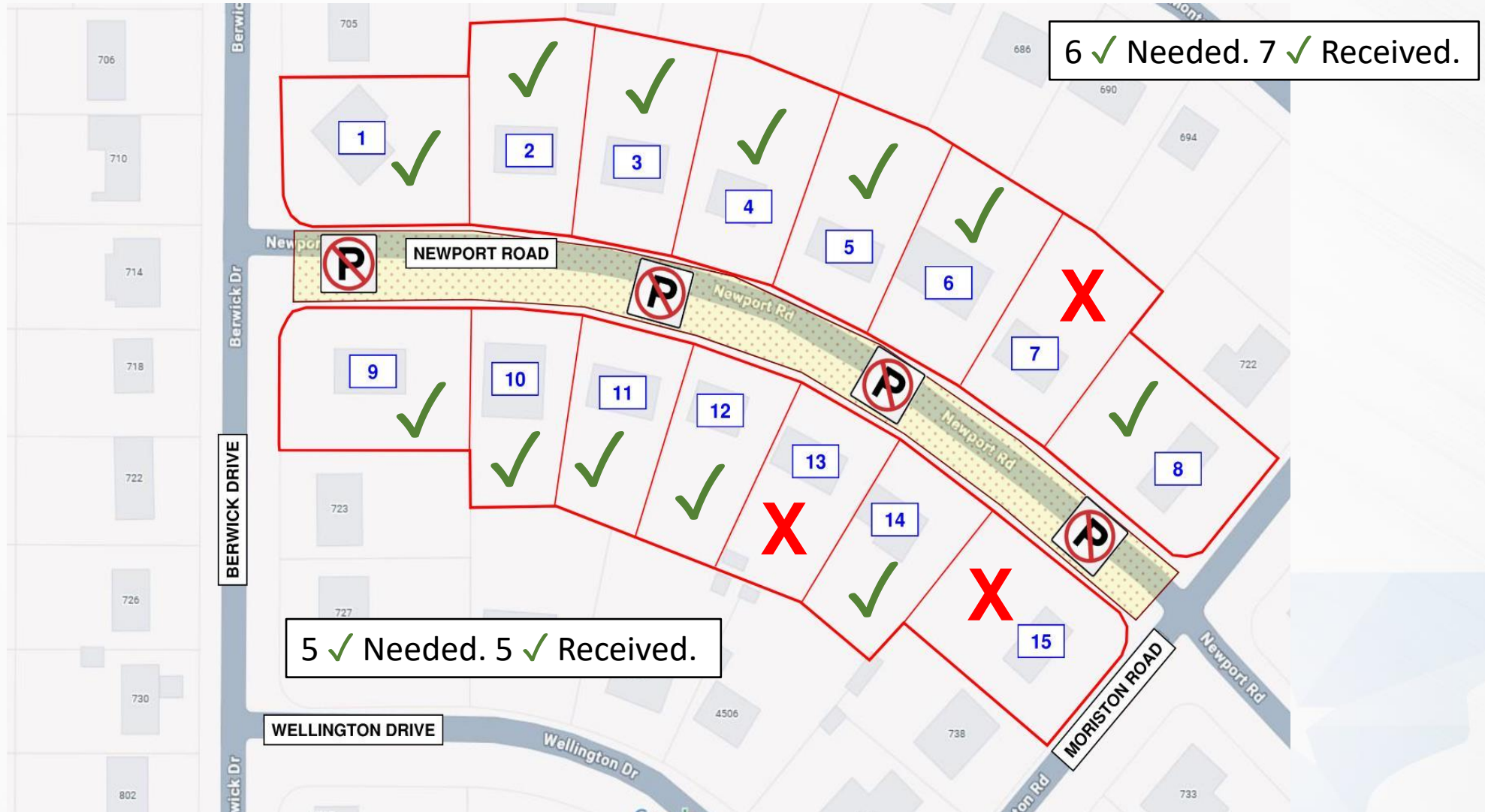
8 Houses X 70% = 5.6 houses.
Rounds up to 6 houses needed
to sign on this side of road.

7 Houses X 70% = 4.9 houses.
Rounds up to 5 houses needed
to sign on this side of road.

“No Parking” Example

✓ SIGNS

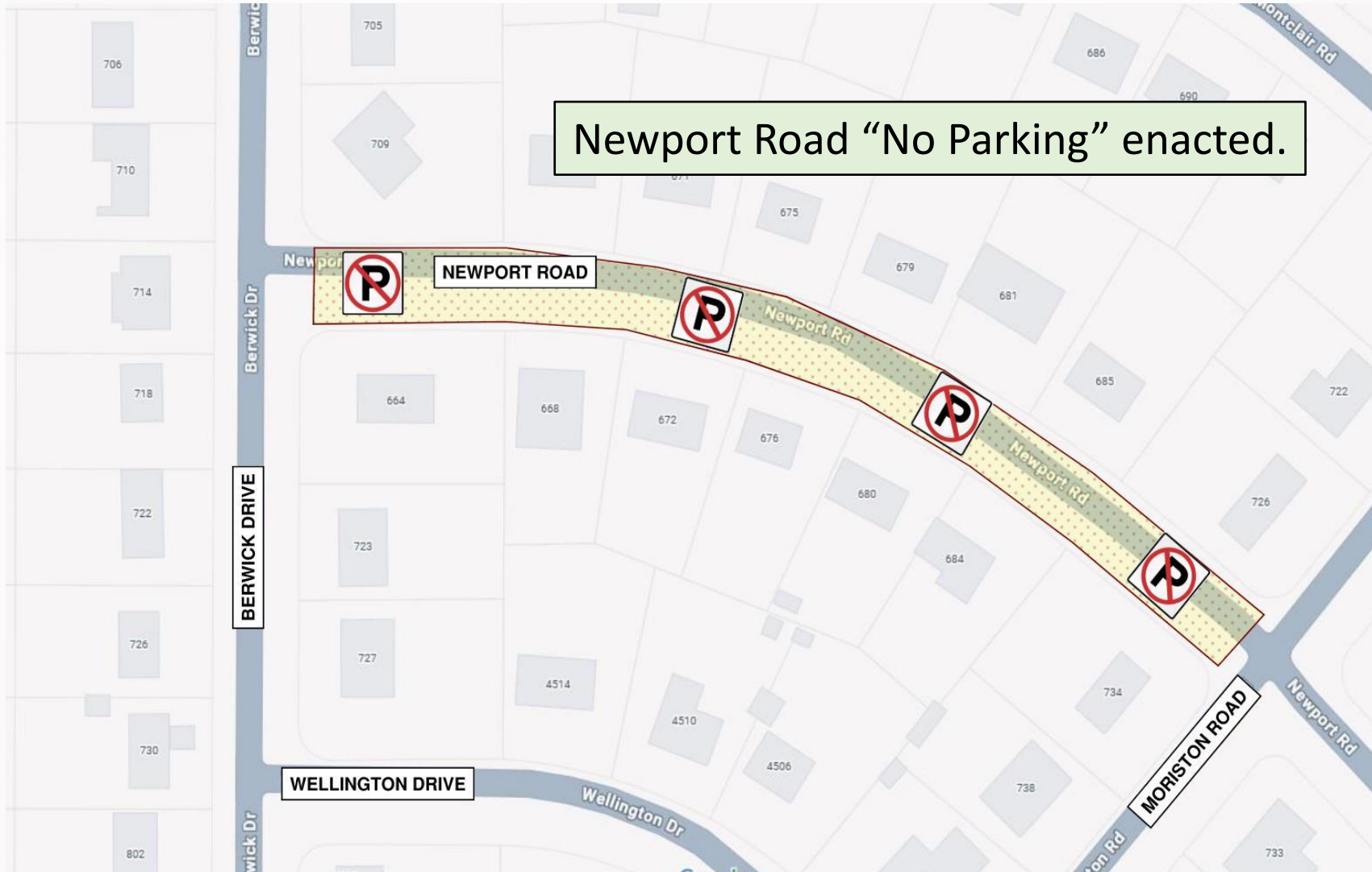
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

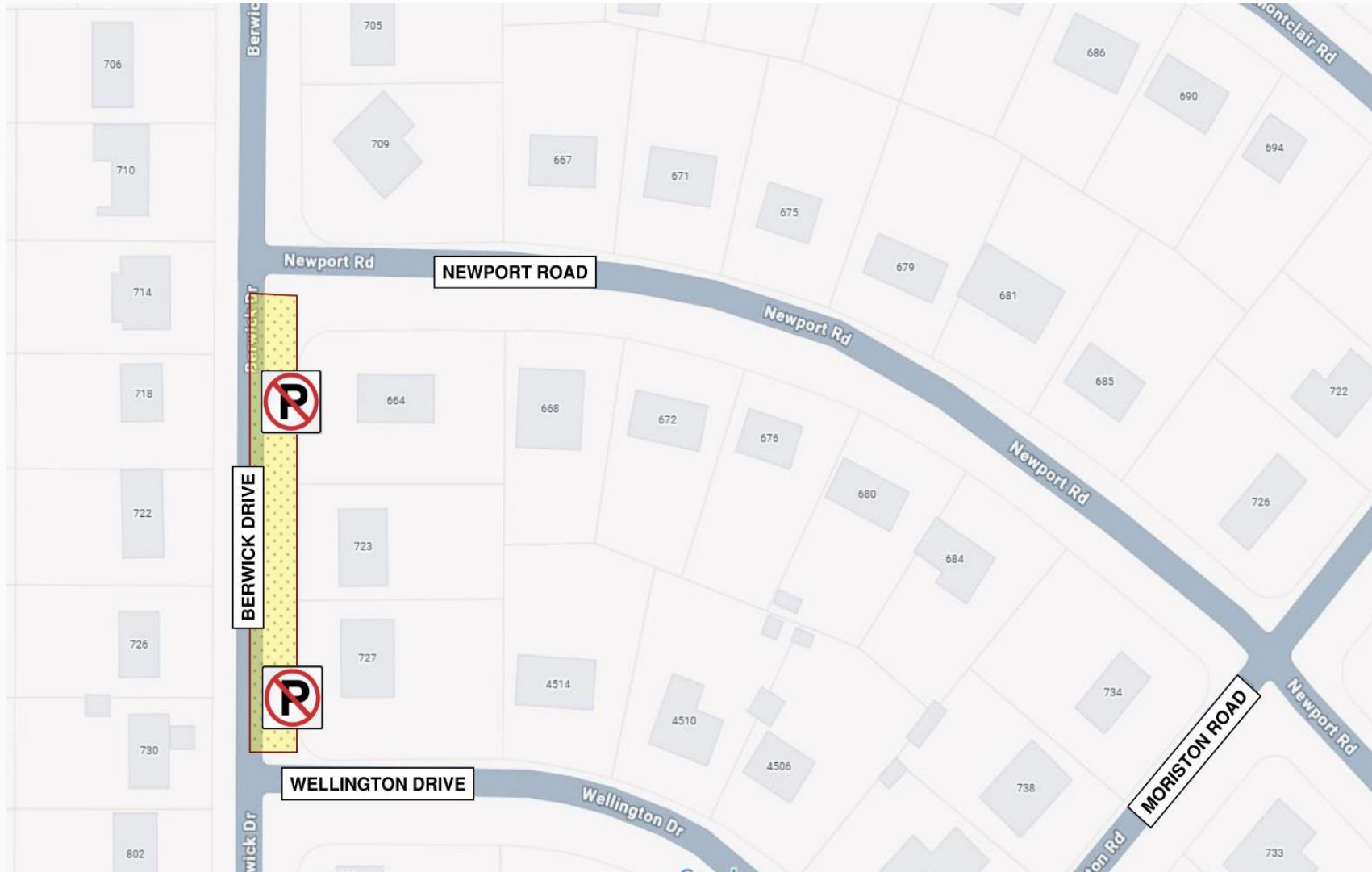
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

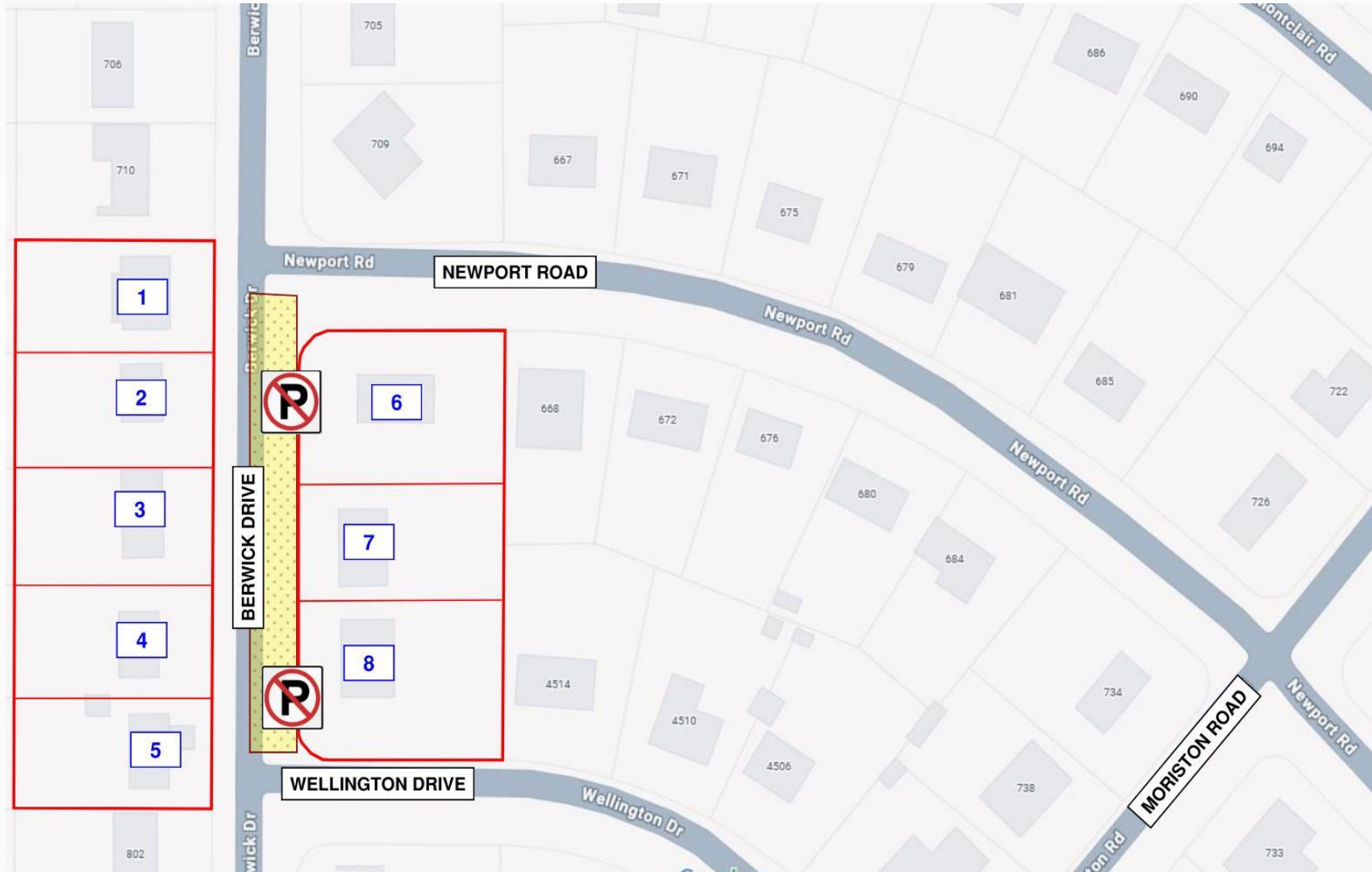
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

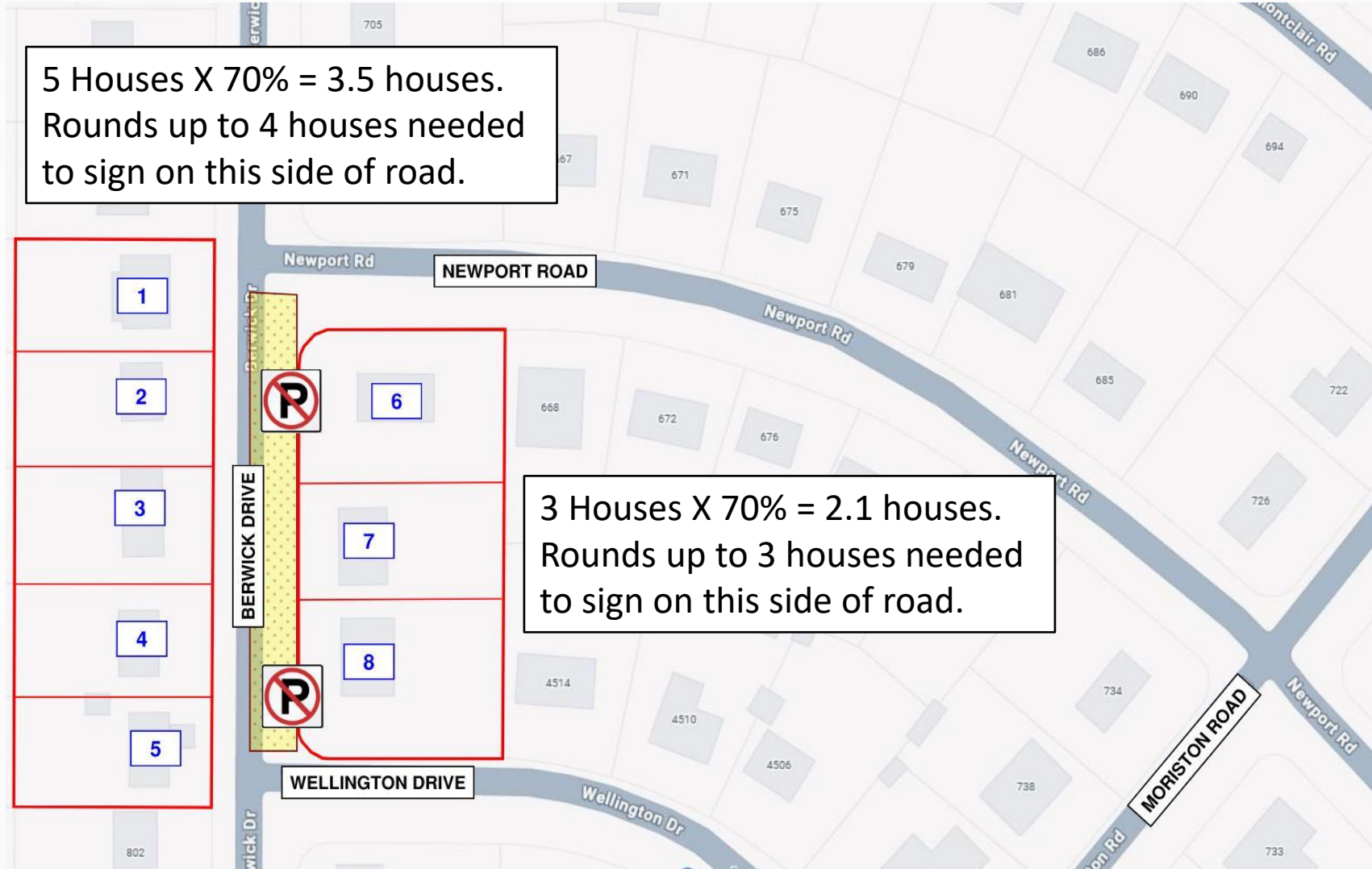
✗ DOESN'T SIGN



“No Parking” Example

✓ SIGNS

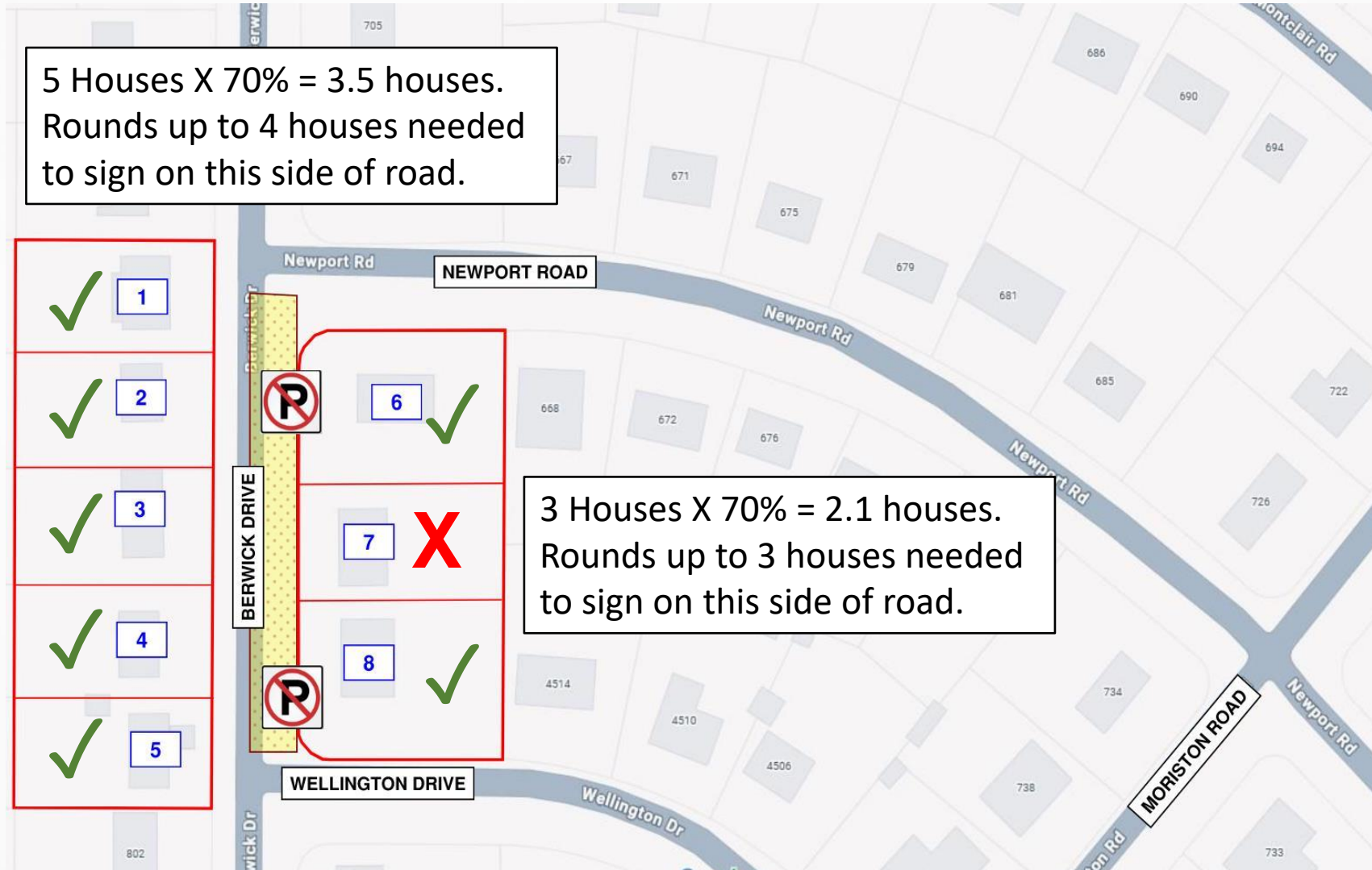
✗ DOESN'T SIGN



"No Parking" Example

✓ SIGNS

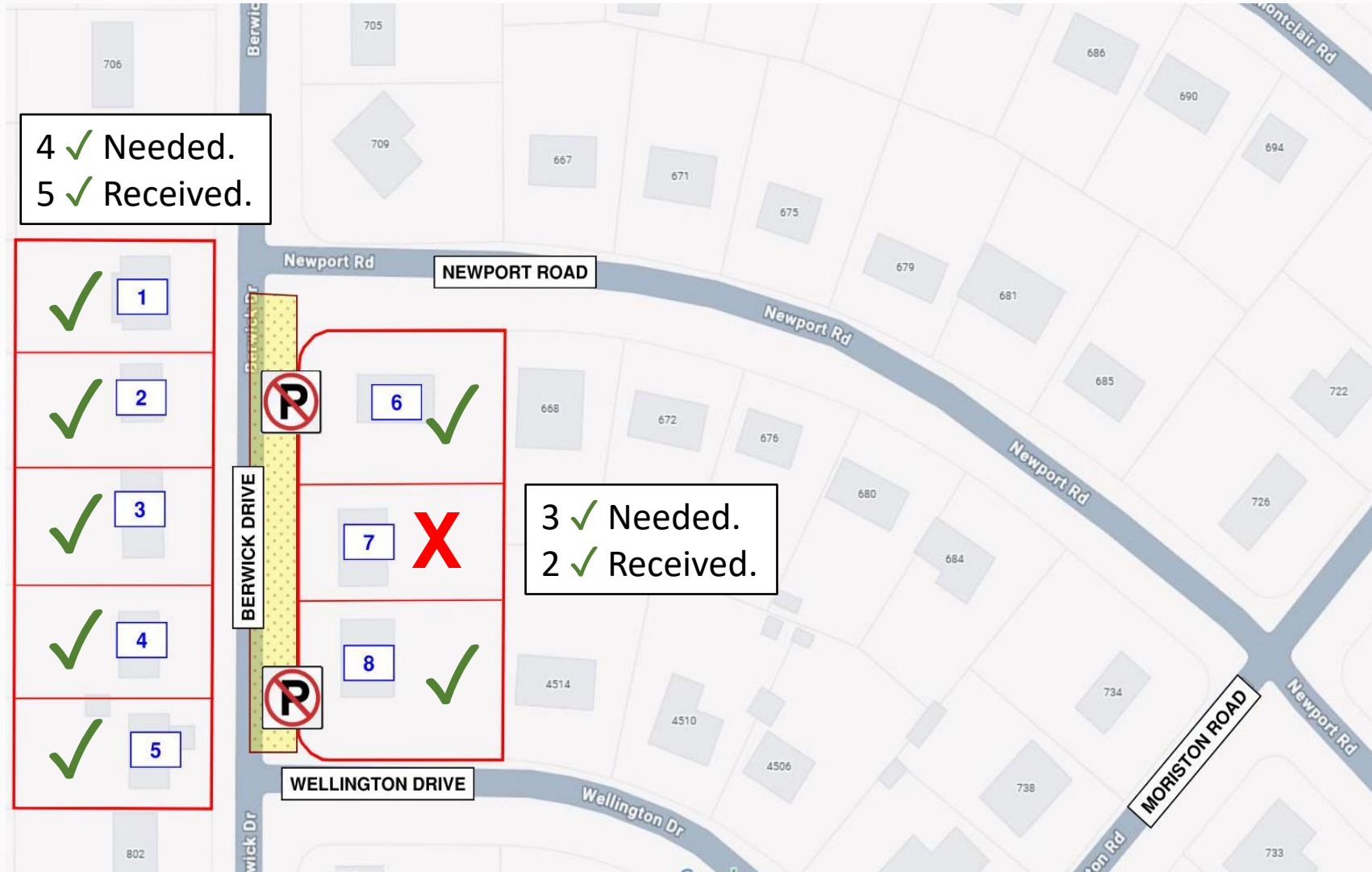
✗ DOESN'T SIGN



“No Parking” Example

✓ **SIGNS**

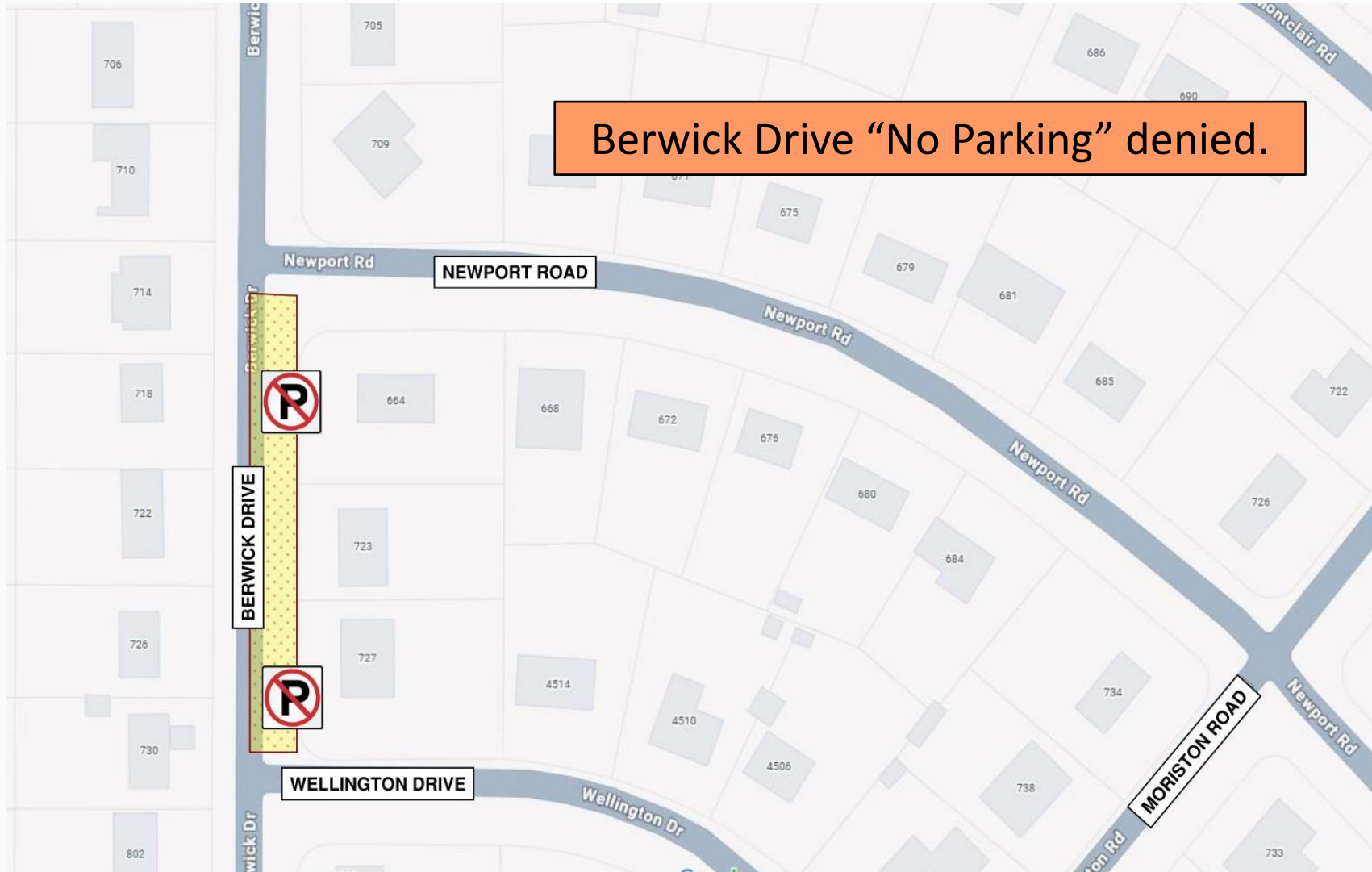
✗ **DOESN'T SIGN**



"No Parking" Example

✓ SIGNS

✗ DOESN'T
SIGN





FayettevilleNC.gov

PART II - CODE OF ORDINANCES

CHAPTER 16 - MOTOR VEHICLES AND TRAFFIC

Article III. - Traffic Schedules

Sec. 16-61. Traffic Schedules Adopted; City Manager Authorized to Compile.

The following traffic schedules, compiled under the authorization and direction of the city manager, and kept on file in the offices of the city manager and city traffic engineer and police department, are hereby adopted and made a part of this chapter:

1. Bus stops.
2. Downtown Business District parking:
 - a. On-street pay parking.
 - b. Off-street, leased and reserved parking areas (including parking decks).
 - c. Attendant lots and event parking.
3. Fire lanes.
4. Leased and reserved parking areas.
5. Light truck traffic.
6. Loading and unloading zones.
7. Local truck routes.
8. One-way streets.
9. Parking prohibited.
10. Prohibition of right turn on red signal.
11. Restricted parking.
12. Speed control.
13. Stop intersections.
14. Through truck routes.
15. Turn control.
16. Yield right-of-way.

(Code 1961, § 20-21; Ord. No. S2001-020, § 1, 11-19-2001; Ord. No. S2019-056, 1, 11/25/2019)

Effective on: 11/18/2013

Secs. 16-62—16-90. Reserved.

Effective on: 11/18/2013

Memorandum

To: Petitioners
From: Traffic Engineering Division
Date:
Subject: Petition Procedures/Policy

The Traffic Engineering Division's current policy requires a petition be submitted when requesting changes in the current parking status and or traffic operational improvement.

In order for the change in the current parking status to be approved, the petitioner must be able to show that there is general support for the change. Support should be from the legal property owners. Because changes in parking affect renters, employees, and business owners along, and on both sides of the affected streets, these signatures will also be reviewed.

When collecting signatures, the petitioners should include their names in the first column, address in the second column, phone number in the third column, and the fourth column should be the signature to show the relationship to the property. Signatures should be collected from as many people as possible along, and on both sides of the street, that will be affected by the requested change. **(See Attached Instructions)**

Please remember that submittal of the petition does not automatically mean the requested change will be approved. The Traffic Engineering Division must make decisions based on the traffic flow, safety, and overall traffic operations of the entire system. Following review by the engineering staff, the request will be considered by the Director of Engineering.

If you have any questions related to the petition form or the policy, please contact Stacey L. Pigford, Assistant Traffic Engineer at (252) 329-4678.

We, the undersigned, do hereby certify that we reside, own property, or work at the address described below following each name subscribed hereto. This petition represents residents, property owner, or employees from both sides of the street(s) that will be affected by this request.

We respectfully petition the Traffic Engineering Division to take such actions as may be required to implement the following parking or traffic operational improvement:

Location: _____

Submitted by: _____
Address: _____
Telephone No: _____

Name (Printed)	Address	Phone Number	Signature

NOTES:

All requested information must be provided for each signature to be valid. **Signatures must be received from residents of at least fifty-one percent (51%) of the living units** contained in each block of proposed location and desired action.

ADDRESS:

Information should be provided in the numerical order of address (i.e., 100 Elm Street 101 Elm Street, 103 Elm Street, etc.). The "type" of living unit (see definition below) should be specified as

1. a single family dwelling
2. an apartment
3. a duplex
4. other dwelling.

Addresses of apartments should be listed.

SIGNATURE:

The signature of the representative of the living unit should be provided above this typed or printed name. The full name of the signee should be given. The signee must be at least 18 years of age. **No more than one person for each living unit may sign the petition.**

LIVING UNIT:

A living unit is a (1) single family or (2) an apartment. Each of the following also represents one living unit; (3) a rooming house, a boarding house, a fraternity house, a sorority house, a rest home, or a representative of living unit for which he/she is signing. Boarding or rooming facilities should be represented preferably by the resident or non-resident manager.

PHONE NUMBER:

The employer's phone number is needed for purposes of verifying the residents address. The phone number provided must be one where the signee's address can be verified between the hours of 8:00 a.m. and 5:00 p.m. This should be a business number, a school registrar's number, or a home phone number for retired persons or housewives.

EMPLOYER:

This should be the name of the employer whose phone number is request above.

If any questions arise concerning any items on this petition, please call 252-329-4066.

Please return all completed petitions to:

City of Greenville
Traffic Engineering Department
P.O. Box 7207
Greenville, NC 27835-7207

CITY OF HIGH POINT
DEPARTMENT OF TRANSPORTATION
PARKING POLICY FOR NEIGHBORHOOD STREETS
(Approved by City Council - 10/01/92)

This document establishes the policy for controlling parking on neighborhood streets. Neighborhood streets are non-thoroughfare, non-commercial streets.

A street which is a thoroughfare, as defined by the Adopted High Point Thoroughfare Plan, and has residential property along it, is not subject to this policy. Parking is generally not permitted along collector streets nor minor or major thoroughfares.

Parking restrictions on a block or street may be initiated upon:

1. Request of the residents of the block.
2. Staff identification of a verified need.
3. Request of a City Department or the City Council.

Citizens requesting parking restrictions will be referred to the Department of Transportation where their request will be evaluated.

REQUESTS FROM RESIDENTS

Parking restrictions will be considered at the request of residents of a block or street upon submittal of a petition signed by 75 percent of the residents of the block(s) of street where the restriction is requested. Residents on both sides of the street must sign the petition. The 75 percentage is consistent with the other city policies, such as 25 mph speed limit and block party street closings. The petition must specify the side or sides of the street where the restrictions should apply. The petition constitutes notification to the residents of a pending change in parking. Prior to any parking control, not based on safety considerations, staff must be assured of support by the residents affected by the proposed controls. For the purpose of determining the attainment of the 75 percentage, businesses, churches and vacant lots/houses are excluded from the total number needed.

With regard to multi-family properties, the number of units directly adjacent to the street where the restrictions are to be installed are to be counted in the totals needed. Either the residents of the units, the owner or the president-chairman of the board of a condominium association may petition.

Restrictions will be considered for a minimum of a full block to avoid confusing piece-meal house-by-house restrictions. Once the signed petition is returned to the Transportation

Department, it will be validated as to the signatures and if all applicable criteria is satisfied, then the appropriate signs will be installed.

STAFF INITIATED

Parking restrictions may be implemented by the Department of Transportation without a 75 percent petition based on the following criteria:

1. Safety
2. Emergency Vehicle Access
3. Traffic Operational Needs

Residents along the area of the restrictions will be notified of the restrictions prior to installation of the signs.

Parking restrictions on residential streets may be warranted if:

1. Traffic is heavy, or exceeds 2,500 vehicles per day.
Typically, these streets are the major neighborhood collectors, and may require control in order to ensure safety and traffic flow.
2. An identifiable accident problem exists, for which removal of onstreet parking would help to reduce the number of accidents.
3. Vehicle access is a problem (driveways).
4. There is insufficient room for the passage of Police, Fire and Emergency Vehicles, Buses and Sanitation Vehicles.

Parking may be restricted on one or both sides of the street. If the street is less than 26' wide, restrictions should be placed on both sides. Availability of off-street parking and access to residential driveways will be considered as part of the decision to restrict parking.

REMOVAL OF PARKING CONTROLS

Removal of controls is based on the same procedure by which it was installed. If the controls were installed originally by the petition process, then they can only be removed by the petition process, subject to a safety evaluation. If the controls were installed at Staff initiative, the removal must be based on a change in the conditions under which they were originally installed. Removal in this case is not subject to the petition process.

APPEAL OF RESTRICTIONS

A resident not in favor of the 75% petition or staff initiated restrictions may appeal the restrictions to City Council.

LISTING OF RESTRICTIONS

Those streets where parking restrictions are implemented will be added to the appropriate list of schedules in Article P, Chapter 10 of the Code of Ordinance.

CITY OF HIGH POINT
PETITION REQUESTING PARKING RESTRICTIONS
FOR RESIDENTIAL STREETS

We, the undersigned, request that the City of High Point install parking restrictions (No Parking Tow-In signs) on our street as indicated below:

Street

Street between _____
Street Street

We agree and understand that once parking restrictions are installed, requests by petitioner to alter or void the petition require a similar petition of 75 percent of the residents of the street (s) affected.

_____ Printed Name of Lead Petitioner	_____ Address	_____ Telephone
---	------------------	--------------------

Signature of Lead Petitioner

Property Owner/Resident Signatures	Address	Telephone #
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

PLEASE RETURN PETITION FORM TO:

Director of Transportation
City of High Point
P. O. Box 230
High Point, N. C. 27261



PARKING RESTRICTIONS POLICY

PARKING RESTRICTIONS POLICY

PARKING RESTRICTIONS POLICY

PURPOSE:

It is the intent of the City of Concord to maintain safe and unobstructed flow of traffic along City maintained streets. The purpose of this policy is to establish clear guidelines for citizens and City staff to address requests and concerns related to parking along City streets.

POLICY:

- Requests/concerns related strictly to enforcement of parking violations (i.e. parking in front of a fire hydrant, blocking a driveway, parking on a sidewalk, etc.) should be directed to the Code Enforcement Division of the Concord Police Department at (704)-920-5150. Further contact information can be found on the City web page located at: <https://www.concordnc.gov/Departments/Police/Operations-Bureau/Code-Enforcement>.
- Parking Ordinances are covered under Chapter 58 – Article VII of the City of Concord Code of Ordinances.
- In accordance with the Code of the City of Concord Section 58-249, the Transportation Director is authorized to designate up to 200 feet of length in which the stopping, standing or parking of vehicles would create an especially hazardous condition or would cause unusual delay in traffic.
- Requests will be considered in the order in which they are received unless any Traffic Safety Advisory Committee (TSAC) member determines a particular area merits immediate consideration due to public safety concerns.
- Any newly erected sign will be mounted on a standard u-channel post. Neighborhoods, or other entities with decorative signs will be responsible for installing decorative materials in accordance with their respective encroachment agreements.
- If it is discovered that decorative signs exist in neighborhoods or other areas and a valid encroachment agreement does not exist, the HOA or other organization will be required to request an agreement from the City of Concord or remove all decorative elements and replace them with standard materials at the expense of the HOA or other entity.
- Repeat requests for parking restrictions will not be considered within a 36 month time period without sufficient cause. Sufficient cause is determined at the discretion of the Transportation Director and/or the Traffic Safety Advisory Committee (TSAC).
- Requests for parking restrictions to address law enforcement issues other than traffic safety will not be considered under this policy.

IMPLEMENTATION:

Step One:

Parking restrictions on a block or street may be initiated upon the following:

- Request of a City of Concord Department or City Council directive.
- Request of the residents (resident owners or lessees) of the street or block.
- Request of any user of the street facility.
- Identification by Transportation staff of a potential problem.

Citizens or Neighborhood Organizations (hereinafter “Applicant”¹) requesting parking restrictions for a specific area should submit a Parking Restrictions Request Form to the Transportation Department where their request will be registered. A copy of the Parking Restrictions Request Form is available on the Policies

¹ Applicant – Resident, petitioners, neighborhood association, or other entity initiating the request

PARKING RESTRICTIONS POLICY

and Regulations section of the Transportation Department's page: <https://www.concordnc.gov/Departments/Transportation/Policies-and-Regulations>. Staff will initiate a study to investigate the request(s) in question and make a determination as to whether or not the need for signage or other measures is present.

- 1) If an especially hazardous condition or unusual delays in traffic are identified, the Transportation Department will determine if the request warrants immediate action and, if necessary, will implement measures in accordance with Section 58-249 of the City of Concord Code of Ordinances.
- 2) If no especially hazardous conditions or unusual delays in traffic are identified, the request will be forwarded to the Code Enforcement Division of the Concord Police Department to be evaluated for enforceability.

Step Two:

Once an evaluation of the request has been completed, the request will be discussed at the next feasible monthly TSAC meeting. The Applicant will be notified of any recommendations within 5 business days from the TSAC meeting in which the request is discussed. Typical recommendations include but are not limited to:

- 1) The identified concerns have been determined to be especially hazardous or cause unusual delays and TSAC is taking appropriate actions to help alleviate the issues.
- 2) The identified concerns have been determined to be enforceable violations and TSAC has recommended additional signage to reinforce driver knowledge of potential violations along with referral to Code Enforcement for targeted enforcement.
- 3) The identified concerns have been determined to be enforceable violations and the request has been referred to the Code Enforcement Division of the Concord Police Department for targeted enforcement. No additional measures are recommended at this time.
- 4) The identified concerns have not been determined to be parking code violations, nor have they been identified as causing hazardous conditions or unusual delays in traffic.

Step Three:

If a request warrants recommendations # 3 or # 4 above, or a request pertains to more than 200 feet of street, and the Applicant desires to continue a request for additional signage or other measures, a petition will be required. It is the Applicant's responsibility to obtain the signatures of at least 75% of the property owners² (one per property) on the entire street(s). Names, addresses, and telephone numbers are required on the Parking Restrictions Petition Form. The petition must state and/or show the location, including which side of the street the proposed restriction(s) is to apply. Property owners on both sides of the street must sign the petition. Once the petition form is returned to the Transportation Department along with a verification statement from the Applicant, City staff will validate the petition and will schedule a Public Hearing before City Council.

Failure to return a complete and valid petition in support of the proposed restrictions containing the required 75% of property owners represented within 6 months of notification will cause the request to be denied and ineligible for re-evaluation for a period of 36 months.

Step Four:

If approved, appropriate regulatory signs will be installed and Concord Police will be advised of the change.

² Property Owner – Individual or entity in possession of title for the land, building, or other. Renters/ Tenants will not be considered.



Request for Parking Restrictions

(Please Read the City's Parking Restrictions Policy Prior to Submitting Request)

Name of Applicant: _____

Subdivision (if applicable): _____

Address: _____

Day phone #: _____

E-mail address: _____

Neighborhood association (HOA) if applicable: _____

Does your neighborhood have decorative signs? _____ (Yes/No/Unsure)

Does a valid encroachment agreement exist for decorative signs? _____ (Yes/No/Unsure)

Please tell us the location of the requested parking restrictions (addresses, cross streets, etc.). Be as specific as possible:

Please tell us about the reason for the Parking Restrictions request:

I have read the City of Concord Parking Restrictions Policy and agree to be the named Applicant for this request. _____ Date: _____

Signature of Applicant

Please submit your request by mail, or email to edwardsg@concordnc.gov. Further contact information for the Administrative Division can be found on the Transportation Department Contacts page on the City of Concord website at <https://www.concordnc.gov>.

Transportation

635 Alfred Brown Jr. Court SW., P.O. Box 308, Concord, NC 28026

Phone (704) 920-5338 • Fax (704) 795-0404



PARKING RESTRICTIONS PETITION VERIFICATION STATEMENT

There are a total of _____ properties along _____.
There are _____ valid signatures on the Parking Restrictions Petition Form, which represent
_____ % of the properties along the identified street segment(s).

I verify the signatures on the Parking Restrictions Petition Form are those of the property owners of record, that they are valid, and that only one signature per property/business has been considered in the above percentage.

Signature of Applicant

Date: _____



NEIGHBORHOOD STREET PARKING RESTRICTION REQUEST POLICY

The Town of Huntersville's *Neighborhood Street Parking Restriction Request Policy* was developed to guide Town Engineering Staff and inform residents about the processes and procedures for implementing parking restrictions on neighborhood residential streets. Under this policy, the Town Engineering Department will work with a Neighborhood Representative at their initiation, to identify parking issues in their neighborhood and develop appropriate solutions. A neighborhood representative must be a Home Owners Association (HOA) Board member and endorsed by the HOA by official letter; or in neighborhoods without an HOA, have the support of all other households along the street (must provide names, address, and signatures of supporting household representatives).

This *Neighborhood Street Parking Restriction Request Policy* incorporates **Education**, **Enforcement**, and **Engineering** into resolving parking issues in neighborhoods. Residents can actively participate through neighborhood committees providing education and awareness of the issues and solutions available. Increased education and enforcement of existing Town Ordinances may reduce the need for further restrictions. Where increased education and enforcement do not resolve the issue, additional parking restrictions through signage may be explored.

What Streets will be addressed under this Policy?

Residential Local streets make up the majority of Huntersville's street system. These streets serve local circulation needs for motor vehicle, bicycle, and pedestrian traffic and primarily provide access to residences and on occasion, businesses. These streets are typically found within larger subdivisions.

Neighborhood Awareness Efforts

Many people may not be aware of parking restrictions within the Town Code of Ordinances. These restrictions apply town wide and do not require signs for enforcement. HOA's and residents should take it upon themselves to make neighbors aware of current parking restrictions.

Process for a neighborhood parking restriction request:

1. A Neighborhood Representative (HOA Board member, HOA Board designee, resident with support of neighbors) should contact the Town of Huntersville Engineering Department at (704) 766-2220 or submit a request form to request an

evaluation. The form for such a request is attached or can be downloaded from the Town of Huntersville website.

2. Engineering staff will discuss with the Neighborhood Representative the issue and the process that will be followed.
3. Engineering staff will collect and analyze information related to the issue(s) identified and present the findings to the representative. The police department and fire department will be contacted for input on the request.
4. If a new parking restriction is found to be acceptable by the Director of Engineering, Engineering staff will develop a plan for implementation. Implementation is subject to the following options:
 - The requesting entity is responsible for installation of the signs (signs to be provided by the Town at no cost) if the HOA wants to install the signs on decorative sign posts.
 - The town can install the signs at no cost on standard town sign posts for each sign location.
5. The parking restrictions for the neighborhood will be subject to future periodic evaluation to determine if the restrictions are still needed.

Signage request Warrants

To qualify for a restriction, the following warrants must be met:

- The street must be classified as a Town maintained two-lane Residential Local street.
- The width of the street pavement (if there are no pavement markings) or marked travel lane is less than 19 feet for restrictions on one or both sides of the street.
- The width of the street pavement (if there are no pavement markings) is 25 to 19 feet for restrictions on one side of the street.



Petition For Residential Parking Permit Program

Updated: Dec 17, 2024

Jump To:

[Criteria for a New Residential Permit Parking Area](#)

[Initial Application Process](#)

[Completion of Parking Study](#)

[Approval of New Parking Program](#)

A Residential Permit Parking Program is created in a neighborhood at the request of the community. We review requests for new programs each year.

Criteria for a New Residential Permit Parking Area

The minimum criterion for incorporation into the program is that the requested area must contain at **least eight (8) adjoining block faces** that are bounded by property in residential zoning districts, or the area is a continuation/expansion of an existing controlled residential parking area.

Note: a "block face" means one side of a street between two (2) intersecting streets.

The City will provide guidance and assistance to any resident(s) interested in establishing a residential permit parking program in their area.

Please contact us at [919-996-3996](tel:919-996-3996)

(tel:919-996-3996)

for more information.

Initial Application Process

A petition identifying the boundaries and streets of the area within the proposed controlled residential parking area must be made to the Department of Transportation requesting such designation. The petition must have the **signatures of at least 70%** of all affected property owners in favor of the program.

Completion of Parking Study

[Privacy](#) - [Terms](#)

Following receipt of the petition by the Department of Transportation, a parking study may be conducted at various times of the day or week. This study shall consider:

- The effect on the safety of residents of the area under consideration from intensive use by nonresidents for parking of vehicles, including the storage of vehicles.
- The need of the residents of the area to obtain adequate on-street parking adjacent to or close by their places of residence.
- The difficulty or inability of residents of the area to secure adequate on-street parking adjacent to or close by their places of residence because of widespread use of available parking spaces in that area by nonresident transient motorists.
- The impact of major public facilities and programs on the health, safety, and welfare of the residents of the area and any unreasonable burdens placed on those residents in securing adequate on-street parking and gaining access to their places of residence by virtue of such facilities and programs.
- The likelihood of alleviating, by use of a parking permit system, any problem of unavailability of residential parking spaces.
- The desire of the residents in the area for the institution of a parking permit system and the willingness of those residents to bear the administrative costs incidental to the issuance of permits authorized by this section.
- The need for all residential permit spaces to be available in the area under consideration for use by visitors and the general public for at least sixteen (16) hours, with or without time restriction.
- Such other factors as the Director shall deem relevant.

Approval of New Parking Program

Upon satisfactory review of the petition by parking administration and approval by City Council, the Department of Transportation will issue residential parking permits to all affected property owners and/or tenants who are legally and physically residing in the controlled residential parking area.

The cost to residents is **\$20 per decal per calendar year**. No pro-rated discount is given for a partial year. Guest passes can be purchased for a fee.

It must be understood by all residents that once incorporated into the program, the City will also be routinely enforcing all on-street parking regulations which will include permitted vehicles.

PARKING RESOURCES



[Residential Parking Permits](#)

[\(/parking/services/parking-customer-service/residential-parking-permits\)](https://parking/services/parking-customer-service/residential-parking-permits)

- [Residential Parking Permit FAQs](#)
(</transportation/services/new-residents-information/residential-parking-permit-faqs>)
- [Parking Customer Service](#)
(</parking/services/parking-customer-service>)
- [Find Parking Downtown](#)
(</parking/services/find-parking-downtown>)
- [Pay for Parking](#)
(</parking/services/pay-parking>)

CONTACT

raleighparking@raleighnc.gov
(<mailto:raleighparking@raleighnc.gov>)

[919-996-3996](tel:919-996-3996)
(<tel:919-996-3996>)

SUPPORTED SERVICES

[Parking Customer Service](#)
(</parking/services/parking-customer-service>)

[Back to Transportation](#)
(</transportation>)

DEPARTMENT:

[Transportation](#)
(</transportation-department>)

SERVICE CATEGORIES:

[Parking Services](#)
(</transportation/service-unit/parking-services>)

RELATED SERVICES:

[Parking Customer Service](#)
(</parking/services/parking-customer-service>)

Brian . McGill

From: Nicholas, Peter <Peter.Nicholas@durhamnc.gov>
Sent: Monday, August 18, 2025 2:16 PM
To: Brian . McGill
Cc: Tracey, Leslie
Subject: [EXTERNAL]RE: [EXTERNAL]Re: [EXTERNAL]Voicemail

Brian,

Durham Transportation is permitted to evaluate and install regulatory signage on city streets **without City Council approval**. A former administration approved a "delegation of authority" to the Public Works Director, who ultimately authorized the City Traffic Engineer to implement regulatory sign changes.

The parking petition process Durham had in place prior to 2024 was cumbersome for staff. It required signatures from 50% of homeowners, which had to be secured within 90 days. If feasible, Homeowners Associations (HOAs) were enlisted to ensure all streets within a given neighborhood were evaluated equitably. Non-HOA requests in established or organized neighborhoods were typically a major burden on staff resources. The years immediately following COVID-19 were particularly problematic, as staff were brought into neighborhood disputes to act as arbiters for a wide array of transient parking matters.

In early 2024, the Transportation Department initiated a new standard operating procedure (SOP) and requested that the Development Review team require "No Parking" signs, where applicable, for all new residential and commercial developments. This was done to address parking issues before on-street parking patterns were established. The time-consuming exercise of routing petitions ended, and the team was able to shift time/attention to addressing Departmental/Citywide Goals.

Here is the SOP:

Engineering evaluates two categories of parking matters within established neighborhoods 1) **Safety** Issues (Emergency/Public Health) and 2) **Non-Safety** Issues (General Requests)

1. **Safety** requests from DPD, DFD, Solid Waste, Maintenance teams and sight distance are considered an Emergency/Public Health issues and are reviewed/confirmed by Engineering Staff
 - When safety matters are received/confirmed, Engineering will partner with DPD/DFD to acknowledge and request a written commitment to enforce an Emergency/Public Health issues
 - If confirmed and supported by DPD, a letter of notification will be distributed to the impacted residences with frontage (and adjacent) to the impacted area
 - No Parking signs for safety matters are typically posted within 30 days
2. **Non-Safety** requests from residents are field reviewed, historic aerials/roadway images are evaluated, CityWorks Service Requests are queried, and the applicable ordinance(s) is/are evaluated to determine if the matter is a legitimate/correctable issue (missed solid waste pickup, history of SR's pertaining to maintenance conflicts, and content of previous SR's).
 - It is typical for residents to initiate isolated Service Request's with spillover parking (multiple car families, driveway conflicts, homes with teenage drivers, rentals, attached garages used for storage), neighborly disputes, and/or aesthetics
 - General requests typically reference emergency vehicle access concerns, parking of private delivery services (Amazon/FedEx, UPS), private maintenance services (lawn care, deliveries), long term parking of large/commercial vehicles, sight distance issues created by parked cars and when vehicles are required to momentarily yield to oncoming traffic due to the presence of a parked vehicle

- Most locations are low volume roadways with sufficient roadway width for safe passage of vehicles, emergency services, maintenance operations, solid waste pickup, and the temporary yielding condition offers traffic calming benefits
- For Non-Safety issues, Engineering denies the request to install regulatory parking signs and issues the “FAQ” response
 - If the parking conflict persists, DPD can elevate a matter from a “Non-Safety” issue to a Safety issue

FAQ - Issuing citations for illegal parking is a Durham Police Department enforcement matter. Residents are directed to contact the Non-Emergency Durham Police Department at 919-560-4600 and reference the applicable ordinance of [The City of Durham Municipal Code - Sec. 66-171](#). Regulatory parking signs are *not required* to enforce violations of Sec. 66-171 of the municipal code (additional municipal codes will be evaluated when/where applicable).

Over the past 18 months, two residents have requested to appear before the city council to discuss on-street parking matters. In both instances, the Engineering staff attempted to work with the requestors, but to no avail.

The team still receives about two to three parking requests per week, but the clearly defined Departmental Standard Operating Procedure (SOP) amongst Engineering, DPD, DFD, and Solid Waste is proving to be a streamlined and effective process. This new procedure benefits Transportation by eliminating petitions and DPD by preventing the need for additional enforcement resources generated by the installation of petition generated regulatory signage.

Hope this helps...

Respectfully,

Pete Nicholas, P.E.
 Transportation Engineer
 Department of Transportation, City of Durham
 101 City Hall Plaza, 4th Floor, Suite 4304
 Durham, NC 27701

P [919-560-4366](tel:919-560-4366), ext. 36436
 F [919-560-4561](tel:919-560-4561)

peter.nicholas@durhamnc.gov
www.DurhamNC.gov

E-mail correspondence to and from this sender may be subject to the North Carolina Public Records Law and can be disclosed to third parties.

From: Tracey, Leslie <Leslie.Tracey@durhamnc.gov>
Sent: Monday, August 18, 2025 11:38 AM
To: Brian . McGill <BrianMcGill@FayettevilleNC.Gov>; Nicholas, Peter <Peter.Nicholas@durhamnc.gov>
Subject: Re: [EXTERNAL]Re: [EXTERNAL]Voicemail

Hi Brian. This is best answered by Pete, since I'm not involved in most of the No Parking requests. I copied him. If you want to call, best way is to reach him on his cell, 919-218-6479.

Leslie

Leslie Tracey, PE, PTOE, RSP₁

Transportation Engineer

City of Durham

From: Brian . McGill <BrianMcGill@FayettevilleNC.Gov>

Sent: Monday, August 18, 2025 9:52 AM

To: Tracey, Leslie <Leslie.Tracey@durhamnc.gov>

Subject: RE: [EXTERNAL]Re: [EXTERNAL]Voicemail

Hi Leslie,

I just tried calling but reached your voicemail and got another call I had to answer.

My main question is, for “No Parking” in residential neighborhoods, do yall have a citizen driven process for requests that isn’t justified by safety concerns?

I’ve talked with Apex and they’re saying that if it isn’t a safety or operational issue, and if an HOA doesn’t make the request, then they don’t bring the request to Council.

Wilmington says if there’s a safety reason with repeated violations then they’ll take it to Council to post the sign, but their process isn’t at the request of citizens either really.

I’ve reached out to Raleigh but we’re playing phone-tag at the moment.

Thank you,
Brian



Brian McGill, PE, PTOE

Assistant Public Services Director for Traffic Services

Public Services Department

339 Alexander Street | Fayetteville, NC 28301

910-433-1170 (O)

BrianMcGill@fayettevillenc.gov

www.FayettevilleNC.gov

All communication not specifically exempted by North Carolina law is a public record and subject to release upon request.

From: Tracey, Leslie <Leslie.Tracey@durhamnc.gov>

Sent: Thursday, August 7, 2025 10:32 AM

To: Brian . McGill <BrianMcGill@FayettevilleNC.Gov>

Subject: [EXTERNAL]Re: [EXTERNAL]Voicemail

Hi Brian. I don't think we've had a chance to connect yet. Do you want to set up a call for tomorrow? I'm free in the afternoon.

Leslie

Leslie Tracey, PE, PTOE, RSP₁
Transportation Engineer
City of Durham

From: Brian . McGill <BrianMcGill@FayettevilleNC.Gov>
Sent: Wednesday, July 30, 2025 3:15 PM
To: Tracey, Leslie <Leslie.Tracey@durhamnc.gov>
Subject: RE: [EXTERNAL]Voicemail

Hi Leslie,

Yes, my City is working on getting some processes updated to better facilitate resident requests. I was reaching out to a handful of municipalities and wanted to reach out to yall. I don't have availability this afternoon, but can talk briefly tomorrow or more in-depth on Friday. It's mainly regarding requests for "No Thru Trucks" signs in neighborhoods, as well as how No Parking requests from citizens (and Council Members) are handled where yall are.



Brian McGill, PE, PTOE
Assistant Public Services Director for Traffic Services
Public Services Department
339 Alexander Street | Fayetteville, NC 28301
910-433-1170 (O)
BrianMcGill@fayettevillenc.gov
www.FayettevilleNC.gov

All communication not specifically exempted by North Carolina law is a public record and subject to release upon request.

From: Tracey, Leslie <Leslie.Tracey@durhamnc.gov>
Sent: Wednesday, July 30, 2025 3:10 PM
To: Brian . McGill <BrianMcGill@FayettevilleNC.Gov>
Subject: [EXTERNAL]Voicemail

Hi Brian. I checked my voicemail yesterday for the first time in a few weeks, and I had one from you from July 21. Something about a peer review? Do you still need to talk? I can call later this afternoon.

Thanks,
Leslie

Leslie Tracey, PE, PTOE, RSP₁
Transportation Engineer



101 City Hall Plaza, 4th Floor
Durham, NC 27701
P: 919-560-4366, ext. 36437

[Chat with me on Teams](#)

** CAUTION: External email. Do not click links or open attachments unless sender is verified. Send all suspicious email as an attachment to ITSecurity@fayettevillenc.gov **

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City of Fayetteville

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

City Council Action Memo

File Number: 25-4877

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.07

TO: Mayor and Members of City Council

THRU: Douglas J. Hewett, ICMA-CM, City Manager
Jeffrey Yates, Assistant City Manager

FROM: Chris Lowery, Strategic and Performance Analytics Manager

DATE: September 2, 2025

RE:
Receive the City Manager's Update - City Council Agenda Item Requests

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal I: Safe and Secure Community
Goal II: Responsive City Government supporting a diverse and viable economy
Goal III: City Investment in Today and Tomorrow
Goal IV: Desirable place to live, work and recreate
Goal V: Financially sound City providing exemplary City services
Goal VI: Collaborate citizen and business engagement

Executive Summary:

The City Council members submitted and approved 10 City Council Agenda Item Requests from April 2025 to June 2025 and 22 since July 2024. The Office of Strategic & Performance Analytics (SPA) tracks each item from its approval to completion. This summary is intended to highlight each City Council Agenda Item Request and provide a status of these approved items.

Background:

City Council members are authorized to submit requests to staff through an adopted Code of Conduct. The Mayor and City Council Protocol and Code of Conduct - #115.15 was adopted by Council on April 8, 2013. The City Council adopted these protocols to guide the City Council with the appropriate process of engaging with staff. Within the protocol and code of conduct, there are four categories listed, each with protocols defined:

- ☐ City Council Requests for Information from Staff
 - ☐ Protocol 1 - Simple Information
 - 1 Protocol 2 - Complex Information or Research
 - 2 Protocol 3 - Question on Agenda Item
 - 3 Protocol 4 - City Council Request for Lobbying or Legislative Advocacy

- 4 Protocol 5 - City Council Request of PWC for information
- ☐ City Council Service Request from Citizens
 - ☐ Protocol 6 - Citizen Service Requests
- ☐ City Council Staff Expectations
 - ☐ Protocol 7 - City Staff Response Time
 - 1 Protocol 8 - Public Meetings Held by Staff
- ☐ City Council Interactions
 - ☐ Protocol 9 - Communication among Mayor and City Council
 - 1 Protocol 10 - Council Work Session Policy
 - 2 Protocol 11 - Council Member Request to Add Agenda Items
 - 3 Protocol 12 - Council Modification of Existing Agenda

Issues/Analysis:

The Council Agenda Request Tracker accompanies this memorandum. The attachment provides the requestor, Agenda Request, Council Direction, Status, and Time Analysis of return.

Budget Impact:

None.

Options:

City Council accepts the administrative report for public record.

City Council does not accept the report and provides guidance to staff.

Recommended Action:

City Council accept the administrative report for public record

Attachments:

7-24-25_CMO-Council Request Tracker_FY25.pdf

6-30-25_CMO-Council Request Tracker_FY25_ACCOMPLISHED.pdf

CART_WorkSession_Presentation_081225.pdf



Council Request Tracker (CRT)



Chris Lowery – Strategic & Performance Analytics Manager



FY 25 Council Request:	
Total # of Council Items	40
Total # Accomplished	32
Total % Accomplished	80%
Average days open (FY2025):	69 Days
Last Updated:	8/12/2025



Open Items

Consensus Date (OFFICIAL)	Item Title (OFFICIAL)	Requestor (OFFICIAL)	Item Directive (OFFICIAL)	Staff Owner	Updates
6/3/25	Downtown Fire District Update	Mayor Mitch Colvin	Mayor Colvin presented this item to have staff bring back more information regarding the Downtown fire district.	Dr. Jerry Newton	6/3/25 - Item received by staff. 6/25/25 - Item was heard and discussed by the Council Policies Review Committee on June 24th. Item to be reviewed at the August 21st Policies Review Committee meeting under "New Business".
6/3/25	Reconsider the Historic District Location	Mayor Mitch Colvin	Mayor Colvin presented this item to have staff bring back more information regarding the Historic district.	Dr. Jerry Newton	6/3/25 - Item received by staff. 6/25/25 - Item was heard and discussed by the Council Policies Review Committee on June 24th. Item to be reviewed at the August 21st Policies Review Committee meeting under "New Business".
5/5/25	Policy for Accepting Real Property	Kathy Jensen	CM Jensen presented this item and directed staff to bring back a policy on the City/Council accepting donated property.	CAO	5/6/25 - Item received by CAO. 6/10/25 - Item has been sent to the Policy Committee and will be reviewed at the June 17th meeting. 6/18/25 - Item has been tabled until October meeting to be discussed with 155.1 and 155.2.
5/5/25	Special Event Safety & Bag Policy	Mayor Mitch Colvin	Bring back event and bag policy with budget to implement	Brook Redding	6/2/25 - Will return to the Sept. Work session.
5/5/25	CrimeStopper	Mayor Mitch Colvin	Bring back mechanism of agreement and contract	Brook Redding	6/2/25 - Will return to the Sept. Work session.

Open Items Cont'd

Consensus Date (OFFICIAL)	Item Title (OFFICIAL)	Requestor (OFFICIAL)	Item Directive (OFFICIAL)	Staff Owner	Updates
4/7/25	Carnival permit	Mayor Mitch Colvin	Mayor Colvin presented this item and directed staff to research what, if any, regulations could be placed on Carnival for security.	Dr. Jerry Newton	<p>4/17/25 - Item to be an Admin Report on the May 12, 2025, Regular City Council Meeting or potentially presented at the special called meeting on public safety.</p> <p>5/6/25 - Item potentially at the May regular meeting in conjunction with other safety measures discussed by Council at the Safety Special meeting</p> <p>5/13/25 - Item will be coming back to Council at the May 27th regular meeting.</p> <p>5/27/25 - item was on the May 27th meeting and was pulled for the June Work Session.</p> <p>6/3/25 - Item was presented at the June Work Session. Item will be brought back to Council at the August meeting.</p>
2/3/25	Permitting Performance Review	Mayor Mitch Colvin	Consensus of the Council was to gather additional information regarding the permitting process, and then to bring back options for a comprehensive third-party review of the City's permitting processes.	ACM Kelly Olivera	<p>2/24/25 - Staff is research item and will bring back options to Council for conducting a 3rd party review of the Permitting process.</p> <p>3/6/25 - Staff has contacted The American Institute of Architects and forwarded the information they provided to the Mayor. Staff has also reached out to McKinsey & Company to get information regarding the services they provide and costs.</p> <p>4/17/25 - to be an Admin Report on the April 28, 2025, Regular City Council Meeting</p> <p>4/29/25 - Item was sent to Council at the April 28th meeting as an admin report. No action taken at the meeting.</p> <p>6/9/25 Council appropriated \$500,000 for a consultant to perform this review.</p> <p>7/24/25 - RFP released with a close date of 8/14/25</p>
1/7/25	Bike Lane Code Update	Mario Benavente	CM Benevente presented this item to direct staff to research current bike lane code vagueness and bring back recommendations.	Sheila Thomas-Ambat	<p>1/8/25 - Item assigned to staff.</p> <p>1/28/25 - Staff has determined the miles and feet of bike lane and MU lines across the city. Legal has provided information from NCDOT on bike lanes definition. Staff will review Charlotte and Greensboro Code of Ordinance to see how they word their allowances and restrictions.</p> <p>2/24/25 - Item expected to come back for Council at the June WS.</p> <p>6/3/25 - Item was presented at the June work session. Item passed and will be brought back to Council at a June 23rd regular meeting.</p> <p>6/24/25 - Items was presented at the June 23rd meeting. Item was tabled. Item to come back at September WS.</p>

Accomplished Items

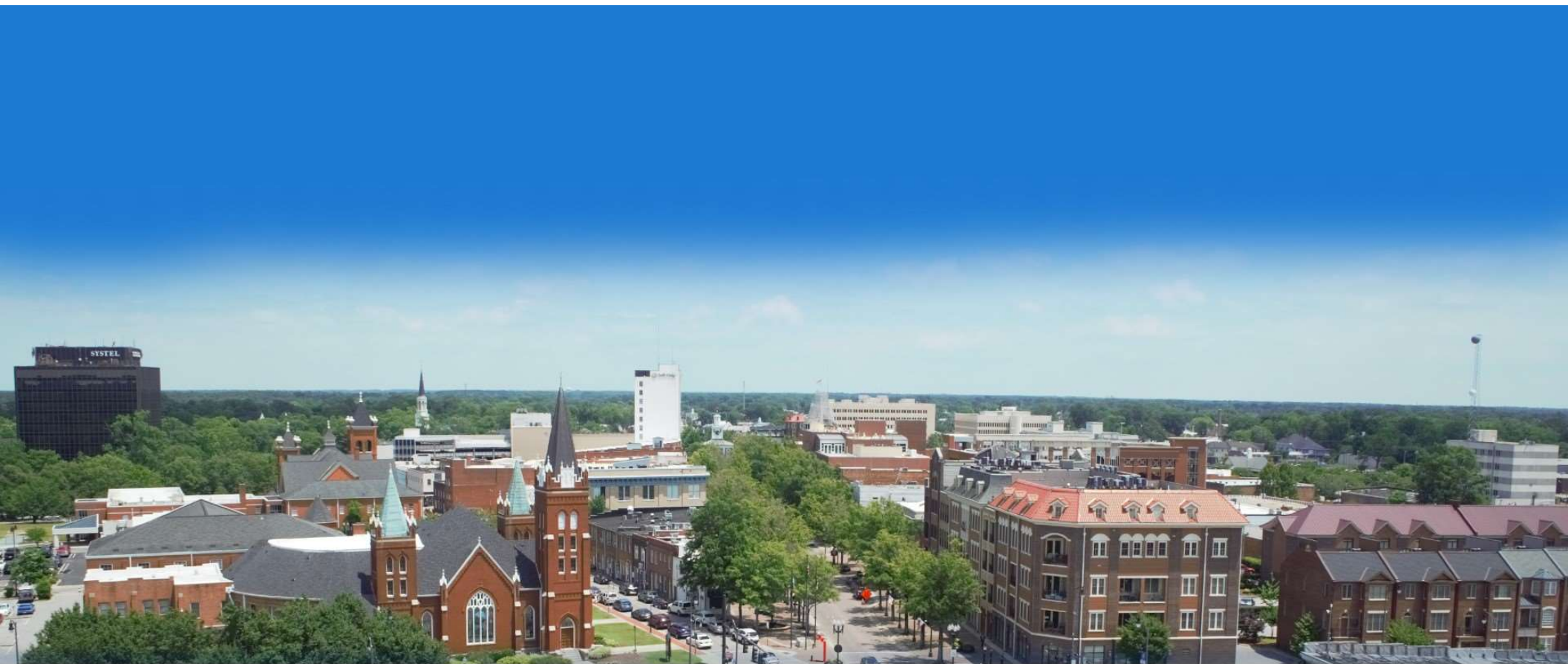
Item Title (OFFICIAL)	Requestor (OFFICIAL)	Status	Time to Completion (MONTHS)
Key to the City Request	Mario Benavente	✓	0
Speed Limit Reduction for Seabrook Rd	DJ Haire	✓	0
Speed Limit Reduction for W. Rowan St.	Malik Davis	✓	0
Driving Equality Laws	Mario Benavente	✓	0
Proposed Expansion of down payment assistance program	Mayor Mitch Colvin	✓	1
Youth Programing Pilot	Mayor Mitch Colvin	✓	1
Creation of CIP fund for City property ownership	Derrick Thompson	✓	1
Release of Body Camera and IPWDA Report Re: K9 unit video	Mario Benavente	✓	1
Ordinance Implementation Strategy	Mayor Mitch Colvin	✓	1
PD Technology Capability Expansion	Mayor Mitch Colvin	✓	1

Accomplished Items

Item Title (OFFICIAL)	Requestor (OFFICIAL)	Status	Time to Completion (MONTHS)
City Park Renaming Request	Lynn Greene	✓	2
Red-Light Camera Program	Derrick Thompson	✓	2
Ghost Guns	Courtney Banks-McLaughlin	✓	2
Innovation district	Mayor Mitch Colvin	✓	4
Amusement Park Information	Brenda McNair	✓	4
Council Travel - Council Appreciation Gift Funding	DJ Haire	✓	4
All-America City Marketing	Mayor Mitch Colvin	✓	5
Wrecker Services Permit and Regulations	Mayor Mitch Colvin	✓	5
Establishing a Sentinel Event Review process and approach partnerships to help establish	Mario Benavente	✓	6
Vape Shops	DJ Haire	✓	9
Co-Op Grocery Store	Mario Benavente	✓	13

Accomplished Items

Item Title (OFFICIAL)	Requestor (OFFICIAL)	Status	Time to Completion (MONTHS)
Legal Crime Deterrent Opportunities in Partnership with Housing Authority	Mayor Mitch Colvin	✓	13
Free Bus Fares for Elderly and Disabled Residents	Brenda McNair	✓	13
EveryTown for Gun Safety	Mario Benavente	✓	14
Unaccompanied Minors in City Facilities	Kathy Jensen	✓	14
Special Forces Memorial Park	Johnny Dawkins	✓	15
Special Use Permit Ordinance	Mayor Mitch Colvin	✓	15
Resource Support for 3-Mile ShotSpotter Radius	Mario Benavente	✓	15
Cost of Gun Violence in Fayetteville	Mario Benavente	✓	16
Develop an Office of Community Safety and Mental Health	Kathy Jensen	✓	17
Festival Park Operations	Mayor Mitch Colvin	✓	22
Support of an Aquatic Center	Courtney Banks-McLaughlin	✓	26









FayettevilleNC.gov

Total # of Council Items	10	CMO / COUNCIL REQUEST TRACKER (CRT)
Total # Accomplished	4	
Total % Accomplished	40%	
Last Updated:	8/27/2025	

CRT ITEM	Meeting (TYPE)	Consensus Date (OFFICIAL)	Item Title (OFFICIAL)	Requestor (OFFICIAL)	Item Directive (OFFICIAL)	Item Phase	Status	Next Steps	Staff Owner	Co-Owner/s	Updates	Time Open (MONTHS)
YES	Work Session	8/4/25	Speed Limit Reduction for Seabrook Rd	DJ Haire	CM DJ Haire presented this item to direct staff to bring back ordinance to reduce the speed on Seabrook Rd. to the next meeting.	Accomplished		Staff Work Complete.	Sheila Thomas-Ambat	Brian McGill	8/5/25 - Item is on the agenda for the 8/11/25 meeting. 8/12/25 - Item was a consent item on the 8/11 meeting. Item was approved with approval of the consent agenda.	
YES	Work Session	8/4/25	Speed Limit Reduction for W. Rowan St.	Malik Davis	CM Malik Davis presented this item to direct staff to bring back ordinance to reduce the speed on Rowan St. to the next meeting.	Accomplished		Staff Work Complete.	Sheila Thomas-Ambat	Brian McGill	8/5/25 - Item is on the agenda for the 8/11/25 meeting. 8/12/25 - Item was a consent item on the 8/11 meeting. Item was approved with approval of the consent agenda.	
YES	Special Meeting	5/5/25	CrimeStopper	Mayor Mitch Colvin	Bring back mechanism of agreement and contract	Accomplished		Staff Work Complete.	Brook Redding	PRM	6/2/25 - Will return to the Sept. Work session. 8/26/25 - Item was sent to Council at the 8/25/25 regular meeting as an administrative report. Item was not pulled. Item approved and considered closed.	3
YES	Work Session	2/3/25	Permitting Performance Review	Mayor Mitch Colvin	Consensus of the Council was to gather additional information regarding the permitting process, and then to bring back options for a comprehensive third-party review of the City's permitting processes.	Accomplished		Staff Work Complete.	ACM Kelly Strickland		2/24/25 - Staff is research item and will bring back options to Council for conducting a 3rd party review of the Permitting process. 3/6/25 - Staff has made contact with The American Institute of Architects, and forwarded the information they provided to the Mayor. Staff has also reached out to McKinsey & Company to get information regarding the services they provide and costs. 4/17/25 - to be an Admin Report on the April 28, 2025 Regular City Council Meeting 4/29/25 - Item was sent to Council at the April 28th meeting as an admin report. No action taken at the meeting. 6/9/25 Council appropriated \$500,000 for a consultant to perform this review. 7/24/25 - RFP released with a close date of 8/14/25 8/27/25 - RFP under review. Item considered closed.	6

Total # of Council Items	10	CMO / COUNCIL REQUEST TRACKER (CRT)
Total # Accomplished	4	
Total % Accomplished	40%	
Last Updated:	8/27/2025	

CRT ITEM	Meeting (TYPE)	Consensus Date (OFFICIAL)	Item Title (OFFICIAL)	Requestor (OFFICIAL)	Item Directive (OFFICIAL)	Item Phase	Status	Next Steps	Staff Owner	Co-Owner/s	Updates	Time Open (MONTHS)
YES	Work Session	6/3/25	Downtown Fire District Update	Mayor Mitch Colvin	Mayor Colvin presented this item to have staff bring back more information regarding the Downtown fire district.	90 Days		August 21st Policies Review Committee meeting - Staff Work Complete; on-hold pending Council direction/decision point	Dr. Jerry Newton		6/3/25 - Item received by staff. 6/25/25 - Item was heard and discussed by the Council Policies Review Committee on June 24th. Item to be reviewed at the August 21st Policies Review Committee meeting under "New Business". 8/27/25 - Staff Work Complete; on-hold pending Council direction/decision point.	2
YES	Work Session	6/3/25	Reconsider the Historic District Location	Mayor Mitch Colvin	Mayor Colvin presented this item to have staff bring back more information regarding the Historic district.	90 Days		August 21st Policies Review Committee meeting - Staff Work Complete; on-hold pending Council direction/decision point	Dr. Jerry Newton		6/3/25 - Item received by staff. 6/25/25 - Item was heard and discussed by the Council Policies Review Committee on June 24th. Item to be reviewed at the August 21st Policies Review Committee meeting under "New Business". 8/27/25 - Staff Work Complete; on-hold pending Council direction/decision point.	2
YES	Work Session	5/5/25	Policy for Accepting Real Property	Kathy Jensen	CM Jensen presented this item and directed staff to bring back a policy on the City/Council accepting donated property.	90+ Days		CAO to draft policy and bring back to Council in October. - Staff Work Complete; on-hold pending Council direction/decision point	CAO		5/6/25 - Item received by CAO. 6/10/25 - Item has been sent to the Policy Committee and will be reviewed at the June 17th meeting. 6/18/25 - Item has been tabled until October meeting to be discussed with 155.1 and 155.2. 8/27/25 - Staff Work Complete; on-hold pending Council direction/decision point.	3
YES	Special Meeting	5/5/25	Special Event Safety & Bag Policy	Mayor Mitch Colvin	Bring back event and bag policy with budget to implement	90+ Days		Bring item back to September 8th regular meeting	Brook Redding	PRM	6/2/25 - Will return to the Sept. 8th regular meeting as an admin report. 8/27/25 - Scheduled for Sept. 8th regular meeting agenda item.	3
YES	Work Session	4/7/25	Carnival permit	Mayor Mitch Colvin	Mayor Colvin presented this item and directed staff to research what, if any, regulations could be placed on Carnival for security.	90+ Days		Bring item back to August regular meeting	Dr. Jerry Newton		4/17/25 - Item to be an Admin Report on the May 12, 2025 Regular City Council Meeting or potentially presented at the special called meeting on public safety. 5/6/25 - Item potentially at the May regular meeting in conjunction with other safety measures discussed by Council at the Safety Special meeting 5/13/25 - Item will be coming back to Council at the May 27th regular meeting. 5/27/25 - item was on the May 27th meeting and was pulled for the June Work Session. 6/3/25 - Item was presented at the June Work Session. Item will be brought back to Council at the August meeting.	4
YES	Work Session	1/7/25	Bike Lane Code Update	Mario Benavente	CM Benevente presented this item to direct staff to research current bike lane code vagueness and bring back recommendations.	90+ Days		Bring back to Council at September WS	Sheila Thomas-Ambat	Brian McGill CAO (Moses)	1/8/25 - Item assigned to staff. 1/28/25 - Staff has determined the miles and feet of bike lane and MU lines across the city. Legal has provided information from NCDOT on bike lanes definition. Staff will review Charlotte and Greensboro Code of Ordinance to see how they word their allowances and restrictions. 2/24/25 - Item expected to come back for Council at the June WS. 6/3/25 - Item was presented at the June work session. Item passed and will be brought back to Council at a June 23rd regular meeting. 6/24/25 - Items was presented at the June 23rd meeting. Item was tabled. Item to come back in September at Work Session. 8/27/25 - Item is scheduled for Sept. 2nd WS.	7



City of Fayetteville

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

City Council Action Memo

File Number: 25-4856

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.08

TO: Mayor and Members of City Council

THRU:

FROM: Mayor Mitch Colvin

DATE: September 2, 2025

RE:

Park View and the Downtown MSD

COUNCIL DISTRICT(S):

District 2

Relationship To Strategic Plan:

Goal 2: Responsive City Government Supporting a Diverse and Viable Economy

Goal 4: Desirable Place to Live, Work, & Recreate

Goal 6: Collaborative Citizen & Business Engagement Base

Executive Summary:

City Council review whether the downtown municipal service district (MSD) should be reduced by removing the Parkview Manor Community from the boundary of the district

Background:

Parkview Manor is a residential community within the MSD and the original intent of the MSD did not include residential properties.

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request

June 12, 1978, City Council Meeting Minutes

June 26, 1978, City Council Meeting Minutes

May 16, 1983, City Council Meeting Minutes

City Council Agenda Item Request

Date of Request: July 28, 2025 **Requester:** Mayor Colvin

Agenda Item Title: Park View and the Downtown MSD

Estimated Cost: Unknown **Anticipated Funding Source:** Unknown

City Department(s) Support Requested: Offices of the City Clerk and City Attorney, Development Services

Estimated Staff Time Required: 20 hours

Anticipated Date for Future Council Work Session Discussion: September 2, 2025

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal 2: Responsive City Government Supporting a Diverse and Viable Economy

Goal 4: Desirable Place to Live, Work, & Recreate

Goal 6: Collaborative Citizen & Business Engagement Base

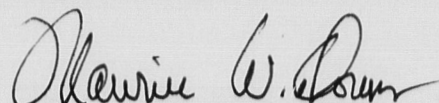
What do you envision accomplishing with this agenda item request?

City Council reviewing whether the downtown municipal service district (MSD) should be reduced by removing the Parkview Manor community from the boundary of the district.

Additional Comments:

Parkview Manor is a residential community within the MSD and the original intent of the MSD did not include residential properties.

Thereafter, all matters of business having been completed, this special session was adjourned at 7:45 p.m. upon motion made and duly seconded.


Maurice W. Downs
City Clerk

REGULAR MEETING
CITY HALL COUNCIL CHAMBER
JUNE 12, 1978
8:00 P.M.

Present: Mayor Beth Finch

Council Members: George Markham, Bill Hurley, J.L. Dawkins, Wayne Williams
Mildred Evans and Marion George.

Others Present: Mr. William G. Thomas, III, City Manager
Mr. Robert Cogswell, City Attorney
Mr. Ray Muench, PWC Manager

Mayor Finch called the meeting to order, the Reverend Jesse F. Williams of United Pentacostal Holiness Church offered the invocation. Following the invocation, Mayor Finch led the assembly in the Pledge of Allegiance to the Flag.

Mayor Finch recognized Fayetteville Youth Council Representatives: Robert Leath, Mary Ellen Lively and Hugh Holston present in the audience to observe Council proceedings.

The first order of business was the approval of minutes and upon motion by Mr. Williams, seconded by Mr. Dawkins and carried unanimously minutes of the regular meeting of May 22, 1978 were approved as submitted by the Clerk.

Upon motion by Mr. Williams, seconded by Mr. Dawkins and carried unanimously minutes of a special meeting of the Council of June 5, 1978 were approved as submitted by the Clerk.

Public Hearings:

A public hearing had been published for this date and hour on the creation of a municipal service district with a special tax in the downtown area of Fayetteville. The Clerk certified in writing that all persons had been mailed a written communication of this public hearing. The City Attorney presented this matter and stated that such written communications numbering 1100 in all had been mailed on May 11, 1978, in compliance with the General Statutes. The Downtown Fayetteville Association and the Downtown Revitalization Commission had recommended that the City Council be requested to establish a special tax district for the end of the fiscal year, 1977/78 and further recommended that the plan be administered and carried out by the Downtown Fayetteville Association. The purpose was to help find a solution to the decline of the downtown district. Storeowners need to improve store fronts and make their property more inviting. The location of green spots for added beauty and to provide activities such as art shows, flea markets, trade shows and the like as well as the need for first class downtown farmer's market. The boundary of the proposed district are Rowan Street on the north, Russell Street on the South, Cool Spring Street on the east and Bragg Blvd. and Robeson Street on the west, including all lots which abut or adjoin the southern margin of Russell Street, the eastern margin of Cool Spring Street, the northern margin of Gross and Rowan Streets and the western margin of Robeson Street. The purpose of this hearing this evening, Mr. Cogswell said was the consideration of the adoption of a resolution defining the municipal service district for downtown revitalization purposes. The resolution, if adopted would provide for the needed services and the levying of an additional tax to finance them.

Mr. Cogswell said that the east side of Cool Spring Street was excepted due to an oversight in listing and notifying the property owners there.

Council could approve the district with this exception and be in compliance with the law, and the district could be expanded to include the east side of Cool Spring Street at a later date.

Mrs. Finch recognized proponents of the proposal and Mr. Horace Thompson, representing the Downtown Revitalization Commission was recognized and stated the special tax would be based on 12¢ of each \$100. valuation for five years in the plan for the revitalization of downtown area.

Mrs. Finch then recognized opponents to the plan and they were as follows: Mr. Ed VanStory, a downtown property owner, Mrs. Dorothy Kitchen, Mrs. Miriam Huff, Mr. Albert Wager, Mrs. Margaret Gott and Mr. Matthew Smith, all property owners in the downtown area.

Councilman George requested permission of the Council to abstain from discussion or voting due to a conflict of interest, and Council was in agreement.

Following some discussion, Mr. Williams offered motion that the City Council take no action, motion seconded by Mr. Markham.

After some further discussion, Mrs. Evans offered substitute motion to continue this matter to the next regular meeting on June 26, seconded by Mr. Hurley and carried by the following vote: For: Councilmembers Evans, Dawkins and Hurley. Against: Councilmembers Williams and Markham. Abstaining: Councilmember George.

A public hearing had been published for this date and hour on the paving of McLamb Drive from the northwest corner of Lot 13, Block A, Plat Book 18, Page 44 to Lake Avenue, pursuant to petition. The Clerk certified that notices had been sent to all property owners concerning this public hearing. The City Engineer presented this matter and displayed a projection of the proposed improvement.

Mrs. Jimmy Lewis and Aileen Ferguson of McLamb Drive were recognized in favor. Mrs. Lewis informed Council that there was a ditch running across the back of her property that needed some attention. The City Engineer was requested to investigate this matter.

There was no opposition present.

Resolution title:

FINAL RESOLUTION REQUIRING THE PAVING, PURSUANT TO PETITION OF MCLAMB DRIVE FROM THE SOUTHEAST CORNER OF LOT 13, BLOCK A, PLAT BOOK 18, PAGE 44, TO LAKE AVENUE. RESOLUTION NO. R1978-17.

Mr. George introduced the foregoing resolution and moved its adoption, seconded by Mr. Dawkins and carried unanimously.

A copy of the foregoing resolution is on file in the Clerk's office in Resolution Book R1978.

Upon motion by Mr. Williams, seconded by Mr. Dawkins and carried unanimously, the following public hearings were set:

A. The consideration of an exchange of property between the City of Fayetteville and Jack Page on Lucerne Street, set for June 26, 1978.

B. Consideration for assessing Duncan Street, Topeka Street and Scotty Hills Subdivision Drainage set for July 10, 1978.

C. A hearing on the urban area thoroughfare plan as requested by the Joint Planning Board set for June 26, 1978.

Resolution titles:

RESOLUTION AND ORDER TO FILE AND PUBLISH PRELIMINARY ASSESSMENT ROLL FOR PAVING AND OTHER IMPROVEMENT ON DUNCAN STREET. RESOLUTION NO. R 1978-18.

RESOLUTION AND ORDER TO FILE AND PUBLISH PRELIMINARY ASSESSMENT ROLL FOR PAVING AND OTHER IMPROVEMENT ON TOPEKA STREET. RESOLUTION NO. R1978-19.

RESOLUTION AND ORDER TO FILE AND PUBLISH PRELIMINARY ASSESSMENT ROLL FOR SCOTTY HILLS SUBDIVISION AREA DRAINAGE. RESOLUTION NO. R1978-20.

Copies of the foregoing resolutions are on file in the Clerk's office in Resolutions Book R-1978.

Planning Board Matters:

Upon motion by Mrs. Evans, seconded by Mr. Williams and carried unanimously, Horne's Shopping Area Addition preliminary and final CIP review located off Sycamore Dairy Road was approved conditionally as recommended by the Planning Board in their memo of June 12, 1978.

Public Works Commission Matters:

Mr. Muench, PWC Manager stated that the item appearing on the agenda, consideration of an application by Priscilla Hennessey for an extension of a 6 inch water main in Heidelberg Drive "east of Legion Road" into a proposed residential subdivision to serve approximately 25 lots "outside city just north of Heidelberg Drive" should be deferred and not presented this evening and would be presented by the Planning Board at a later date.

This concluded PWC matters and the PWC representatives were excused from the meeting.

Council next reconsidered a proposal to contract with the County for tax billing and collection effective FY1978/79. (This matter deferred from the May 22 meeting.)

The City Manager presented this matter and stated the research had been done which Council requested and called on Assistant City Manager, John Smith to make the presentation. He stated he had contacted the Institute of Government and had been furnished with a list of several major North Carolina cities that are now contracting for tax collection with their respective county. They are Charlotte, Winston Salem, Raleigh, Asheville, Wilmington, Wilson and Shelby. There are of course, he stated, a large number of smaller towns throughout the state that have county collection.

Mr. Smith stated he had contacted officials in Raleigh, Wilmington and Wilson, out closest neighbors of the seven and received the following information: Raleigh has contracted since 1964 with Wake County. The fee charged Raleigh is 0.5% of collections over approximately \$100,000. Collections are approximately 95%. Raleigh stated they experienced no difficulty.

Wilson has contracted since 1976 and the fee is 1% of collections. Collections are around 98%. The city went into the program not anticipating any savings but mainly for the convenience of the taxpayer and to relieve the city of the burden. They were experiencing no difficulties.

In Wilmington, New Hanover County collects all the taxes for all the municipalities in New Hanover County and has been doing so for the City of Wilmington since 1971. The fee charged is 1½%. Both the city and county officials like the arrangement.

Mr. Smith stated the officials with whom he spoke were enthusiastic about their arrangements in all three cases. The fees cost some concern with two of the cities but in no case has the percentage fee been changed since the inception of the contracts. The Institute of Government informed him that they knew of no city in the state that ever contracted its tax collections to a county and subsequently terminated the contract.

Some discussion then followed and Mr. George commented that he had questions on the legality of such a move by the city and stated that if in his opinion it would take an act of the General Assembly to accomplish this.

Mr. Williams stated he had no reservations about the legality of the proposal inasmuch as the city was not abolishing the tax collectors office since the county tax collector would act in that capacity.

Mrs. Evans suggested that the City Council may try this method for a year to find if it works satisfactorily and if not to go back to the present system.

Additional discussion followed.

Mr. Williams then offered motion that the City of Fayetteville contract for an interlocal undertaking with the County of Cumberland for the billing and collection of City taxes for the Fiscal Year 1978/79 at a 1% fee.

Council then recognized City Tax Collector Joe McCall who offered some comments in defense of retaining the City Tax Collector's office and not contracting with the County for tax billing and collection.

Mr. George then offered a substitute motion to continue this matter to the next regular meeting and for the City Attorney to check to see if a local bill is necessary. The motion was lost for lack of a second.

Mayor Finch then called for a vote on the motion to enter into a contract and the vote was as follows: For: Councilmembers Evans, Williams, Dawkins and Hurley. Against: Councilmembers George and Markham. Mayor Finch declared the motion carried.

Council next gave consideration to extension of lease agreements concerning the lease of property owned by the city.

The City Attorney presented these matters and informed Council that two of the lease agreements were for the extension of existing leases and the third was a new lease.

A Mrs. Toomey, leasee of property located at 334 Hay Street was recognized for the business, Shopper's Guide and asked Council if it proposed to demolish this building in the near future to make way for the relocation of Ray Avenue.

REGULAR MEETING
CITY HALL COUNCIL CHAMBER
MONDAY, JUNE 26, 1978
8:00 P.M.

Present: Mayor Beth Finch

Council Members: George Markham, Bill Hurley, J.L. Dawkins, Wayne Williams, Mildred Evans and Marion George.

Others Present: Mr. William G. Thomas, III, City Manager
Mr. Robert Cogswell, City Attorney
Mr. Ray Muench, PWC Manager

Mayor Finch called the meeting to order and Councilman Wayne Williams led the invocation. Following the invocation, Mayor Finch led the audience in the Pledge of Allegiance to the Flag.

Mayor Finch recognized the Following Youth Council Representatives present in the audience to observe Council proceedings: Ann Yeago, Sharon Lindsay and Sean Alvarez.

The first item of business was the approval of minutes of the June 12, 1978 meeting and upon motion by Mr. Williams, seconded by Mr. Dawkins and carried unanimously the minutes of the regular meeting of June 12, 1978 were approved as submitted by the Clerk.

At this point, Mayor Finch advised Council of an addition to the agenda, Item 6a, Amendment, Change 4. There were no objections voiced.

Public Hearings:

The first public hearing was the consideration of creating a Municipal Service District with a special tax in the downtown area of Fayetteville. (This matter continued from the June 12 meeting.)

Mr. Cogswell, City Attorney, presented this matter and stated that he would like to point out several things that had caused confusion: 1) that anything east of Cool Spring Street was not considered. 2) anyone not paying property tax due to exemption, does not have to pay the special tax. 3) You cannot charge a different rate to different people.

Mayor Finch then recognized Mr. M.J. Weeks, President of the Downtown Fayetteville Association and a property owner in downtown Fayetteville. Mr. Weeks stated that several months ago the Downtown Fayetteville Association began working with the Downtown Revitalization Commission investigating the possibility of creating this special tax district for the purpose of raising money to help in programs for the benefit of the downtown area. After much research and study, it was recommended to the boards that the program be proposed to the City Council. This tax district is very much needed, it would not only help get some projects underway, but it would also demonstrate our willingness to invest in our own future, and not wait for someone else to do it. The most equitable way to do it is for everyone who will benefit to participate. He pointed out that based on the proposed 10 cents per 100 valuation, a property valued at \$25,000. would only cost \$25. per year. He stated that if Council adopted this proposal, the Downtown Fayetteville Association would be willing to establish a committee to hear and review any hardship cases of owner occupied residences and if it was determined that the 10 cents did create a hardship, they would find a way to alleviate the hardship that might be created by this type of tax.

Mayor Finch then recognized Mr. Bob Henry, Executive Director of the Fayetteville Revitalization Commission who stated the Commission had unanimously voted to endorse the concept of this special tax district for revitalization purposes. He stated that this special tax district is a way to establish responsibility for revitalization from the people who that revitalization effort is designed to help. It is a method of funding the immediate needed projects that are not applicable to government funds. It is a way to share the responsibility to establish the confidence, communication and coordination necessary for revitalization to become a reality of downtown Fayetteville. It is one way to get downtown Fayetteville moving in the right direction in the rebuilding of our city.

Mayor Finch recognized Mr. Bernard Stein of the Downtown Revitalization Commission. Mr. Stein stated that he was speaking as an individual and as a property owner and business man in downtown Fayetteville and that he did want to contribute to downtown and its future, and urged Council to approve this special tax district.

Mayor Finch also recognized Mr. John Huske, Mr. Neil Reichley, Mrs. Stewart Kerr all downtown property owners who were in favor.

Mayor Finch recognized Mrs. Dorothy Kitchen, a downtown property owner who was opposed.

Mr. Ed VanStory, a downtown property owner was recognized and stated that he was opposed to any special tax for the downtown area. He presented a petition of taxpayers opposed to this special tax and also to the increase in property tax over the years, and requested Council to seek ways to reduce property taxes and finance the revitalization of the downtown district through other sources.

Mayor Finch then recognized Mr. Matthew Smith, Albert Waker and Dr. J.N. Robertson, all downtown property owners opposed to the special tax.

At this time Mayor Finch stated that time had expired and asked Council if there were any objections to hearing five minutes more from opponent and then proponents. There were no objections voiced.

Mr. Quincy Scarborough was recognized in opposition and presented a petition of 35 names who were opposed to the special tax.

Mrs. Bernice Wolfe and Rajah Arab, downtown property owners were recognized in opposition.

Mayor Finch then gave five minutes more to the proponents and recognized Mr. Horace Thompson and Mr. Doug Nunnely who were in favor of the special tax.

There was a brief discussion.

Mrs. Evans offered motion to create a municipal service district with a special tax in the downtown area as proposed and advertised at the rate of 10 cents per 100 with the exception of the east side of Cool Spring Street, seconded by Mr. Hurley.

After some discussion, Mr. Williams offered an amendment to the motion that none of the money from the special tax district be spent on administrative cost and that all property owners in the district be notified of meetings when decisions are to be made and returned to Council.

Mayor Finch asked for a vote on the amendment.

At this time Mr. George asked to abstain from voting and Mayor Finch stated that he had not asked for abstention prior to the vote and therefore his vote was to be recorded as a yea vote.

The vote on the amendment was as follows: For: Councilmembers Hurley, Dawkins, Williams and George, against: Councilmembers Evans and Markham.

Mayor Finch declared the motion to be presented as amended.

Mr. George asked to abstain from voting due to the fact that he owns property in the district.

Mayor Finch asked if there were any objections and there were none.

Mayor Finch then called for a vote on the motion as amended and it was as follows: Councilmembers Evans, Williams, Dawkins and Hurley for; Councilmember Markham against and Councilmember George abstaining.

A public hearing had been published for this date and hour on the initial zoning to R10 Residential District or to a more restrictive zoning classification of an area located at 608 Law Road. Planning Board recommended approval. There was no opposition.

AN ORDINANCE OF THE FAYETTEVILLE CITY COUNCIL AMENDING THE ZONING ORDINANCE TO INITIALLY ZONE TO R10 RESIDENTIAL DISTRICT AN AREA LOCATED AT 608 LAW ROAD. ORDINANCE NO. NS1978-44.

Mr. Williams introduced the foregoing ordinance and moved its adoption, seconded by Mr. Dawkins and carried unanimously.

A copy of this ordinance is on file in the Clerk's office in Ordinance Book NS1978.

A public hearing was published for this date and hour for a Special Use Permit to operate a private tennis and swim club in an R6 Residential District as provided for in Section 32-23 of the Fayetteville zoning ordinance for an area located at 101 Commonwealth Avenue. Planning Board recommended approval. There was no opposition.

Mr. Dawkins offered motion to approve the request for the Special Use Permit subject to the conditions set forth by the Planning Board, seconded by Mrs. Evans and carried unanimously.

A public hearing had been published for this date and hour on the rezoning from R5 Residential District to C1 Local Business District or to a more restrictive zoning classification of an area located at 503 Moore Street.

Planning Board recommended approval.

Council recognized Mr. Gerald Beaver who appeared in behalf of the petitioner.

Council recognized Mr. Matthew Smith, who was opposed to the rezoning.

AN ORDINANCE OF THE FAYETTEVILLE CITY COUNCIL AMENDING THE ZONING ORDINANCE TO REZONE FROM R5 RESIDENTIAL DISTRICT TO C1 LOCAL BUSINESS DISTRICT AN AREA LOCATED AT 503 MOORE STREET. ORDINANCE NO. NS1978-45.

Mr. Dawkins introduced the foregoing ordinance and moved its adoption, seconded by Mr. Williams and carried unanimously.

A copy of this ordinance is on file in the Clerk's office in Ordinance Book NS1978.

A public hearing had been published for this date and hour on the rezoning from R5 Residential District to C3 Heavy Commercial District of an area located at 861 Southern Avenue.

Mr. W.J. Gales, the petitioner was recognized and asked that his petition be withdrawn.

Mr. George offered motion that no action be taken at the request of the petitioner, seconded by Mr. Hurley and carried unanimously.

Council then considered a recommendation from the Planning Board to adopt the Maiden Lane/ Davie Street alternate.

Cliff Strassenburg, Planning Director presented this matter and stated there were two alternatives. A) begins at Bragg Blvd. intersecting with Cashwell Street proceeding up to Davie Street at the intersection with Hillsboro then across the railroad, across the Sears parking lot east through an area leased by Dickinson Buick intersecting Ray Avenue and continuing eastward across to the present Dickinson Buick to intersect with existing Maiden Lane at a point just east of Burgess Street. This proposal was introduced to the Revitalization Commission by Mr. Rose and endorsed by that Commission. The alternate B (considered by Planning and Engineering Departments) begins at Bragg Blvd. follows the same line to Hillsboro St. crossing the Sears parking lot now at a diagonal direction to intersect Ray Avenue approximately at the point that Maiden Lane now intersects with Ray Avenue proceeding eastward along the turn alignment for Maiden Lane.

Mr. Strassenburg stated that an analysis was made of some of the cost factors that would be involved in both of these alternates. Both would be more costly than the original Maiden Lane/Cashwell Street plan. He stated the advantages and disadvantages of each. The Planning Department and the Engineering Department after considering the advantages and disadvantages and the cost involved would recommend alternate B.

Council recognized Mr. John Rose, architect of the Sears building who stated that the largest problem is traffic, people traffic and vehicular traffic. Mr. Rose had earlier presented alternates A and B to the Cumberland County Commissioners, and they expressed reservations about plan B and that plan A would be more desirable for the use of the building.

Council recognized Chip Modlin, Department of Social Services Director, who was in support of alternate A but was concerned about the parking situation.

Council recognized Mr. Bernard Stein who stated that the Downtown Revitalization Commission had not had a chance to study or discuss Plan B.

After some discussion, Mrs. Evans offered motion to refer this matter to the Revitalization Commission and hear their recommendation at the next meeting, seconded by Mr. Dawkins and carried unanimously.

Upon motion by Mr. Dawkins, seconded by Mr. Hurley and carried unanimously, the following public hearings were set for July 24, 1978:

- A. The consideration of the initial zoning to P2 Professional District or to a more restrictive zoning classification of an area located on the east side of U.S. 401 North and being Methodist College property.
- B. Consideration of the rezoning from R6 Residential District to C-3 Heavy Commercial District or to a more restrictive zoning classification of an area located at 1817 Pamalee Drive.
- C. Consideration of the rezoning from R5 Residential District to C1 Local Business District or to a more restrictive zoning classification of an area located at 1040 Bragg Blvd.
- D. Consideration of the rezoning from R5 Residential District to P2 Professional District or to a more restrictive zoning classification

A RESOLUTION OF THE FAYETTEVILLE CITY COUNCIL
CREATING A MUNICIPAL SERVICE DISTRICT
PURSUANT TO CHAPTER 160A, ARTICLE 23
OF THE NORTH CAROLINA GENERAL STATUTES

THAT WHEREAS on the 26th of June, 1978 the Fayetteville City Council created a Municipal Service District pursuant to Article 23, Chapter 160A of the North Carolina General Statutes, and that part of the report required by N.C.G.S. 160A-537(b) stated that the levy would be for a period of five (5) years, at which time a public hearing would be held to evaluate the program and determine the feasibility of continuing the district;

AND THAT WHEREAS the Fayetteville City Council at its regular meeting of March 14th, 1983 set a public hearing for April 18th, 1983 pursuant to N.C.G.S. 160A-537(c), and that at its regular meeting of April 18th, 1983, said public hearing was re-set for May 16th, 1983;

AND THAT WHEREAS notice and a map, pursuant to N.C.G.S. 160A-537(c), were mailed to the owners of property in the proposed special tax district on or before April 15th, 1983, and published in the newspaper on May 5th, 1983 (See Exhibit A attached hereto and incorporated by reference);

W I T N E S S E T H

THAT AT a public hearing on May 16th, 1983, the Fayetteville City Council has found that the Municipal Service District as described herein is in need of one or more of the services, facilities, or functions listed in N.C.G.S. 160A-536 to a demonstrably greater extent than the remainder of the City;

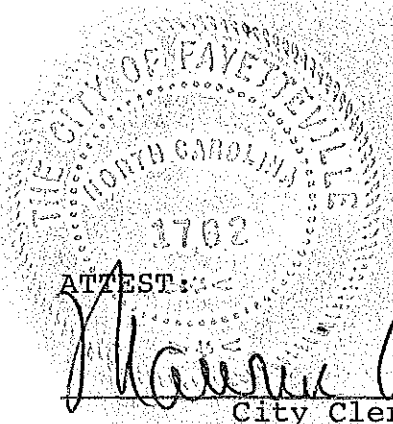
THEREFORE BE IT RESOLVED that a Municipal Service District pursuant to Chapter 160A, Article 23 of the North Carolina General Statutes is hereby created and a description of the district is as follows:

Those properties approximately abutting or bounded by Rowan Street on the North, Russell Street on the South, Cool Spring Street on the East and Bragg Boulevard and Robeson Street on the West, including all lots which abut or adjoin the southern margin of Russell Street, the western margin of Cool Spring, the northern margin of Grove and Rowan Streets and the western margin of Bragg Boulevard and Robeson Street, and more accurately described in Exhibit A attached hereto and incorporated by reference;

THAT the annual tax rate to be levied for the purpose of this Municipal Service District shall not exceed 12¢ per \$100 evaluation;

THAT this Municipal Service District shall be reconsidered at the end of five (5) years from this date at a public hearing advertised in accordance with N.C.G.S. §160A-537(c).

ADOPTED this the 16th day of May, 1983 upon motion of Councilmember Evans, seconded by Councilmember Dawkins, with Councilmembers Wofford, McBryde, Hurley, Johnson and Jones voting affirmative and Councilmembers none voting negative.


John W. Hurley
John W. Hurley, Mayor
City of Fayetteville

ATTEST:
Maurice W. Brown
City Clerk

NORTH CAROLINA

AFFADIVIT

CUMBERLAND COUNTY

The undersigned, first being duly sworn, deposes and says:

That on or before April 15, 1983, I mailed a copy of Notice of Hearing and map required by NCGS 160A-537(c) to the owners of property in the Municipal Service District as shown by the county tax records as of January 1, 1983. A copy of the Notice of Hearing and map that was mailed to each property owner, as stated herein, is attached as Exhibit A to this affidavit, and incorporated by reference.

This 11th day of May, 1983.

John M. Monaghan, Jr.

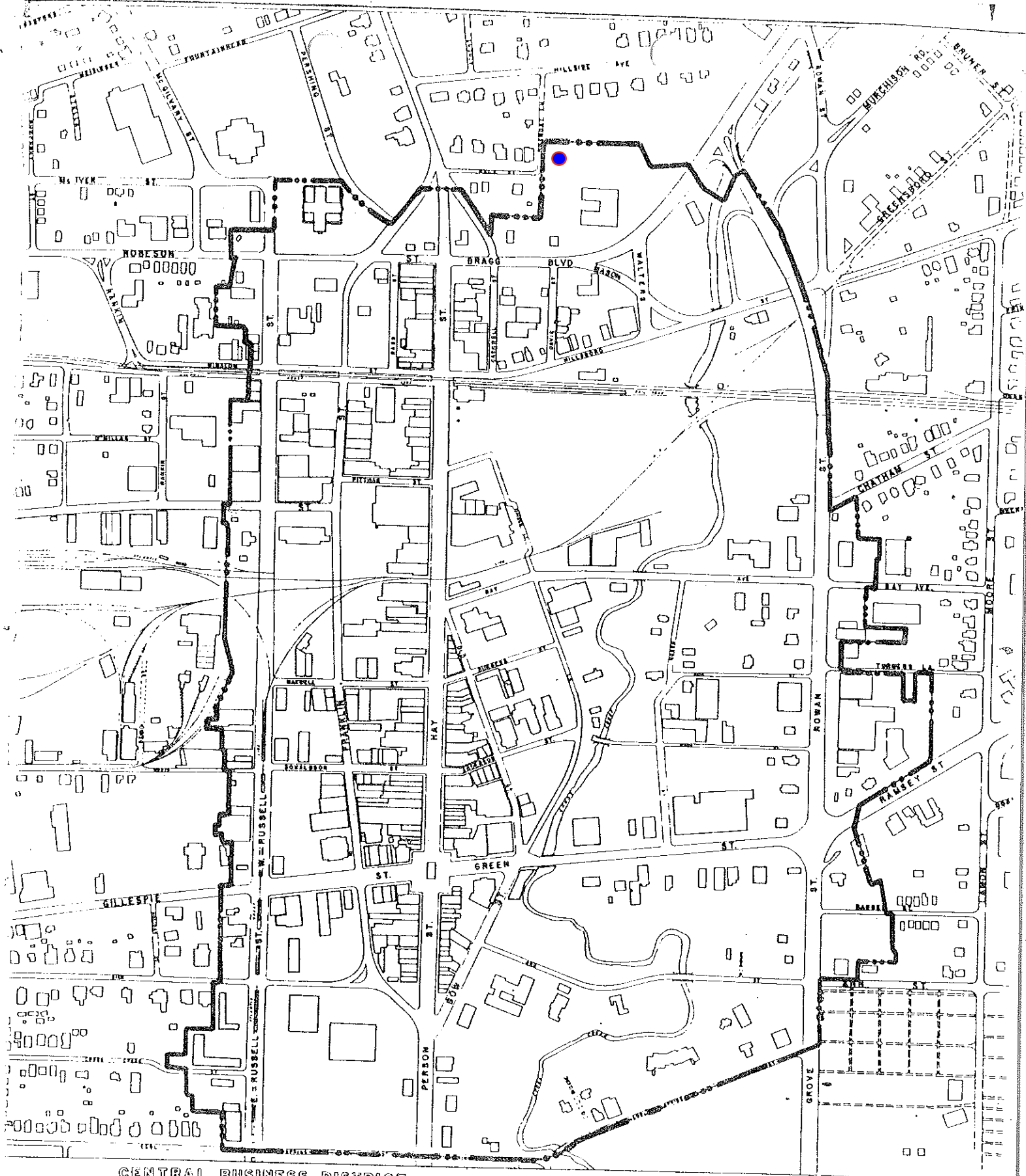
John M. Monaghan, Jr.
Assistant City Manager for Economic and Community Development.

Sworn to and subscribed before me,

this the 11th day of May, 1983.

Barbara A. Jozeur
Notary Public

My Commission expires: July 8, 1986



CENTRAL BUSINESS DISTRICT
FAYETTEVILLE, NORTH CAROLINA

DOWNTOWN SPECIAL TAX DISTRICT

UNINCORPORATED • • • INCORPORATED • • •



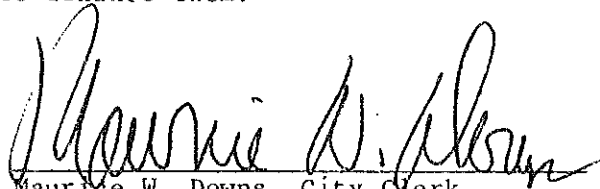
CUMBERLAND COUNTY JOINT
PLANNING BOARD

0 100 200 300 400 500 600 700 800 900 1000

EXHIBIT A

NOTICE

Notice is hereby given, pursuant to G.S. 160A-537(c), that the City Council of the City of Fayetteville will hold a public hearing at or after 7:00 P.M. on May 16, 1983, at the regular meeting of the City Council in City Hall on Green and Bow Streets in Fayetteville, North Carolina, for the purpose of considering the adoption of a resolution defining a Municipal Service District for downtown revitalization purposes, including the services, facilities and functions set out in G.S. 160A-536. A report, as provided by G.S. (160A-537(b), and a map as provided by G.S. 160A-537(c), are available for public inspection in the Office of the City Clerk, showing the properties in the proposed district as approximately abutting or bounded by Rowan Street on the North, Russell Street on the South, Cool Spring Street on the East and Bragg Boulevard and Robeson Street on the West, including all lots which abut or adjoin the southern margin of Russell Street, the western margin of Cool Spring, the northern margin of Grove and Rowan Streets and the western margin of Bragg Boulevard and Robeson Street. The resolution, if adopted, will provide for the needed services and the levying of an additional tax to finance them.


Maurice W. Downs, City Clerk
City of Fayetteville

SEE MAP ON REVERSE SIDE



City of Fayetteville

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

City Council Action Memo

File Number: 25-4881

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.09

TO: Mayor and Members of City Council

THRU:

FROM: Council Member Deno Hondros

DATE: September 2, 2025

RE:

City Council Agenda Item Request - Ruritan Drive Speed Limit Reduction

COUNCIL DISTRICT(S):

District 9

Relationship To Strategic Plan:

Goal I: The City of Fayetteville will be a safe and secure community.

Goal IV: The City of Fayetteville will be a highly desirable place to live, work, and recreate.

Executive Summary:

1. Lower the Speed limit from 35 mph to 25mp on Ruritan Drive from Morganton Road to Wintergreen Drive and Campground Road from Wintergreen Drive to Skibo Road.
2. Request speed humps be placed on Ruritan Drive.

Background:

Residents have shared vehicular and pedestrian safety concerns along Campground Road particularly due to speed and around the sharp almost 90 degree turn.

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request

City Council Agenda Item Request

Date of Request: August 22, 2025 **Requester:** Council Member Deno Hondros

Agenda Item Title: Ruritan Drive Speedlimit Reduction

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: Public Services

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: September 2, 2025

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal I: The City of Fayetteville will be a safe and secure community.

Goal IV: The City of Fayetteville will be a highly desirable place to live, work, and recreate.

What do you envision accomplishing with this agenda item request?

1. Lower the speed limit from 35 mph to 25 mph on Ruritan Drive from Morganton Road to Wintergreen Drive and Campground Road from Wintergreen Drive to Skibo Road.
2. Request speed humps be placed on Ruritan Drive

Additional Comments:

Residents have shared vehicular and pedestrian safety concerns along Campground Road particularly due to speed and around the sharp almost 90 degree turn.



City of Fayetteville

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

City Council Action Memo

File Number: 25-4883

Agenda Date: 9/2/2025

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.010

TO: Mayor and Members of City Council

THRU:

**FROM: Council Member Davis
Council Member Benavente**

DATE: September 2, 2025

RE:

**City Council Agenda Item Request - Massey Hill After School Programming -
Council Members Davis & Benavente**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal I Safe and Secure Community

Goal II Diverse and Viable Economy

Goal IV Desirable Place to Live, Work and Recreate

Executive Summary:

Direct Staff to research and produce detailed recommendation (pros/cons) of how City of Fayetteville can further our municipal priority of addressing juvenile crime through afterschool programs at Massey Hill Rec Center to positively impact students at Howard Learning Academy.

Calculate annual cost to taxpayers of incarcerating a single youth; estimates of \$112,555 for incarceration vs the \$4k-\$5k to serve one child in a high-quality afterschool program.

Background:

Issues/Analysis:

1. Review Presenter materials from 11/17/23 NLC ATL seminar: Furthering Municipal Priorities Through Afterschool Programs.
2. Review South Salt Lake City on the Move that achieved juvenile crime rate reduction by ~70%.
3. Corroborate sources that show: OST Programs have been shown to reduce violence and victimization involving youth, particularly between the critical hours of 3PM and 6PM. Incidents of violence by juveniles are 5x's more likely to occur after school hours than 10P

and later.

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request

City Council Agenda Item Request

Date of Request: 8/25/25 **Requester:** Council Member Benavente + Council Member Davis

Agenda Item Title: Massey Hill Rec Afterschool Programming

Estimated Cost: TBD **Anticipated Funding Source:** General Fund

City Department(s) Support Requested: Office of Community Safety

Estimated Staff Time Required: 10 HRS

Anticipated Date for Future Council Work Session Discussion: Sept. 2, 2025

Which City Council approved Goal(s) within the Strategic Plan does this request directly support?

Goal I Safe and Secure Community
Goal II Diverse and Viable Economy
Goal IV Desirable Place to Live, Work and Recreate

What do you envision accomplishing with this agenda item request?

Direct Staff to research and produce detailed recommendation (pros/cons) of how City of Fayetteville can further our municipal priority of addressing juvenile crime through afterschool programs at Massey Hill Rec Center to positively impact students at Howard Learning Academy.

Calculate annual cost to taxpayers of incarcerating a single youth; estimates of \$112,555 for incarceration vs the \$4k-\$5k to serve one child in a high-quality afterschool program.

Additional Comments:

1. Review Presenter materials from 11/17/23 NLC ATL seminar: Furthering Municipal Priorities Through Afterschool Programs.
2. Review South Salt Lake City on the Move that achieved juvenile crime rate reduction by ~70%.
3. Corroborate sources that show: OST Programs have been shown to reduce violence and victimization involving youth, particularly between the critical hours of 3PM and 6PM. Incidents of violence by juveniles are 5x's more likely to occur after school hours than 10P and later.