



City of Fayetteville

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

Meeting Agenda - Final City Council Work Session

Monday, August 3, 2026

3:00 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 [26-0477](#) Data Center Educational Presentations: Dr. Ben Rachunok (NC State University), David Payne (NC Department of Environmental Quality), and Clarence Briggs (Advanced Internet Technologies, Inc.)

Recommendation: N/A

6.02 [26-0494](#) Adoption of the Recommended FY 2027 Strategic Plan

Recommendation: Staff recommends that City Council accept and adopt the recommended FY 2027 Strategic Plan as presented.

6.03 [26-0396](#) Blanton Road Speed Limit Reduction Request Response

Recommendation: For information only unless Council directs staff to place this on an upcoming Council Meeting Agenda for vote.

6.04 [26-0476](#) Feasibility Study for Downtown Convention Center

Recommendation: Staff recommends Option A: receive the briefing as information and direct staff to develop a Request for Proposals for a Phase I feasibility study. A draft RFP and identification of potential funding sources would return to Council at a subsequent meeting for review and formal authorization.

6.05 [26-0479](#) Parking Program Recommendations

Recommendation: Option 1 - Approve recommended revisions to the Fee Schedule and parking lot transition and add to the August 24, 2026, Consent Agenda for final approval.

- 6.06 [26-0366](#) Work Session Start Time from 3:00 p.m. to 2:00 p.m.
Recommendation: Approve the change to the Work Session start time from 3:00 p.m. to 2:00 p.m.
- 6.07 [26-0394](#) Council Member Agenda Item Request - Robust Notification System
 - Council Member Ferguson
- 6.08 [26-0420](#) Council Member Agenda Item Request - Coordination of Feeding
 Programs - Mayor Colvin
- 6.09 [26-0421](#) Council Member Agenda Item Request - Cliffdale West Hydrant
 Placement - Mayor Colvin
- 6.010 [26-0478](#) Council Member Agenda Item Request - Other Funding Sources for
 CIP Projects/Project Prioritization Process - Council Member
 Ferguson
- 6.011 [26-0489](#) Council Member Agenda Item Request - Single and Dual Axle
 Trailers - Council Member Jones
- 6.012 [26-0492](#) Council Member Agenda Item Request - Storage
 Distinctions/Requirements - Council Member Jones

7.0 ANNOUNCEMENTS AND RECOGNITIONS - To begin at 6:15 p.m.

8.0 PUBLIC FORUM

9.0 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
August 3, 2026 - 3:00 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: 26-0477

Agenda Date: 8/3/2026

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: Dr. Douglas Hewett, City Manager

FROM: Dr. Andrew Mansell, Senior Assistant to the City Manager

DATE: August 3, 2026

RE:

Data Center Educational Presentations: Dr. Ben Rachunok (NC State University), David Payne (NC Department of Environmental Quality), and Clarence Briggs (Advanced Internet Technologies, Inc.)

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

This item supports the Strategic Plan goal of a Diverse and Viable Economy by ensuring land use policy for data centers is informed by independent research, state regulatory expertise, and local industry experience.

Executive Summary:

As part of Council's educational process on data centers, three presenters will address Council: Dr. Ben Rachunok of North Carolina State University, who leads the statewide data center study funded by the North Carolina General Assembly; David Payne, Director of Intergovernmental Affairs and Economic Development at the North Carolina Department of Environmental Quality (DEQ); and Clarence Briggs, Founder and Chief Executive Officer of Fayetteville-based Advanced Internet Technologies, Inc. (AIT). Together the presentations provide academic, state regulatory, and local industry perspectives ahead of the August 25, 2026 expiration of the 120-day stay on the draft data center text amendments. No action is requested.

Background:

In February 2026, staff presented proposed text amendments to the Unified Development Ordinance (UDO) introducing data centers as a distinct land use. Council discussed the amendments at a March work session and in April approved a 120-day stay to allow additional study before considering any ordinance changes. Since then, Council Members and staff have toured operating facilities, including AIT's downtown Fayetteville facility and data centers in the Raleigh area, and a site visit to hyperscale facilities in Loudoun County, Virginia was arranged for late July. These presentations complete the educational process before Council considers next steps on the draft amendments.

Issues/Analysis:

Dr. Rachunok leads the state's independent examination of data center development and will present preliminary findings at the August 3 work session, addressing

infrastructure, water resources, energy demand, and community impacts.

Mr. Payne leads department-wide planning and permitting coordination on major economic development projects at DEQ. His presentation is expected to provide an overview of the Department's divisions, regulatory responsibilities, and permitting processes, and how state environmental regulation intersects with large industrial development, including data centers.

Mr. Briggs founded AIT in Fayetteville in 1995 as a garage startup and built it into a privately held infrastructure and hosting company, twice named to the Inc. 500, that operated a 93,000 square foot data center in downtown Fayetteville. A U.S. Army veteran, he brings three decades of industry experience and direct knowledge of operating this type of facility locally.

The specific content and scope of each presentation will be at the presenter's discretion. The presentations are informational and are not tied to any pending application or ordinance. Council Members will have the opportunity to ask questions.

Budget Impact:

N/A

Options:

N/A

Recommended Action:

N/A

Attachments:

N/A



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City Council Action Memo

File Number: 26-0494

Agenda Date: 8/3/2026

Version: 1

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

FROM: Chris Lowery, Strategic & Performance Analytics Manager
Andrew Brayboy, Senior Corporate Performance Analyst

DATE: August 3, 2026

RE:
Adoption of the Recommended FY 2027 Strategic Plan

COUNCIL DISTRICT(S):
All

Relationship To Strategic Plan:

As the City of Fayetteville continues to grow and thrive, the City Council and staff remain committed to moving forward together through a strategic plan that clearly defines a shared vision for the community's future. The plan supports long-term vitality and sustainability while providing direction for the City's programs, services, and performance expectations. This commitment to strategic planning and performance management strengthens the City's ability to deliver excellent services and maintain a high quality of life for residents.

Executive Summary:

The Fayetteville City Council has worked diligently to strengthen the organization's commitment to high performance by using data and stakeholder input to develop a forward-thinking, relevant, and outcome-based strategic plan for the City.

The Mayor, City Council, and staff share a responsibility to ensure that the actions of public officials, employees, contractors, and volunteers are carried out in the most responsible manner possible. This responsibility includes ensuring that City policies, budgets, goals, and objectives are fully implemented and aligned with the City Council's priorities.

In February 2026, the City Council held a one-day strategic planning retreat to refine the City's strategic plan. During the retreat, Council reviewed existing goals, discussed past accomplishments, and agreed on four strategic priorities for FY 2027. The strategic planning consultant returned at the April 8 City Council regular meeting to brief Council on the retreat outcomes and confirm consensus on the agreed-upon priorities and language for FY 2027.

The City Manager's Office has directed the Office of Strategy and Performance Analytics to meet regularly with City teams to advance the Council's priorities and report progress to City Council on a quarterly basis during a City Council meeting. The

Office of Strategy and Performance Analytics will work closely with stakeholders to track progress, monitor performance measures, and report any changes in timelines or outcomes.

The City's continued commitment to strategic planning and performance management strengthens the operations of the City of Fayetteville. This approach supports excellent service delivery, promotes a high quality of life for residents, and allows for long-range organizational planning that is aligned with departmental operations and performance expectations. With this system in place, the City is better positioned to allocate resources appropriately and build strategies for continuous improvement.

Background:

The City of Fayetteville is committed to being data-driven and results-focused through a strong strategic plan and performance management framework. The City believes better policy is developed by proactively encouraging participation from residents, employees, and businesses in local government. This includes providing diverse engagement opportunities and ensuring easy, open access to public data and information.

Issues/Analysis:

None.

Budget Impact:

Impacts will be determined during the budgetary process.

Options:

City Council has two options: accept and adopt the recommended FY 2027 Strategic Plan as presented or reject the recommended FY 2027 Strategic Plan as presented and provide additional direction to the City Manager.

Recommended Action:

Staff recommends that City Council accept and adopt the recommended FY 2027 Strategic Plan as presented.

Attachments:

FY27 Strategic Plan Presentation_Recommended.pdf

CITY OF FAYETTEVILLE, NC

FY27 Strategic Plan

Strategic Plan Alignment

Office of Strategic & Performance Analytics (SPA)

Chris Lowery – Strategic & Performance Manager

Andrew Brayboy – Sr. Corporate Performance Analyst

City Council Work Session · August 3, 2026



Discussions

01 City Council

03 Message from the City Manager

05 Strategic Planning Process & Timeline

07 Strategic Alignment “Crosswalk”

09 Council Appropriations & Strategic Goals

02 The Foundation for Planning

04 FY27 Strategic Priorities

06 Strategic Framework

08 Adopted Budget–Priorities Alignment Crosswalk

10 Next Steps & Recommended Action



City Council



Mitch Colvin
Mayor



Derrick Thompson
Mayor Pro Tem · District 6



Dr. Stephon Ferguson
District 1



Malik Davis
District 2



Dr. Antonio Jones
District 3



Dr. D.J. Haire
District 4



Lynne Greene
District 5



Brenda McNair
District 7



Shaun McMillan
District 8



Deno Hondros
District 9

The Foundation for Planning

MISSION

The City of Fayetteville provides quality and sustainable public services for our communities to thrive and businesses to grow.

VISION

An attractive, culturally diverse and inclusive city that is safe, prosperous, innovative and unified.

CORE VALUES

R - Respect
E - Ethics
S - Stewardship
P - Professionalism
E - Entrepreneurial
C - Commitment
T - Teamwork



STRATEGIC GOALS

Goal 1 – Safe & Secure Community.
Goal 2 – Economic & Strategic Growth.
Goal 3 – Desirable Place to Live, Work, & Recreate.
Goal 4 – Financially Sound City Providing Exemplary City Services.
Goal 5 – Collaborative Citizen & Business Engagement.

Message from the City Manager

As we enter Fiscal Year 2027, Fayetteville continues moving forward with a shared commitment to strengthening our community, improving connectivity, and expanding opportunities for residents across the city.

Guided by the priorities established by the City Council and informed through continued engagement with our residents, this strategic plan reflects our focus on delivering meaningful results and building a safer, stronger, and more connected Fayetteville.

The adopted budget carries Council's five strategic goals and four strategic priorities into action — remaining focused on responsible planning, measurable outcomes, and operational excellence, and working collaboratively to strengthen neighborhoods, support residents, and position Fayetteville for long-term success.

Thank you for your dedication and contribution to advancing Fayetteville's strategic vision, goals, and priorities.

Douglas J. Hewett, ICMA-CM

City Manager



Fayetteville City Council

FY 2027 Strategic Priorities



Strategic Planning Process

1

Pre-Work

SLT broad-overview planning and small-group sessions. **Aug–Oct**

2

Communication

Resident and staff input via surveys, meetings, CIP & TIP process. **Oct–Dec**

3

Council Retreat

Council identifies priorities and focus of work for the next 1–5 years. **Jan–Feb**

4

Council & Staff Feedback

Retreat data review; resource allocation and prioritization. **Mar–Apr**

5

Plan Finalization

Strategic Plan document finalized; proposed budget and plan aligned. **Apr–May**

6

Adoption

Budget and strategic plan approved and adopted by end of June. **June**

7

Implementation

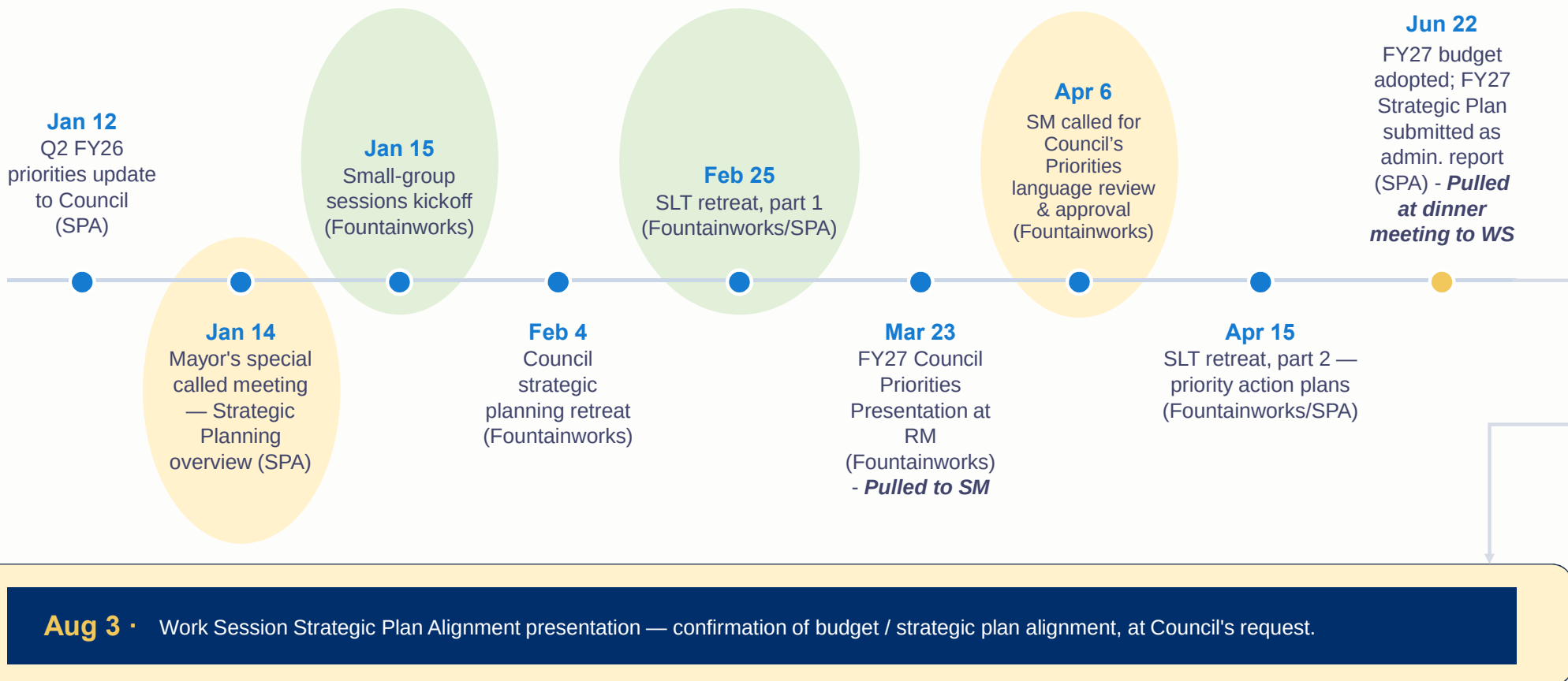
Execution begins; staff provide quarterly performance updates to Council. **July**

Tonight

Confirming that adopted budget and adopted priorities are in alignment.

FY27 Strategic Planning Timeline

Every milestone from kickoff to adoption is complete — tonight closes the loop.



Strategic Framework

Five strategic goals; each FY27 Council Priority aligns to a goal.

G1	Safe & secure community	Priority 1 · Community Safety
G2	Economic & strategic growth	Priority 2 · Economic Growth Priority 3 · Housing Needs & Revitalization/Refurbishment
G3	Desirable place to live, work & recreate	Priority 4 · Transit & Connectivity
G4	Financially sound city providing exemplary city services	Citywide stewardship
G5	Collaborative citizen & business engagement	Citywide engagement

All content can be cross-verified with section “Adjustments to the Recommended Budget” (pgs. xiii – xiv) and section “Other Appropriations” (pg. I-1) of the FY27 Adopted Budget.

City Council does not formally adopt performance measures; staff may revise measures as part of ongoing evaluation.

What Is a Strategic Alignment Crosswalk?

A Strategic Alignment Crosswalk is a one-page accountability map. It takes actions Council appropriated in the **FY27 Adopted Budget** and traces it into the **FY27 Strategic Plan (SLT Action Plans)** — line by line — to show whether, where, and how each action is funded.

It answers the question: *“Did the funding follow the plan?”*

HOW IT IS BUILT:

- 1 **START WITH THE PLAN** — All 39 strategic actions across Council's four priorities — Community Safety, Economic Growth, Housing & Revitalization, Transit & Connectivity.
- 2 **TRACE EACH ACTION INTO THE BUDGET** — Each action is matched against the Adopted Operating Budget, CIP, enterprise funds, and Council's amendments to the Recommended Budget.
- 3 **ASSIGN A FUNDING STATUS** — Every action receives exactly one of five statuses (right), so gaps and new investments are visible at a glance — nothing is left uncategorized.

THE FIVE FUNDING STATUSES:

NEW – FY27 Adopted Budget

New FY27 dollars for a new or expanded initiative — a carried-forward recommendation or a Council amendment.

Current Level of Service

Funded — sustains an existing service or program (including former penny items sustained via adopted offsets).

Funded through CIP/Bond

Advanced via the capital plan or a prior voter-approved bond — not new operating money.

Enterprise Fund

Delivered by a self-supporting fund (e.g., Airport, Transit) — not the General Fund.

Not in FY27 Adopted Budget

No identifiable FY27 appropriation as a new initiative — pursued through existing capacity and partners.

WHY IT MATTERS — The crosswalk turns two large organizational documents — the Strategic Plan and the Adopted Budget — into a single page of verifiable alignment.

FY27 Budget — Strategic Alignment Crosswalk

ADOPTED BUDGET

Adopted June 22, 2026 · No tax-rate increase (rate remains \$0.4495) · Supersedes the June 3 recommended-budget crosswalk.

HEADLINE FINDING — Of 39 adopted strategic actions, TWELVE carry new FY27 dollars — up from ONE in the Recommended Budget. Council amendments account for 11 of the 12 (~\$2.62M): DFR (\$795K, six positions), youth-safety additions (\$125K), Expanded HUB GC Program (\$100K), Next Gen Workforce (\$100K), Convention Center Study (\$100K), Corridor of Opportunity (\$250K), 910 Festival (\$200K), Downtown Manager (\$150K), Mature Home Repair (\$300K), Sewer Connection Phase V (\$200K), and Transit Benches & Trashcans (\$300K); the behavioral-health crisis-intervention model (P1-A8) was base-funded via reallocation in the recommendation and carries forward (unit vehicles, \$110K, removed). Former penny operating items are sustained through adopted offsets. Three actions remain without an identifiable appropriation.

Budget-status key: NEW – FY27 Adopted Budget Current Level of Service Funded through CIP/Bond Enterprise Fund Not in FY27 Adopted Budget

Action ID	Strategic Action (FY27 SLT Action Plan)	Lead Dept(s)	FY27 Adopted Budget Status	Notes
P1: COMMUNITY SAFETY				11 actions · 3 new (adopted) · 7 current level of service · 1 not in adopted budget
P1-A1	Expand proactive fire prevention (smoke-alarm installs, targeted outreach in high-risk areas)	Fire	Current Level of Service	Former penny item sustained without the rate increase via adopted offsets (\$116,856 Codes & Standards); four Fire Inspectors added; FY27 target: 1,900 smoke alarms installed.
P1-A2	Expand fire-prevention campaigns with MarComm	Fire; MarComm	Current Level of Service	Qualitative; no new appropriation.
P1-A3	Homebuilders Association campaign via Code Enforcement	Development Services	Current Level of Service	No new appropriation.
P1-A4	Efficient fire response via strategic unit/resource deployment	Fire; Police	Current Level of Service	Capacity strengthened at adoption: eight frozen Police Officer positions restored (\$1,095,056); Fire adopted at \$42,999,088.
P1-A5	Improve homelessness/resiliency services; expand the day resource center	OCS; ECD; Nonprofits	Not in FY27 Adopted Budget	No resource-center expansion appropriation; pursued via existing OCS/ECD capacity and nonprofit partners.
P1-A6	Public-safety lighting projects via utility companies	Public Services; Utilities	Current Level of Service	Partner-driven.
P1-A7	Implement Drone as First Responder (DFR) program (FY27 baseline year)	Police; Fire	NEW – FY27 Adopted Budget	COUNCIL ADDITION: \$795,000 and six Police positions. Resolves the recommended-budget gap; FY27 is the baseline measurement year.
P1-A8	Develop/implement crisis-intervention model for behavioral & mental health	Police; Fire; OCS	NEW – FY27 Adopted Budget	Base-funded reallocation carried into the Adopted Budget (program manager, four crisis counselors, two lead reclassifications). Council removed unit vehicles (\$110,000); deployment within existing fleet.
P1-A9	Establish performance measures & accountability for FPD enforcement	Police; CMO	Current Level of Service	Uses FPD quarterly reporting; no new funding.
P1-A10	Communications strategy highlighting community-safety outcomes	MarComm; Police; Fire; OCS	Current Level of Service	No new appropriation.
P1-A11	Strengthen youth safety & violence prevention (at-risk youth)	OCS; Police; PRM; ECD; Partners	NEW – FY27 Adopted Budget	COUNCIL ADDITIONS: West Fayetteville Youth Center Planning Study (\$25,000) + Hollywood Heights Community Center Upgrades (\$100,000). Where 'youth engagement' lives in the adopted structure.
P2: ECONOMIC GROWTH				12 actions · 6 new (adopted) · 4 current level of service · 2 enterprise
P2-A1	Expand business support; increase access to capital & program participation	ECD	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Expanded HUB General Contractor Program (\$100,000) atop ECD base programs (\$1,731,818 adopted).
P2-A2	Streamline development regulations/processes; cut review timelines	Development Services	Current Level of Service	Process improvement; no new appropriation.
P2-A3	Strengthen air-service advocacy for route expansion/connectivity	Airport	Enterprise Fund	Airport Fund (\$8,461,791); not General Fund.
P2-A4	Enhance visible public-safety presence in key corridors	Police; OCS	Current Level of Service	Existing patrol/CVI capacity, strengthened by the eight restored officers. Council's Corridor of Opportunity Program (\$250,000) invests in key corridors (economic-development focus).
P2-A5	Implement a coordinated, citywide workforce pipeline strategy aligned with industry demand, supported by strategic partnerships and talent retention initiatives.	ECD; HR; OCS; External Partners	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Next Generation Workforce Initiative (\$100,000) — seed funding; the citywide framework itself remains to be established.
P2-A6	Advance airport growth via master plan (air service, facilities)	Airport	Enterprise Fund	Self-supporting; CIP/enterprise.
P2-A7	Communications strategy promoting economic-development opportunities	MarComm; ECD	Current Level of Service	No dedicated appropriation; proceeds within MarComm (\$1,422,148 adopted) / ECD base capacity.
P2-A8	Continue marketing 'Transit of Choice'	Transit (FAST); MarComm	Current Level of Service	Continuation; Transit Fund \$15,373,508.
P2-A9	Convention Center Feasibility Study	CMO	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Study facilitated through CMO.
P2-A10	Corridor of Opportunity Program	ECD	NEW – FY27 Adopted Budget	COUNCIL ADDITION: within the adopted budget's Other Appropriations.
P2-A11	910 Festival - Fayetteville Next	External Stakeholder	NEW – FY27 Adopted Budget	COUNCIL ADDITION: within the adopted budget's Other Appropriations.
P2-A12	Downtown Manager Position	N/A	NEW – FY27 Adopted Budget	COUNCIL ADDITION: within the adopted budget's Other Appropriations.
P3: HOUSING & REVITALIZATION				8 actions · 2 new (adopted) · 4 current level of service · 1 CIP/bond · 1 not in adopted budget
P3-A1	Review/update development ordinances to support attainable housing	ECD; Dev Svcs; Legal; Human Relations	Current Level of Service	Delivery roles flagged frozen in the recommended book. ECD authorized FTE reduced 14.0 to 13.0 at adoption — monitor capacity.
P3-A2	Strengthen real-property lien enforcement to stabilize neighborhoods	Legal; ECD; Finance	Current Level of Service	No new appropriation.
P3-A3	Develop/implement a receivership pilot program	Legal; ECD; Dev Svcs	Not in FY27 Adopted Budget	Pilot with no appropriation identified; existing staff capacity.
P3-A4	Enhance public communication on housing/redevelopment	MarComm; ECD	Current Level of Service	No new appropriation.
P3-A5	Incorporate parks/green space into redevelopment efforts	PRM; ECD; Dev Svcs; Public Services	Funded through CIP/Bond	Capital-funded; pre-programmed. PRM adopted at \$26,705,681.
P3-A6	Promote homebuyer assistance, gap financing, exterior improvement, technical assistance	ECD	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Mature Home Repair/Loan/Grant Program (\$300,000) — direct new FY27 dollars for the mature-neighborhood emphasis, atop the prior \$12M housing bond and federal housing funds.
P3-A7	Sewer Connection Program Phase V	Public Services; Utilities	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Supporting revitalization infrastructure (\$200,000)
P3-A8	Neighborhood revitalization: blight designation & demolition of deteriorated structures	ECD; Dev Svcs	Current Level of Service	GF demolition allocation (amount TBD). Related Council addition: Sewer Connection Program Phase V (\$200,000) supports revitalization infrastructure.
P4: TRANSIT & CONNECTIVITY				8 actions · 1 new (adopted) · 3 current level of service · 1 CIP/bond · 2 enterprise · 1 not in adopted budget
P4-A1	Advance airport master plan (consolidated rental-car facility, multimodal access)	Airport; CAO	Enterprise Fund	Self-supporting; not General Fund.
P4-A2	Strengthen air-service development via advocacy/partnerships	Airport	Enterprise Fund	Self-supporting.
P4-A3	Pursue transportation-infrastructure funding (routes, sidewalks, bike lanes, greenways)	Transit; Public Services; Budget; Const. Mgmt	Funded through CIP/Bond	COUNCIL ADDITIONS in CIP: Jasper Street paving (~\$280,201) and Single-Access Neighborhood Connectivity (~\$250,000); Construction Management contracted support continued via one-time sources (\$691,205). NOTE: FY27 projects tied to the unadopted rate increase were eliminated/reduced pending CPMC revision of the CIP.
P4-A4	Secure legislative funding for transportation/infrastructure priorities	CMO; Airport; Transit; Public Services; PRM	Current Level of Service	Pursuit of external funds: The City anticipates approximately \$6.9 million in State Street Aid (Powell Bill) funding in FY 2026–27, with \$3.58 million allocated to street maintenance operations and \$3.31 million dedicated to pavement preservation.
P4-A5	Explore regional transit efforts (feasibility)	Transit (FAST)	Not in FY27 Adopted Budget	No appropriation; feasibility explored via existing Transit capacity.
P4-A6	Continue providing free community Wi-Fi	IT	Current Level of Service	Continuation of existing service; IT adopted at \$9,905,008.
P4-A7	Align transportation/infrastructure via Master GIS Connectivity Overlay Map	IT; Airport; Public Services; PRM	Current Level of Service	Internal planning tool; no new appropriation. Related Council addition: Transit Benches & Trashcans (\$300,000) supports bus-stop amenity measures.
P4-A8	Transit benches & trashcans - bus stop amenities	Transit	NEW – FY27 Adopted Budget	COUNCIL ADDITION: Council addition supporting the bus-stop amenity performance measure, listed under Contract Services within Other Appropriations (\$300,000).

Sources: City of Fayetteville FY27 Adopted Budget (Adjustments to the Recommended Budget; General Fund Summary; Authorized Staffing Changes; department summaries); "Changes from FY27 Recommended Budget" memorandum; FY27 SLT Action Plans workbook.

Strategic Alignment Crosswalk at a Glance

All **39** strategic actions in Council's four priority action plans, mapped to the FY27 Adopted Budget.



Every strategic action has an identified path in the adopted budget — funded, capital-advanced, enterprise-supported, or assigned to existing capacity and partners.

1 recommended new action → is now 12 actions

Strategic actions carrying new FY27 dollars — from one (1) new action in the Recommended Budget & Strategic Plan, now to twelve (12) newly funded actions.

PRIORITY 1

Comprehensive Community Safety

Aligns to Goal 1 · 11 actions

3 new FY27 dollars

7 current level of service

1 existing capacity / partners

\$795,000 + 6 additional police officer positions

Drone as First Responder program (P1-A7) — Council addition; FY27 is the program's baseline measurement year.

\$125,000

Youth safety & violence prevention (P1-A11) — West Fayetteville Youth Center study (\$25K) + Hollywood Heights Community Center upgrades (\$100K).

\$1,095,056

Police response capacity (P1-A4) — eight frozen Police Officer positions restored to the Police Department.

~1,900 smoke alarm installations

Fire prevention (P1-A1) — \$116,856 sustained without a rate increase; four Fire Inspectors added.

Crisis-intervention model (P1-A8) base-funded through reallocation — a **Behavioral Health Response Program Manager, four crisis counselors, and two lead reclassifications** — with deployment within the existing fleet.

PRIORITY 2

Enhance Economic Growth

Aligns to Goal 2 · 12 actions

6 new FY27 dollars

4 current level of service

2 enterprise funds

\$250,000

Corridor of Opportunity Program (P2-A10) — Council addition within the adopted budget's Other Appropriations.

\$150,000

Downtown Manager Position (P2-A12) — Council addition within the adopted budget's Other Appropriations.

\$200,000

910 Festival – Fayetteville Next (P2-A11) — Council addition within the adopted budget's Other Appropriations.

\$100,000

Expanded HUB General Contractor Program (P2-A1) — Council addition atop ECD base programs (\$1,731,818 adopted).

\$100,000

Next Generation Workforce Initiative (P2-A5) — Council seed funding for the citywide workforce pipeline strategy.

\$100,000

Convention Center Feasibility Study (P2-A9) — Council addition facilitated through CMO.

Airport actions advance through the self-supporting Airport Fund (\$8,461,791); "Transit of Choice" marketing continues through the Transit Fund (\$15,373,508).

PRIORITY 3

Housing & Neighborhood Revitalization

Aligns to Goal 2 · 8 actions

2 new FY27 dollars

4 current level of service

1 CIP / bond

1 existing capacity / partners

\$300,000

Mature Home Repair / Loan / Grant Program (P3-A6) — Council addition; direct new dollars for the mature-neighborhood emphasis.

\$200,000

Sewer Connection Program Phase V (P3-A7) — Council addition supporting revitalization infrastructure.

\$12M housing bond

Homebuyer assistance & gap financing (P3-A6 related) — prior voter-approved bond and federal housing funds continue to advance homeownership programs.

\$26.7M PRM adopted

Parks & green space in redevelopment (P3-A5) — capital-funded and pre-programmed.

Ordinance updates, lien enforcement, and the receivership pilot proceed through existing staff capacity; blight designation and demolition continue with General Fund support.

PRIORITY 4

Transit & Overall Connectivity

Aligns to Goal 3 · 8 actions

1 new FY27 dollars

3 current level of service

1 CIP / bond

2 enterprise funds

1 existing capacity / partners

\$510,201 CIP additions

Transportation infrastructure (P4-A3) — Jasper Street paving (\$260,201) + single-access neighborhood connectivity (\$250,000).

\$300,000

Transit benches & trashcans (P4-A8) — Council addition supporting the bus-stop amenity performance measure, listed under Contract Services within Other Appropriations.

\$6.9M State Street Aid

Legislative & external funding (P4-A4) — The City anticipates approximately \$6.9 million in State Street Aid (Powell Bill) funding in FY 2026–27, with \$3.58 million allocated to street maintenance operations and \$3.31 million dedicated to pavement preservation; this funding significantly offsets local costs and would require an estimated 2.88-cent property tax increase to replace.

\$23.8M enterprise funds

Airport & Transit operations — airport master plan and regional advocacy advance through self-supporting funds; free community Wi-Fi continues (IT, \$9,905,008 adopted).

FY27 CIP projects tied to the unadopted rate increase were eliminated or reduced pending CPMC revision; the adopted budget authorizes 24 Transit over-hire positions to stabilize operator coverage.

Council's Adopted Budget Strategically Aligned

Adopted amendments beyond the four priority action plans — each mapped to a standing strategic goal.

GOAL 3	Downtown Alleyway Cleaning — <i>desirable place to live, work, & recreate</i>	\$5,000
---------------	--	----------------

GOAL 3	Contribution to Black Voices Museum — <i>cultural investment</i>	\$350,000
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GOAL 3	City support for downtown events — <i>desirable place to live, work, & recreate</i>	\$275,000; one-time sources
---------------	--	------------------------------------

GOAL 4	Non-step employees' compensation merit-based increase set at 3% — <i>financially sound city</i>	3%
---------------	--	-----------

GOAL 4	Contracted support for Construction Management — <i>exemplary city services</i>	\$691,206; one-time sources
---------------	--	------------------------------------

GOAL 5	Senior Advisory Board funding — <i>collaborative resident engagement</i>	\$5,000
---------------	---	----------------

Next Steps

Finalize and Publish the FY27 Strategic Plan & Book

Final plan document reflects the strategic alignment approved and adopted by Council.

Quarterly performance reporting

SPA reports progress on the staff actions plan and their key measures to Council each quarter.

FY27 baseline measurement

New programs — led by Drone as First Responder — establish baseline data for future evaluation.

FY28 planning cycle pre-work

SLT pre-work for the next planning cycle begins in August–October, per the annual process.

Recommended Action

- 1 City Council accepts the FY 2027 Strategic Plan as presented, confirming alignment between the adopted budget and Council's approved goals and priorities – moving forward with official adoption.
- 2 City Council rejects the FY 2027 Strategic Plan as presented and provides additional direction to the City Manager's Office.

RECOMMENDED

City Council accepts the FY 2027 Strategic Plan alignment as presented; allow SPA to submit the FY27 Strategic Plan as an Administrative Report on consent at the next Regular Meeting for official Council adoption.



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20



City of Fayetteville

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

City Council Action Memo

File Number: 26-0396

Agenda Date: 8/3/2026

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: Michael Gibson, Interim Assistant City Manager

**FROM: Sheila Thomas-Ambat, PE, CCM, CFM, Public Services Director
Brian McGill, PE, PTOE, Assistant Public Services Director - Traffic Services**

DATE: August 3, 2026

**RE:
Blanton Road Speed Limit Reduction Request Response**

COUNCIL DISTRICT(S):

District 4 - CM Haire

Relationship To Strategic Plan:

Goal I: The City of Fayetteville will be a safe and secure community.

Objective 1.2: To ensure traffic and pedestrian safety.

Goal IV: The City of Fayetteville will be a highly 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 unanimously passed the motion at the April 06, 2026, Council Work Session to request Public Services staff to consider a Speed Limit reduction for Blanton Road from 35 mph to 25 mph. Public Services staff provided an administrative report at the June 08, 2026 City Council Regular Session. City Council moved that administrative report to the August 03, 2026 Work Session.

Should this speed limit reduction proceed, it would apply from south of Galleria Drive to the intersection of Blanton Road and Johnson Street.

This speed limit reduction does not meet the requirements established under Council Policy 160.3 Request for Speed Limit Changes, specifically the requirement of a petition and the holding of a public hearing to consider the request.

Staff recommend keeping Blanton Road's speed limit at 35 mph for the following reasons:

- The request does not meet the requirements established under Council Policy 160.3 for speed limit modifications
- Per a memo issued on 05/08/2026 in response to this request, the proposed speed limit change on Blanton Road is not supported by the police department.
- A crash review of Blanton Road does not indicate a roadway deficiency or recurring crash pattern within the corridor.

- Engineering Industry Studies, NCDOT studies, and the City's recent speed limit reductions at other locations in the City, have shown that reducing speed limits do not lead to significant changes in vehicle speeds.
- Based on NCDOT standards, above-standard signage is currently provided on Blanton Road regarding speeds on curves.

Background:

The current speed limit for Blanton Road is 35 mph, and it is posted with 35 mph speed limit signs. Blanton Road is a City-maintained two-lane road and is approximately 4,575 feet long, or 0.87 miles long. It has no sidewalk, and NCDOT defines it as a "local" road. The land-use abutting the road is primarily residential along Blanton Road, with an institutional land use near the intersection of Blanton Road and Lauren McNeill Loop, and commercial and institutional land use at the intersection of Blanton Road and US 401 (Pamalee Drive). The institutional land use near Lauren McNeill Loop is the Roy G. Turner Park. The intersection of Blanton Road and US 401 (Pamalee Drive) has a church and convenience store.

The requested speed limit reduction would apply for the entirety of the road, from south of Galleria Drive to its intersection with Johnson Street. Should Blanton Road's speed limit be reduced, all roadways that branch off from or intersect Blanton Road would remain their current respective speed limits.

Based on City Council Policy 160.3 Request for Speed Limit Changes, a petition should be submitted by residents of Blanton Road for a reduction or increase of the speed limit, with a public hearing to follow. To-date, staff have not received a petition to reduce the speed limit for Blanton Road, nor have knowledge of one being started.

City Council unanimously passed the motion at the April 06, 2026, Council Work Session to request Public Services staff to consider a Speed Limit reduction for Blanton Road from 35 mph to 25 mph.

Public Services staff provided an administrative report on this subject at the June 08, 2026 City Council Regular Session. That report was moved to the August 03, 2026 Work Session for presentation.

Issues/Analysis:

Literature Review

NCDOT's "S-40_Brochure" says the following with regard to lowering speed limits in an effort to reduce speeding:

"Many people believe that lowering speed limits will reduce motorist speed. However, changing the speed limit is not always the best option...Engineering studies have shown that there are often no significant changes in vehicle speeds following the posting of an artificially reduced speed limit. This information shows that most motorists drive at the speed they consider to be comfortable and safe...Lowering the speed limit by itself cannot guarantee motorists will obey the new regulation."

Speed Study

In preparation for the speed limit reduction analysis, staff have performed two speed studies. These studies were performed over the days of March 23 - 27 and March 30 - May 3. The average daily traffic (ADT), average speed, and 85th percentile speed for historic information as well as those dates are shown in the following table:

Blanton Road

Date	Study Began	ADT	85th % Speed	Avg. Speed
11/27/23	1,680	46 mph	38 mph	
03/23/26	1,827	45 mph	37 mph	
03/30/26	1,341	42 mph	36 mph	

85th percentile speed is the term used to reflect the speed at or below which 85 percent of traffic is moving.

As advised by NCDOT's S-40 brochure, by reducing the speed limit with no other enforcement or changes to the physical roadway in the area, staff expect "...no significant changes in vehicle speeds following the posting of an artificially reduced speed limit."

The following presents data averaged over one week on roads which have experienced speed limit reductions recently.

Ruritan Drive

Date	Study Began	ADT	85th % Speed	Avg. Speed
09/18/25 - Area 1	3,658	40 mph	34 mph	
09/18/25 - Area 2	3,692	40 mph	34 mph	
09/18/25 - Area 3	3,720	40 mph	34 mph	
Speed Limit Reduced from 35 mph to 25 mph				
10/13/25 - Area 1	3,779	42 mph	37 mph	
10/13/25 - Area 2	3,770	39 mph	39 mph	
10/13/25 - Area 3	3,732	38 mph	38 mph	

West Rowan Street

Date	Study Began	ADT	85th % Speed	Avg. Speed
11/01/22 - Area 1	1,787	36 mph	30 mph	
11/01/22 - Area 2	1,112	36 mph	27 mph	
Speed Limit Reduced from 35 mph to 25 mph				
12/01/25 - Area 1	1,420	34 mph	29 mph	
12/01/25 - Area 2	1,100	36 mph	27 mph	

As shown from the tables above, reducing the speed limit, by itself, is not expected to reduce speeds on Blanton Road.

Blanton Road Crash Review

Attached to this agenda item is a crash review memo for Blanton Road. This review analyzed 65 crashes on Blanton Road and noted that 63 of those crashes were due to failing to yield, failing to reduce speed, or failing to maintain lane. The 2 other crashes were related to deer running into the road. From reviewing the historic crash data for this road, no patterns are observed. As no patterns are observed, no

recommendations for safety improvements or countermeasures are made at this time.

Should the speed limit be reduced, an increase in crashes due to failing to reduce speed may be experienced due to those maintaining their current travel habits of 42 mph - 46 mph, versus those traveling the slower speed limit of 25 mph.

Blanton Road Ball-Bank Indicator Testing

To determine an advisory speed for a curve, the Manual for Uniform Traffic Control Devices (MUTCD) recommends various tests, one of which is the ball-bank indicator test. From that test, all identified curves on this road can be navigated at the posted speed limit of 35 mph safely; Drivers who obey the speed limit will be able to navigate the road comfortably.

What staff have noted as Horizontal Curve 3, or "HC3" on the worksheet, currently has an advisory speed of 25 mph posted. Following the MUTCD thresholds, the advisory speed plaque is not necessary at that location. While staff could remove it, because public engagement regarding safety on this road has not occurred, staff recommend that the advisory speed plaque remain in place and be removed should a vehicle strike it, or if the sign naturally ages to the time it would normally be replaced.

Other Items of Note

As this item is being presented to Council, please note a memo from the Fayetteville Police Department dated 05/08/2026, attached to this agenda item as "Police Memo - Proposed Speed Limit Change on Blanton Road". This memo states the Fayetteville Police Department does not support changing the speed limit on Blanton Road. For additional details, please refer to the memo.

Staff's Position On the Speed Limit Reduction of Blanton Road

Staff recommend keeping Blanton Road at 35 mph.

Budget Impact:

As this is a presentation, there is no budget impact at this time.

Options:

For information only unless Council directs staff to place this on an upcoming Council Meeting Agenda for vote.

Recommended Action:

For information only unless Council directs staff to place this on an upcoming Council Meeting Agenda for vote.

Attachments:

Blanton Road - Speed Limit Reduction Presentation
Blanton Road - Crash Review Memo
Blanton Road - Ball-bank indicator test
Blanton Road - Police Memo on Speed Reduction
City Council Policy 160.3
S-40_Brochure



Blanton Road Speed Limit Reduction Request Response

August 03, 2026



Staff recommend to keep the Blanton Road speed limit at 35 mph.

- Request does not meet the requirements established under Council Policy 160.3 for speed limit modifications
- Proposed speed limit reduction is not supported by FayPD
- Crash Review does not indicate a roadway deficiency or pattern of crashes
- City data and industry guidance shows lowering speed limits do not significantly reduce speeds
- Above standard signage is currently provided

Council Policy 160.3 (revised September 2024)

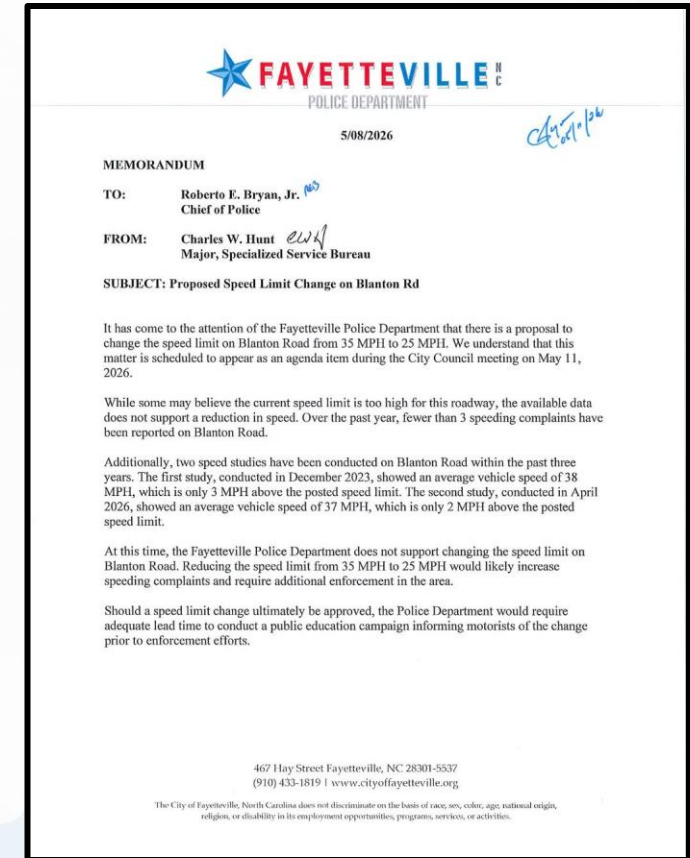
A petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon receipt of a valid petition, City Council will hold a public hearing to consider the request.

SUBJECT – STREETS, TRAFFIC, AND PARKING Requests for Speed Limit Changes	Number 160.3	Revised 3-15-99 9-9-24	Effective Date 10-25-82	Page 1 of 1
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A petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon receipt of a valid petition, City Council will hold a public hearing to consider the request.

Adopted 9-16-96

- Speed limit reduction is not supported by FayPD
 - Fewer than 3 speeding complaints have been reported on Blanton Road.
- Average speed from two speed studies show:
 - 12/2023 – Avg. Speed = 38 mph
 - 04/2026 – Avg. Speed = 37 mph
- Reducing the speed limit to 25 mph will likely increase speeding complaints and require additional resources in the area.

A scanned image of a memorandum from the Fayetteville Police Department. The header includes the department's logo and name. The memorandum is dated 5/08/2026 and is signed by Roberto E. Bryan, Jr., Chief of Police. It is addressed to Charles W. Hunt, Major, Specialized Service Bureau. The subject is "Proposed Speed Limit Change on Blanton Rd". The body of the memorandum discusses a proposal to change the speed limit on Blanton Road from 35 MPH to 25 MPH, citing data from two speed studies and the potential for increased speeding complaints and enforcement costs. It concludes that the department does not support the change at this time.

FAYETTEVILLE NC
POLICE DEPARTMENT

5/08/2026

MEMORANDUM

TO: Roberto E. Bryan, Jr.
Chief of Police

FROM: Charles W. Hunt
Major, Specialized Service Bureau

SUBJECT: Proposed Speed Limit Change on Blanton Rd

It has come to the attention of the Fayetteville Police Department that there is a proposal to change the speed limit on Blanton Road from 35 MPH to 25 MPH. We understand that this matter is scheduled to appear as an agenda item during the City Council meeting on May 11, 2026.

While some may believe the current speed limit is too high for this roadway, the available data does not support a reduction in speed. Over the past year, fewer than 3 speeding complaints have been reported on Blanton Road.

Additionally, two speed studies have been conducted on Blanton Road within the past three years. The first study, conducted in December 2023, showed an average vehicle speed of 38 MPH, which is only 3 MPH above the posted speed limit. The second study, conducted in April 2026, showed an average vehicle speed of 37 MPH, which is only 2 MPH above the posted speed limit.

At this time, the Fayetteville Police Department does not support changing the speed limit on Blanton Road. Reducing the speed limit from 35 MPH to 25 MPH would likely increase speeding complaints and require additional enforcement in the area.

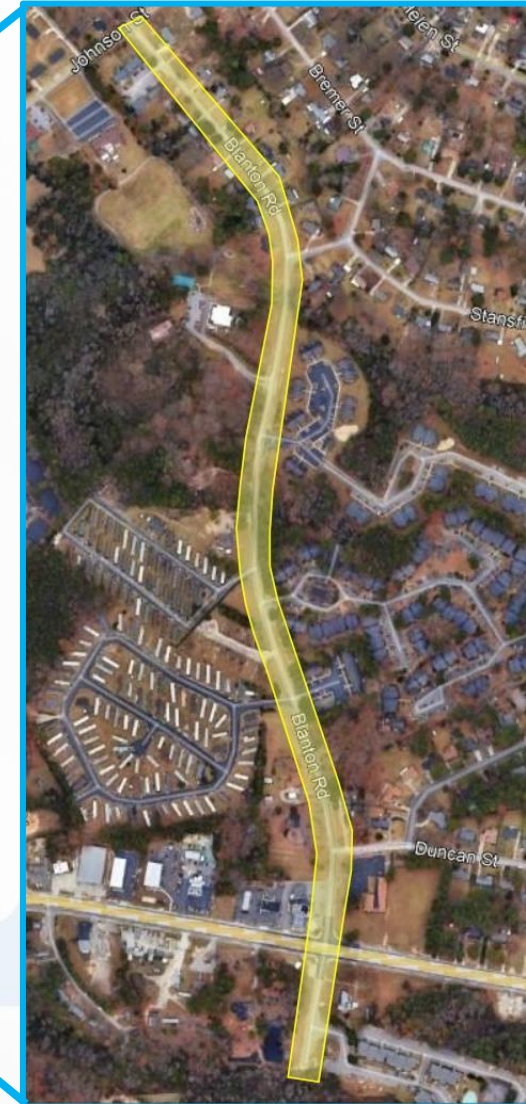
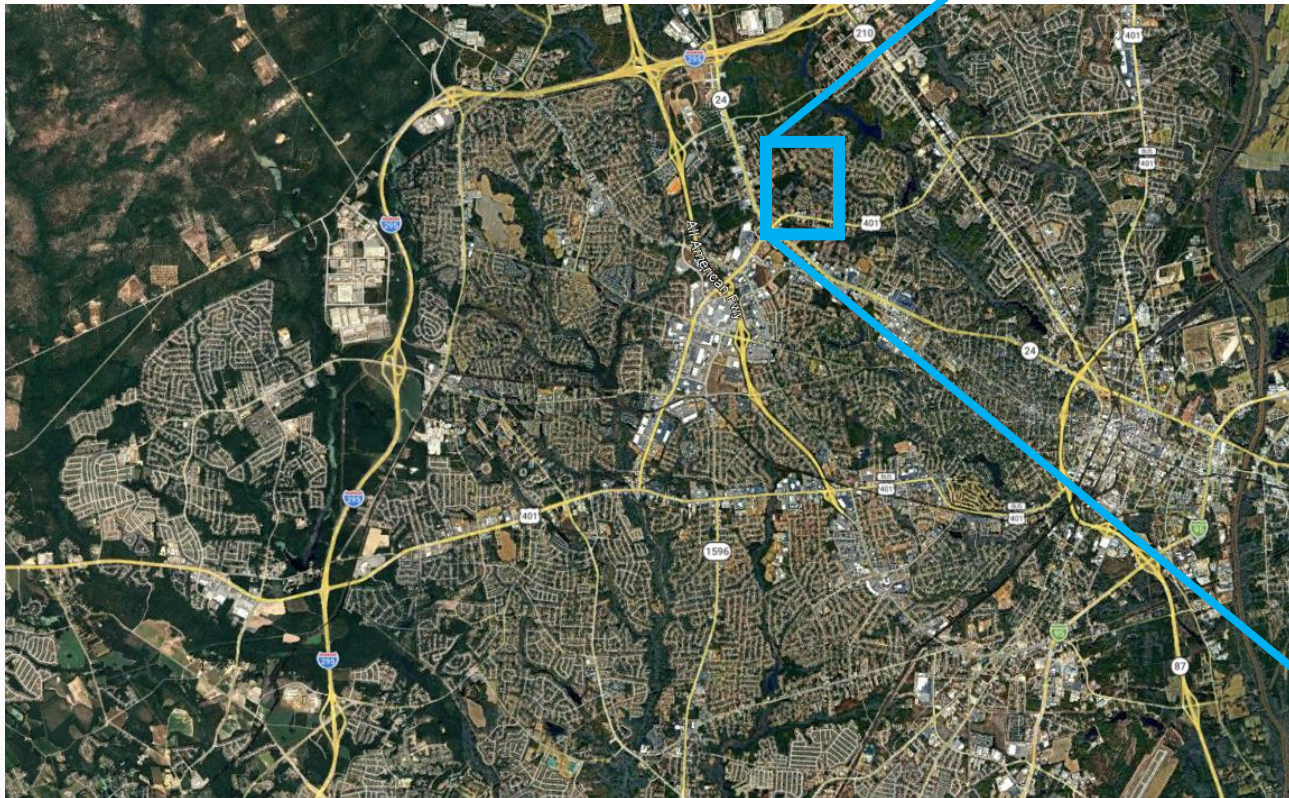
Should a speed limit change ultimately be approved, the Police Department would require adequate lead time to conduct a public education campaign informing motorists of the change prior to enforcement efforts.

467 Hay Street Fayetteville, NC 28301-5537
(910) 433-1819 | www.cityoffayetteville.org

The City of Fayetteville, North Carolina does not discriminate on the basis of race, sex, color, age, national origin, religion, or disability in its employment opportunities, programs, services, or activities.

Crash Review Background

Currently 35 mph
Approx. 1,800 vehicles/day
Approx. 0.87 miles long



Crash Review

65 crashes identified over 5 years.

48 (74%) crashes occurred at Pamalee Drive.

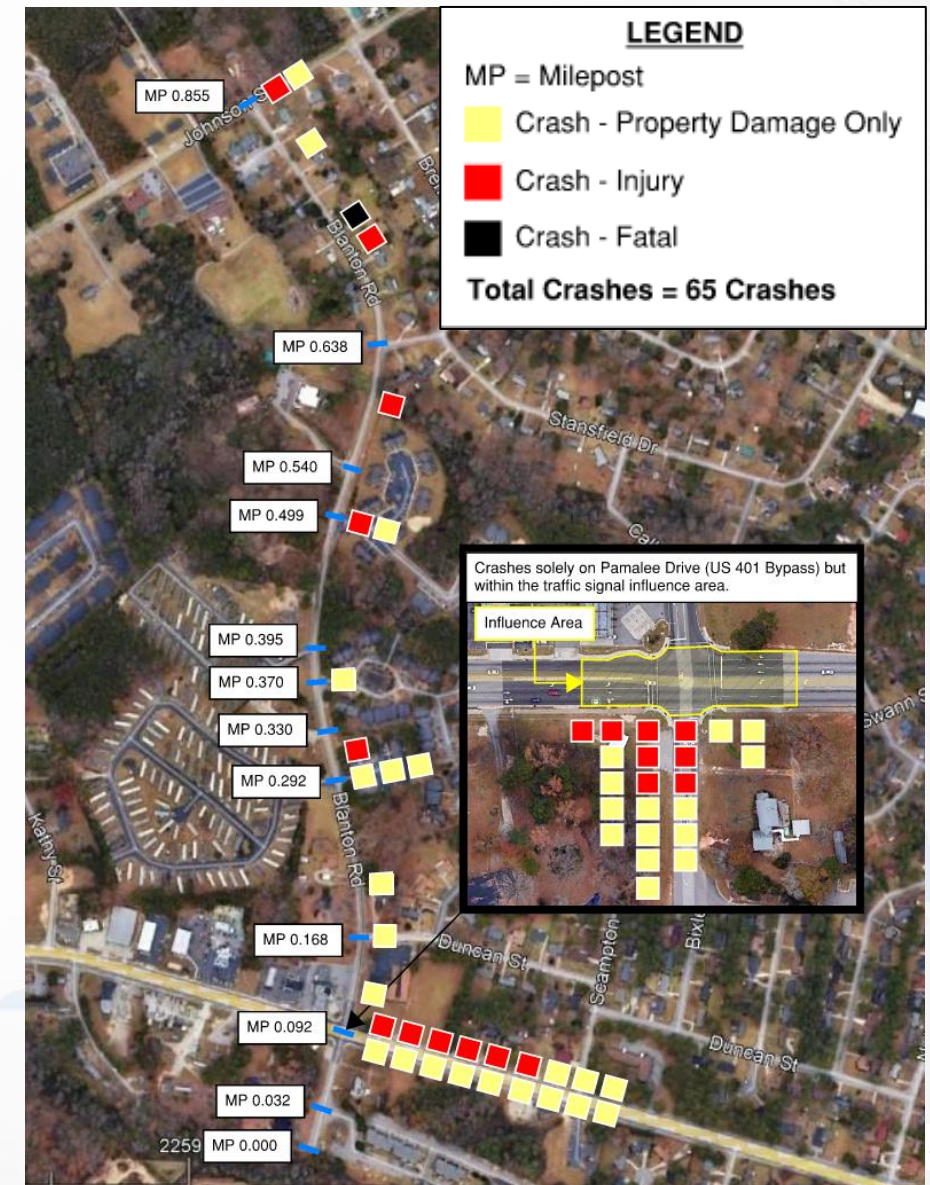
- 22 (34%) crashes occurred exclusively on Pamalee Drive.

97% of crashes were driver behavior.

No crash patterns identified.

1 fatal crash

- Driver passed a stopped school bus
- Crossed a double-yellow line
- Traveling 70 mph
- On a wet road



Crash Review

<u>Route</u>	<u>Total Crash Rate^a</u>	<u>Fatal Crash Rate^a</u>	<u>Non- Fatal Injury Crash Rate^a</u>	<u>Wet Road Crash Rate^a</u>	<u>Night Crash Rate^a</u>	<u>Run-Off Road Crash Rate^a</u>	<u>Severity Index</u>	<u>Total Miles</u>
Blanton Road (Johnson St to S. of Galleria Dr)	22.74	0.35	7.70	3.85	4.90	5.60	8.88	0.87
Urban US Route 2 lanes undivided	322.59	1.55	84.15	46.01	69.18	49.73	N/A	423
Urban NC Route 2 lanes undivided	276.62	1.30	74.05	37.48	64.53	41.69	N/A	766
Urban Primary Route 2 lanes undivided	292.98	1.39	77.64	40.52	66.19	44.55	N/A	1,189
Urban Secondary Route 2 lanes undivided	272.79	1.29	71.90	39.94	71.42	62.72	N/A	4,499
Cumberland County Average	323.29	1.74	68.63	N/A	N/A	N/A	4.06	N/A

a = per 100 million vehicle-miles traveled

Crash rates are substantially lower than comparable roads

- Crash Review did not identify a roadway deficiency or pattern of crashes.
- Crashes are due to drivers...
 - (42%) Failing to Maintain Lane
 - (34%) Failing to Reduce Speed
 - (22%) Failing to Yield
 - (03%) Deer impact

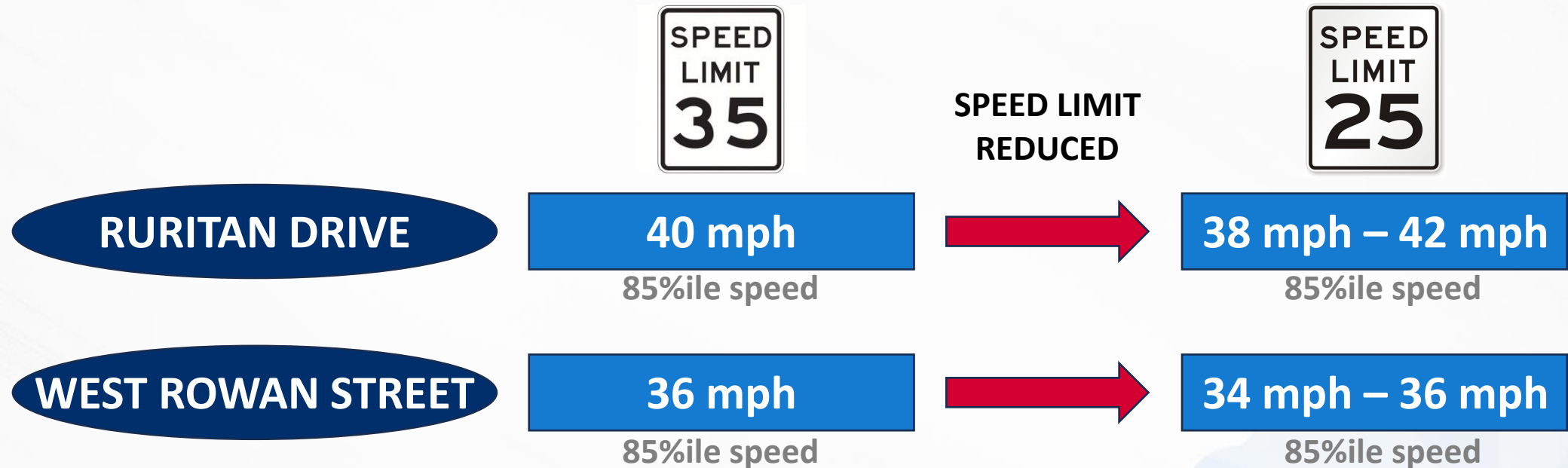


NCDOT S-40 states:

“...Engineering studies have shown that there are often no significant changes in vehicle speeds following the posting of an artificially reduced speed limit...Lowering the speed limit by itself cannot guarantee motorists will obey the new regulation.”



Recent Speed Limit reductions on other City streets have not significantly reduced speeds.



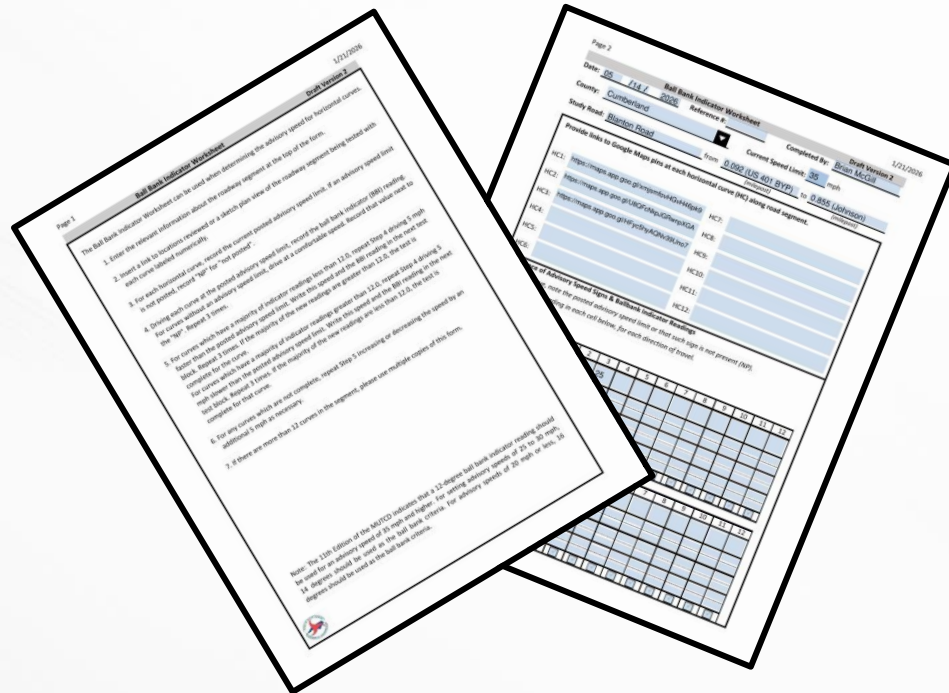


Curve near Goodyear Ave has an advisory speed of 25 mph posted.

Test indicates all curves can be navigated safely at the speed limit.

[illegible]

Above standard signage currently exists, and the ball-bank indicator test does not support the existing advisory speed sign of 25 MPH, or additional signage.



Data supports keeping the speed limit at 35 mph.

- Request does not meet the requirements established under Council Policy 160.3 for speed limit modifications
- Proposed speed limit reduction is not supported by FayPD
- Crash Review does not indicate a roadway deficiency or pattern of crashes
- City data and industry guidance shows lowering speed limits do not significantly reduce speeds
- Above standard signage is currently provided

Staff Recommendation

Staff recommend to keep the Blanton Road speed limit at 35 mph.





FayettevilleNC.gov



Memo

Date: June 10, 2026

To: Fayetteville City Council
Through: Michael Gibson, Interim Assistant City Manager
From: Brian McGill, PE, PTOE, Assistant Public Services Director – Traffic Services
Subject: Blanton Road Crash Review

Revision Note – 06/10/2026: The percentage of crashes that were concentrated near the signalized intersection at Pamalee Drive (US 401 Bypass) has been corrected from (46%) of crashes to (74%) of crashes.

This memo is in response to a request made on April 6, 2026 for Public Services to review Blanton Road for a possible speed limit reduction. As part of that review, a crash review was completed.

Historical crash trends and roadway conditions were evaluated for Blanton Road between south of Galleria Drive to Johnson Street. This review analyzed five years of vehicle crash data and ten years of pedestrian crash data. Blanton Road has a posted speed limit of 35 mph. Based on the most recent traffic count conducted by City staff in March 2026, it is estimated that the Annual Daily Traffic is 1,800 vehicles per day. For the purposes of this review, we assumed 1,800 vehicles per day for the entirety of the road.

The analysis identified a total of 65 crashes within the study limits. The dataset includes crashes within the influence areas of the intersections at Pamalee Drive (US 401 Bypass) and Johnson Street, which covers 150 feet of both the approach and departure of their respective intersections. This means the dataset includes crashes involving only vehicles traveling on Pamalee Drive or Johnson Street and not traveling or interacting with Blanton Road.

A summary of the crash rates is provided in the table below, alongside different types of roads with similar profiles from NCDOT, and overall information for Cumberland County.

<u>Route</u>	<u>Total Crash Rate^a</u>	<u>Fatal Crash Rate^a</u>	<u>Non- Fatal Injury Crash Rate^a</u>	<u>Wet Road Crash Rate^a</u>	<u>Night Crash Rate^a</u>	<u>Run-Off Road Crash Rate^a</u>	<u>Severity Index</u>	<u>Total Miles</u>
Blanton Road (Johnson St to S. of Galleria Dr)	22.74	0.35	7.70	3.85	4.90	5.60	8.88	0.87
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Urban NC Route 2 lanes undivided	276.62	1.30	74.05	37.48	64.53	41.69	N/A	766
Urban Primary Route 2 lanes undivided	292.98	1.39	77.64	40.52	66.19	44.55	N/A	1,189
Urban Secondary Route 2 lanes undivided	272.79	1.29	71.90	39.94	71.42	62.72	N/A	4,499
Cumberland County Average	323.29	1.74	68.63	N/A	N/A	N/A	4.06	N/A

^a = per 100 million vehicle-miles traveled

Memo

Blanton Road Crash Review

The analysis found that Blanton Road's overall crash rate is lower than countywide average crash rates, as well as statewide average crash rates for similar roadways. Please note that Blanton Road's severity index is higher than the countywide average, and is above 8.4, meaning crashes experienced within the study area are expected to result more often in serious injury.

The crash review did not reveal patterns at any location along the corridor. The majority (74%) of crashes, majority of nighttime crashes (71%), and the majority of wet-weather crashes (73%) for the study area, were concentrated near the signalized intersection at Pamalee Drive (US 401 Bypass).

The crash review determined that driver behavior was the primary contributing factor in nearly all (97%) crashes reviewed. Common contributing circumstances included failure to yield (42%), failure to reduce speed (34%), and failure to maintain lane control (22%). Only two (2) crashes were attributed to non-driver factors involving deer entering the roadway.

A review of adopted City plans, including the 2020 Bicycle Plan, the 2024 Comprehensive Transportation Plan, and the 2025 Pedestrian and Supplemental Pedestrian Plans, identified no previously recommended improvements for the corridor. The ongoing Safe Streets for All initiative may identify future recommendations upon completion.

Based on the crash review, no identifiable roadway deficiency or recurring crash pattern was found within the study corridor. As a result, no improvements or countermeasures are recommended at this time. Overall, the findings indicate that the majority of crashes on Blanton Road are attributable to driver behavior rather than roadway conditions.

Sincerely,



Brian McGill, PE, PTOE
Assistant Public Services Director – Traffic Services

Section 2C.59 Advisory Speed Plaque (W13-1P) and Confirmation Advisory Speed Plaque (W13-1aP)**Option:**

- 01 The Advisory Speed (W13-1P) plaque (see Figure 2C-1) may be used to supplement an advance warning sign to indicate the advisory speed for a condition.
- 02 The Confirmation Advisory Speed (W13-1aP) plaque (see Figure 2C-1) may be used to supplement a One-Direction Large Arrow (W1-6) sign on the outside of a turn or curve in line with and at approximately a right angle to approaching traffic.

Standard:

- 03 The use of the Advisory Speed and Confirmation Advisory Speed plaques for horizontal curves shall be in accordance with Section 2C.06 and Table 2C-6. The speed differential in Table 2C-6 shall be the difference between the advisory speed for the horizontal curve and the posted speed limit, statutory speed limit, or the 85th percentile speed on the approach to the curve. The Advisory Speed plaque shall also be used where an engineering study indicates a need to advise road users of the advisory speed for other roadway conditions.

Table 2C-6. Use of Advisory Speed Plaque for Horizontal Alignment Changes

Speed Differential	Use of Advisory Speed Plaque (W13-1P) ¹
5 mph	Optional
10 mph	Recommended
15 mph or more	Required

¹ See Section 2C.59

- 04 The speed displayed on the Advisory Speed and Confirmation Advisory Speed plaques shall be a multiple of 5 mph.
- 05 Except in emergencies or when the condition is temporary, an Advisory Speed or Confirmation Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.
- 06 The Advisory Speed plaque shall only be used to supplement an advance warning sign. The Advisory Speed plaque or the Confirmation Advisory Speed plaque shall not be installed as a separate sign installation.

Guidance:

- 07 The Advisory Speed plaque, if used with a sign that is also supplemented with another plaque, such as an Advance Street Name plaque (see Section 2C.65), should be mounted immediately below the primary warning sign with any other plaque mounted below the Advisory Speed plaque.

Standard:

- 08 The Confirmation Advisory Speed plaque shall only be used to supplement a One-Direction Large Arrow (W1-6) sign (see Section 2C.10) or an Exit Gore (E5-1 series) (see Section 2E.26) sign and shall not be installed as a separate sign installation.
- 09 The advisory speed shall be determined by an engineering study that follows established engineering practices.

Guidance:

- 10 The advisory speed should be determined based on free-flowing traffic conditions.
- 11 Because changes in conditions, such as roadway geometrics, surface characteristics, or sight distance, might affect the advisory speed, each location should be evaluated periodically or when conditions change.

Support:

- 12 Among the established engineering practices that are appropriate for the determination of the recommended advisory speed for a horizontal curve are the following:

- A. Compass method
- B. Safety-based method
- C. Accelerometer method
- D. Design equation method
- E. Ball-bank method using the following criteria:
 1. 16 degrees of ball-bank for speeds of 20 mph or less
 2. 14 degrees of ball-bank for speeds of 25 to 30 mph
 3. 12 degrees of ball-bank for speeds of 35 mph and higher

- 13 The 16, 14, and 12 degrees of ball-bank criteria are comparable to the current AASHTO horizontal curve design guidance. Research has shown that drivers often exceed existing posted advisory curve speeds by 7 to 10 mph.

Ball Bank Indicator Worksheet**Draft Version 2**

The Ball Bank Indicator Worksheet can be used when determining the advisory speed for horizontal curves.

1. Enter the relevant information about the roadway segment at the top of the form.
2. Insert a link to locations reviewed or a sketch plan view of the roadway segment being tested with each curve labeled numerically.
3. For each horizontal curve, record the current posted advisory speed limit. If an advisory speed limit is not posted, record "NP" for "not posted".
4. Driving each curve at the posted advisory speed limit, record the ball bank indicator (BBI) reading. For curves without an advisory speed limit, drive at a comfortable speed. Record that value next to the "NP". Repeat 3 times.
5. For curves which have a majority of indicator readings less than 12.0, repeat Step 4 driving 5 mph faster than the posted advisory speed limit. Write this speed and the BBI reading in the next test block. Repeat 3 times. If the majority of the new readings are greater than 12.0, the test is complete for the curve.
For curves which have a majority of indicator readings greater than 12.0, repeat Step 4 driving 5 mph slower than the posted advisory speed limit. Write this speed and the BBI reading in the next test block. Repeat 3 times. If the majority of the new readings are less than 12.0, the test is complete for that curve.
6. For any curves which are not complete, repeat Step 5 increasing or decreasing the speed by an additional 5 mph as necessary.
7. If there are more than 12 curves in the segment, please use multiple copies of this form.

Note: The 11th Edition of the MUTCD indicates that a 12-degree ball bank indicator reading should be used for an advisory speed of 35 mph and higher. For setting advisory speeds of 25 to 30 mph, 14 degrees should be used as the ball bank criteria. For advisory speeds of 20 mph or less, 16 degrees should be used as the ball bank criteria.



Ball Bank Indicator Worksheet

Draft Version 2

Date: 05 / 14 / 2026Reference #: 20260514Completed By: Brian McGillCounty: CumberlandCurrent Speed Limit: 35 mphStudy Road: Blanton Road from 0.092 (US 401 BYP) to 0.855 (Johnson)
(milepost) (milepost)

Provide links to Google Maps pins at each horizontal curve (HC) along road segment.

HC1: <https://maps.app.goo.gl/xmjsmfovHGvH46pk9> HC7:HC2: <https://maps.app.goo.gl/U8QFcNkpJGRwnpXGA> HC8:HC3: <https://maps.app.goo.gl/HFyc5hyAQNV39Uno7> HC9:

HC4: HC10:

HC5: HC11:

HC6: HC12:

Presence of Advisory Speed Signs & Ballbank Indicator Readings

For each curve, note the posted advisory speed limit or that such sign is not present (NP).

Record the BBI reading in each cell below, for each direction of travel.

Horizontal Curve	1	2	3	4	5	6	7	8	9	10	11	12
Advisory Speed Limit (or Posted/Ordinanced)	NP	NP	25									
First Drive NB	7	2	5									
@ AS SB	5	5	2									
Second Drive NB	4	1	5									
@ AS SB	3	5	2									
Third Drive NB	6	2	5									
@ AS SB	5	4	3									
Complete?	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐

Horizontal Curve	1	2	3	4	5	6	7	8	9	10	11	12
New Driving Speed			35									
First Drive at NB			10									
Speed Above SB			7									
Second Drive NB			10									
@ AS SB			6									
Third Drive NB			11									
@ AS SB			8									
Complete?	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐



Dr
Park Ln Cir
oms St
Hedges St
Patton St
Cannon St
Higgins St
Johnson St
Blanton Rd
Bremer St
Helen St
Swaney Ave
Spivey St
Converse Ave
Stansfield Dr
Dale Dr
Maxine St
Helen St
Eichelberger Dr
Swann St
Daisy Ln
Tryon Dr
Lasalle Ave
Nutley Dr
Duncan St
Seampton Dr
Bixley Dr
Kathy St
Blanton Rd
Duncan St
401
2259 ft
56
401



5/08/2026

Chas W. Hunt

MEMORANDUM

TO: Roberto E. Bryan, Jr. *REB*
Chief of Police

FROM: Charles W. Hunt *CWH*
Major, Specialized Service Bureau

SUBJECT: Proposed Speed Limit Change on Blanton Rd

It has come to the attention of the Fayetteville Police Department that there is a proposal to change the speed limit on Blanton Road from 35 MPH to 25 MPH. We understand that this matter is scheduled to appear as an agenda item during the City Council meeting on May 11, 2026.

While some may believe the current speed limit is too high for this roadway, the available data does not support a reduction in speed. Over the past year, fewer than 3 speeding complaints have been reported on Blanton Road.

Additionally, two speed studies have been conducted on Blanton Road within the past three years. The first study, conducted in December 2023, showed an average vehicle speed of 38 MPH, which is only 3 MPH above the posted speed limit. The second study, conducted in April 2026, showed an average vehicle speed of 37 MPH, which is only 2 MPH above the posted speed limit.

At this time, the Fayetteville Police Department does not support changing the speed limit on Blanton Road. Reducing the speed limit from 35 MPH to 25 MPH would likely increase speeding complaints and require additional enforcement in the area.

Should a speed limit change ultimately be approved, the Police Department would require adequate lead time to conduct a public education campaign informing motorists of the change prior to enforcement efforts.

467 Hay Street Fayetteville, NC 28301-5537
 (910) 433-1819 | www.cityoffayetteville.org

SUBJECT – STREETS, TRAFFIC, AND PARKING Requests for Speed Limit Changes	Number 160.3	Revised 3-15-99 9-9-24	Effective Date 10-25-82	Page 1 of 1
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A petition may be submitted by a majority of the residents abutting streets in a neighborhood for reduction or increase of the speed limit. Upon receipt of a valid petition, City Council will hold a public hearing to consider the request.

Speed Limit Information

Speed limits are controlled by general statutes and local and state ordinances. Within incorporated municipalities, the statutory speed limit is 35 miles per hour (MPH) unless otherwise ordained and posted. The statutory speed limit on roads outside incorporated municipalities is 55 MPH unless otherwise ordained and posted.

Some highways have speed limits of up to 70 MPH on certain sections. However, the speed limit along these routes may drop to 55 MPH when they pass through certain areas. These speed limit reductions are clearly designated in North Carolina, so care should be taken to reduce speed when entering these lower speed zones.

Crash records show that motorists driving too slow can create a safety hazard and cause crashes just as a motorist driving too fast can. If weather and traffic permit, motorists should always try to travel at the posted speed.

Statutory Speed Limits

Rural Areas	55*
Incorporated Municipalities	35*
School Buses	45
Activity Buses	55

** Unless ordained and posted otherwise*

Reduce speed when hazardous conditions are present such as rain, snow, ice, congestion, darkness or low visibility, etc.



Roy Cooper
Governor

James H. Trogon, III
Secretary of Transportation

Transportation Mobility and Safety Division
1561 Mail Service Center
Raleigh, North Carolina 27699-1561

(919) 814-5000

NCDOT Web Site:
<http://www.ncdot.gov/>

Traffic Safety Web Site:
<https://connect.ncdot.gov/resources/safety/Pages/default.aspx>

August 2018

North Carolina
Department of Transportation

Speed Limits



When traffic problems occur, concerned citizens frequently ask if the speed limit can be lowered. The following information explains how speed limits are established and what they can and cannot do to solve traffic concerns.

How are speed limits determined?

Roadways are initially designed to accommodate certain speeds. If a speed limit change is requested on a State Highway System road, a traffic engineer will perform an engineering and traffic investigation to determine the appropriate speed limit. These investigations examine:

- Road surface characteristics, shoulder conditions, roadway alignment and sight distance.
- Commercial and residential development, and roadside friction (number of driveways, parking, pedestrians, etc.).
- Safe speed for curves and other locations along the section of road being studied.
- Frequency and severity of crashes.
- 85th percentile speed — the speed at or below which 85 percent of the traffic is moving.

This investigation will help the traffic engineer determine if the speed limit is safe and reasonable. The traffic engineer will share the results of the investigation upon request. If a change is recommended, the traffic engineer will request approval from the State Traffic Engineer. Once approved, speed limit signs will be changed and the new speed limit will become legally enforceable.

Will lowering the posted speed limits reduce speeding?

Many people believe that lowering speed limits will reduce motorist speed. However, changing the speed limit is not always the best option. Speed limits are set at a limit that the roadway can safely accommodate by design, the majority of drivers will obey, and law enforcement can reasonably enforce. Engineering studies have shown that there are often no significant changes in vehicle speeds following the posting of an artificially reduced speed limit. This information shows that most motorists drive at the speed they consider to be comfortable and safe. If motorists are regularly exceeding the posted speed limit through an area, enforcement is key to ensuring compliance. Lowering the speed limit by itself cannot guarantee motorists will obey the new regulation.

What are special speed zones?

Some areas such as school zones and work zones have special speed limits to enhance the safety of pedestrians, highway workers and others. These slower speeds may seem inconvenient, but obeying them can prevent a serious crashes and injuries.

What if I have a speeding problem in my neighborhood?

Speeding on residential streets is a common complaint reported to the Department. If you believe motorists regularly exceed the speed limit along a particular road, contact your local law enforcement agency and make them aware of the concern. Police can check the speed of motorists and issue citations to offenders.

Neighborhood traffic often contributes to the problem. Programs such as community watch, neighborhood partnerships, and homeowner's associations are often the most effective way to reach those drivers. The majority of speed offenders in neighborhoods are residents of that neighborhood and not motorists "cutting through."

Common Misconceptions

It is often believed that stop signs, traffic signals and speed bumps will control vehicle speeds. While stop signs and traffic signals are important traffic control devices, they are not used to control vehicle speeds.

The purpose of stop signs and traffic signals is to assign right of way at intersections. Overuse of stop signs and traffic signals reduce both their effectiveness and driver compliance.

For more information about traffic control devices, please visit <http://mutcd.fhwa.dot.gov/>





City of Fayetteville

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

City Council Action Memo

File Number: 26-0476

Agenda Date: 8/3/2026

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: Dr. Douglas Hewett, ICMA-CA, City Manager

FROM: Dr. Andrew Mansell, Senior Assistant to the City Manager

DATE: August 3, 2026

RE:
Feasibility Study for Downtown Convention Center

COUNCIL DISTRICT(S):
All

Relationship To Strategic Plan:

GOAL 2: Enhance Economic Growth and Opportunity.

GOAL 3: Desirable Place to Work, Live, and Recreate.

Executive Summary:

This Agenda Item request was for a 'Feasibility of Downtown Convention Space and comparison to top 10 largest cities in NC'. The attached briefing book contains previously produced data, the ten-city comparison, and a cost estimate from CSL International, the firm that produced the 2021 county study. In a May 2026 conversation, CSL stated they could deliver the feasibility study for approximately \$100,000 in three to four months and could continue into pre-design (blueprints and architecture) for approximately \$500,000 if Council so directs. This memorandum is presented for Council discussion and direction.

Background:

On May 4, 2026, Mayor Colvin submitted an Agenda Item Request titled "Feasibility Study for Downtown Convention Center." The item was placed before Council for information purposes and did not authorize a specific procurement action.

In June 2025, Cumberland County cancelled the \$145 million Crown Event Center project after approximately \$36 million had been spent. The County has subsequently solicited public input on future use of the former site (the Old Courthouse parcel) and has stated in October 2025 procurement documents that the 2021 CSL study remains the foundational analysis underlying any future planning.

To respond to the Mayor's request, staff researched the information and attached a briefing book, and held a meeting with CSL International to obtain a cost estimate, scope description, and timeline.

Issues/Analysis:

Comparison to the ten largest NC cities. Fayetteville is the sixth-largest city in the State. Of the other nine cities in the top ten, five operate purpose-built downtown

convention centers (Charlotte, Raleigh, Greensboro, Winston-Salem, Wilmington); one (Durham) is advancing a \$540 million convention center and hotel project; one (Cary) is part of a regional meeting district anchored by Raleigh; and one (Concord) operates a hotel-attached convention facility. Fayetteville is the only city in the top ten with a population exceeding 200,000 that has neither an existing downtown convention center nor an active project to build one. The detailed comparison is in Section 04 of the attached briefing book.

Use of the 2021 county study. The 2021 CSL study identified a 1.1 million person market catchment within 60 minutes; 80% downtown stakeholder preference; a \$7.4 million per year Food and Beverage tax base supporting approximately \$80.6 million in bonded capacity; and a 20-criteria site-evaluation framework. The 2021 study evaluated a 2,500-seat performing arts hall. A convention center is a different facility type with different demand drivers, space program, and operating economics.

Cost of a feasibility study. Staff held a meeting with CSL International who stated they could deliver a feasibility study for approximately \$100,000 in three to four months. The stated scope includes market capacity analysis, demand modeling, occupancy trends, market saturation, building program recommendation, operating pro forma, and identification of two to three candidate sites with loose massing for each. Council would then select one of CSL's recommended sites, or elect not to proceed. CSL stated they could continue past feasibility into Phase II (blueprints, architecture, pre-design) for approximately \$500,000 if Council directs. CSL's stated guidance on overall project timing is that a realistic build horizon from study authorization to opening is five to seven years, with identification of funding sources the primary gating factor. The CSL information was provided verbally; final pricing would be set through a formal Request for Proposals process.

Budget Impact:

This memorandum, as an information item, does not create an immediate financial obligation. If Council directs staff to issue a Request for Proposals for a feasibility study, staff anticipate an appropriation in the range of \$100,000 to \$200,000 would be required, based on the CSL conversation and comparable contracts at peer cities. A phase-gated contract structure, authorizing Phase I (feasibility) with Phase II (pre-design at approximately \$500,000) released only on a subsequent Council vote, would limit the immediate appropriation to the Phase I amount. The funding source (General Fund, Tourism Development Authority, public-private partnership, or potential cost-share with Cumberland County) is a separate Council decision.

Options:

- Option A. Receive the briefing as information and direct staff to develop a Request for Proposals for a Phase I feasibility study, with a not-to-exceed appropriation of \$100,000, to be brought back at a future meeting for formal authorization and funding source identification.
- Option B. Receive the briefing as information and direct staff to take no further action at this time.
- Option C. Request modifications, additional information, or further analysis from staff before considering next steps.

Recommended Action:

Staff recommends Option A: receive the briefing as information and direct staff to develop a Request for Proposals for a Phase I feasibility study. A draft RFP and identification of potential funding sources would return to Council at a subsequent meeting for review and formal authorization.

Attachments:

- Attachment 1. Convention Center Briefing Presentation
- Attachment 2. Draft RFP

PRE-FEASIBILITY BRIEFING

Downtown Convention Center

Seven findings from public records and a May 2026
conversation with CSL International

City Council Work Session · 2026



01

Foundation

The 2021 CSL study: what transfers, what does not

02

Market

The 2024 REVPAR hotel market study

03

Demand

State association conference rotations

04

Playbook

The ten largest cities in North Carolina

05

Safeguards

Process safeguards for a future RFP

06

Action

Phases between authorization and opening

07

Investment

Cost, scope, and timeline stated by CSL

THEN

Options · Summary
· Questions

Three structures Council could authorize;
no action requested tonight.

Compiled in response to Mayor Colvin's May 4, 2026 Agenda Item Request, "Feasibility Study for Downtown Convention Center."

Key Numbers at a Glance

\$100K

STATED STUDY COST

CSL verbal estimate, May 2026

3–4 mo

STATED TIMELINE

Per CSL conversation

1.1M

CATCHMENT

Within a 60-minute drive

\$280M+

ESTIMATED PROJECT

Convention center plus hotel

5–7 yrs

BUILD HORIZON

Per CSL guidance

SOURCES

The 2021 Cumberland County feasibility study (CSL International) · the 2024 REVPAR International hotel market study · the Cumberland County Board of Commissioners' record, 2020–2025 · a May 2026 conversation with CSL International · public reporting on the ten largest cities in North Carolina.

This briefing states what is documented. It is not a feasibility study or a recommendation. The accompanying CAM states the options available to Council and staff's recommended next step.

What the 2021 CSL Study Established

Cumberland County's 2021 feasibility study evaluated a 2,500-seat performing arts hall, not a convention center. Market findings transfer; program findings do not.

TRANSFERS · INDEPENDENT OF FACILITY TYPE

1.1M

residents within a 60-minute drive; Cumberland County itself is 336K

80%

of community leaders preferred downtown; public forums agreed, 48% vs. 23% for the Crown Complex

\$80.6M

bondable capacity from the existing 1% F&B tax (\$7.4M per year)

#1

downtown scored 161 on the 20-criteria site framework vs. Crown 135, Outer Loop 107

DOES NOT TRANSFER · TIED TO THE 2,500-SEAT HALL

COST

\$77.5M for an 89,000 sf hall vs. a \$280–400M range for a center plus 250-key headquarters hotel

DEMAND

148 entertainment events per year vs. 50–80 multi-day conventions with different operating economics

HOTEL

No hotel in the 2021 plan; a convention center study must model hotel and center in tandem

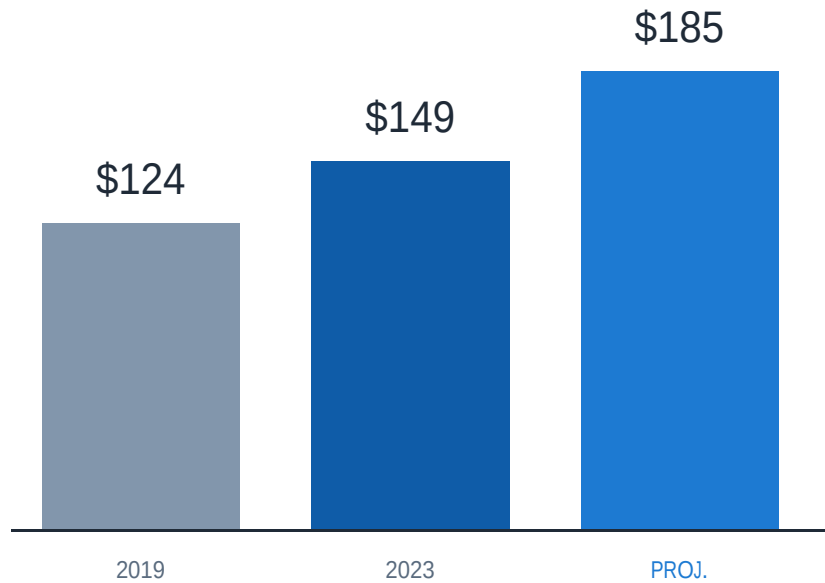
SITE

2021 compared three areas of the county; a center study requires specific parcels

The 2024 Hotel Study: Profitable, at Boutique Scale

REVPAR International letter report to the City Manager, March 2024. A 125-key upscale soft-branded hotel downtown clears the market with no municipal incentives.

AVERAGE DAILY RATE · DOWNTOWN COMP SET



Comp set: six hotels, 76.3% occupancy in 2023 · RevPAR +5.0%/yr since 2019 · 60% of demand is corporate-government (Fort Liberty)

73%

stabilized occupancy

\$2.0M

EBITDA after reserve

125-key

boutique hotel

\$0

municipal subsidy

Not yet modeled: a convention center needs a 250–300 key full-service headquarters hotel. Those economics differ from the 125-key boutique tier and were outside this study's scope.

Where NC Associations Convene: Not Here

ASSOCIATION	2024	2025	FAY?
NC League of Municipalities	Winston-Salem	Greenville NC	×
NC Assoc. of County Commissioners	Winston-Salem	Greenville NC	×
NC Bar Association	Charlotte	Asheville	×
NC REALTORS	Wilmington	Cherokee	×
82nd Airborne Division Assoc. (HQ: Fayetteville)	Orlando, FL	Orlando, FL	×

0

major NC association conferences on a recent Fayetteville rotation, per this preliminary scan

1/2

Greenville NC's population vs. Fayetteville. It opened a center and hosts the two largest.

The Ten Largest NC Cities

■ Operates
 ■ Advancing
 ■ None
 ■ Special case

1	Charlotte 903,844		Charlotte Convention Center · 600K sf
2	Raleigh 481,031		Raleigh Convention Center · expanding to 798K sf
3	Greensboro 301,198		Koury Center + Coliseum · 417K sf
4	Durham 291,467		Advancing · \$540M, opens 2031–32
5	Winston-Salem 252,037		Benton Convention Center · 150K sf
6	Fayetteville 210,815		None · no active project
7	Cary 179,306		Part of Raleigh meeting district
8	Wilmington 120,805		Wilmington Convention Center · 107K sf
9	High Point 116,245		Furniture market substitute
10	Concord 108,719		Hotel-attached center · 42K + 140K sf

Fayetteville is the only top-ten city over 200,000 with neither an existing downtown convention center nor an active project to build one.

Process Safeguards for a Future RFP

How comparable public facility projects are structured points to three safeguards any future RFP could include from day one.

1

Automatic re-validation triggers

Every contract pauses for public re-validation if the program or budget moves beyond a defined threshold (e.g., 10%).

Keeps scope and cost aligned with what was publicly approved.

2

Program and site approved together

Council and stakeholders sign off on the program and the site before any project-management contract is executed.

Sequences major commitments after the fundamentals are set.

3

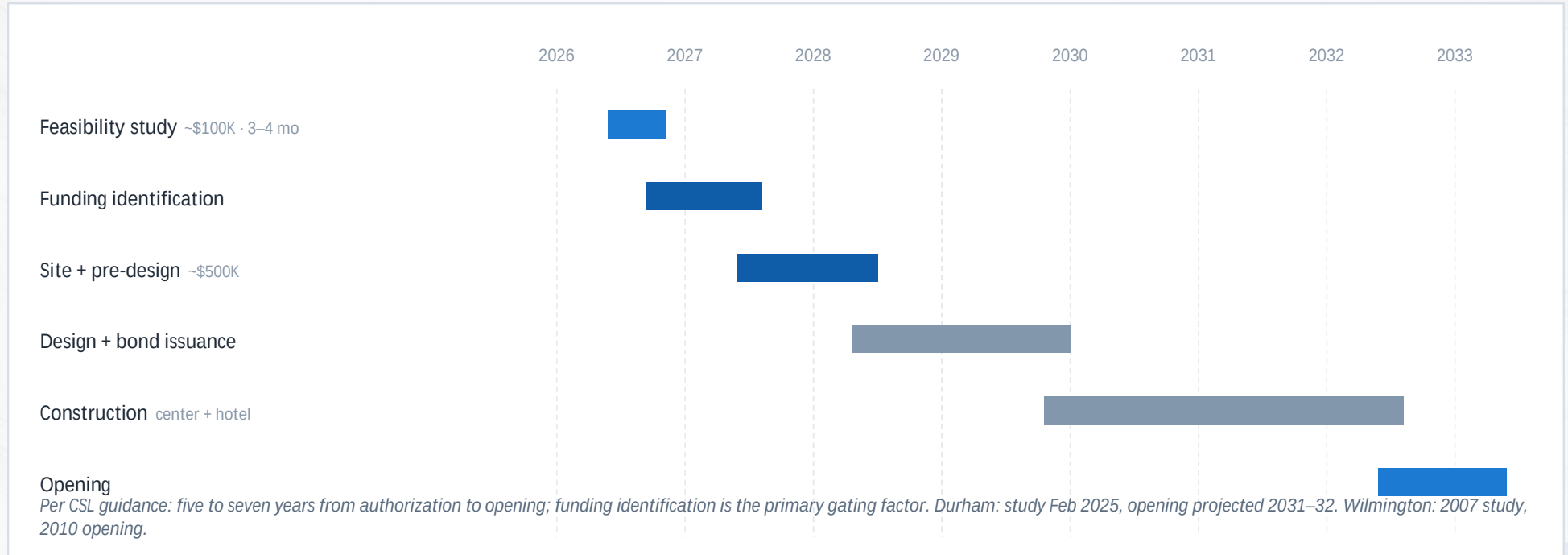
Parcel-level evaluation, re-confirmed

Each candidate site carries its own program and pro forma, with a second public confirmation at 100% design.

Keeps the demand analysis attached to the actual site and design.

Identified through staff's review of how recent public facility projects in the region and peer cities were structured. [Detail in Section 05 of the briefing book.](#)

Five to Seven Years, Beginning with a Study



1

Council resolution + appropriation
(\$100K–\$200K NTE)

2

Stakeholder steering committee
scopes the RFP

3

RFP incorporates the Crown record's
lessons

4

Governance vehicle + NCGA
engagement + parallel research

What CSL Stated the Study Would Cost

\$100K

Stated cost for the feasibility study · CSL International, May 2026

3–4 mo to deliver from contract execution

2–3 candidate sites identified, with loose massing

\$500K stated Phase II: blueprints, architecture, pre-design

SCOPE STATED BY CSL

- Market capacity and saturation analysis
- Demand modeling, frequency, and trends
- Building program and operating pro forma
- Two to three candidate sites with loose massing
- 30-year economic impact projection

Carried forward: CSL already holds the 2021 catchment, demographic, and F&B tax modeling.

Provided verbally; no written quote has been issued. Final pricing for any path would be set by a formal RFP. Funding source is a separate Council decision addressed in the accompanying CAM.

Three Structures Council Could Authorize

OPTION 1

Feasibility only

\$100K

3–4 MONTHS

Market, program, operating pro forma, and 2–3 candidate sites with loose massing.

Council keeps the decision on whether to proceed.

OPTION 2

Full pre-design path

\$600K

3–4 MO + 6–9 MO

Everything in Option 1, plus blueprints, a parcel-level site pick, and a cost estimate from actual program.

Council commits to both phases at the outset.

BUILT-IN CHECKPOINT

OPTION 3

Phase-gated

\$100K + gate

NTE \$600K ON COUNCIL VOTE

Phase I now; Phase II is authorized only if Council so directs at Phase I delivery.

Smallest upfront commitment, with the Phase II decision retained.

Funding source is a separate Council decision addressed in the accompanying CAM.

The Findings, and the Options

01

Seven findings, drawn from public records and a May 2026 conversation with CSL International, are summarized in this briefing and the accompanying briefing book.

02

Three structures are available should Council wish to proceed: \$100K, \$600K, or a phase-gated path.

03

This briefing is informational. No decision or action is requested tonight.



FayettevilleNC.gov

1. – 3. Background, Submission Requirements and RFP Guidelines section to follow standard City procurement procedures.

4. SCOPE OF WORK

4.1 Overview and Structure of the Engagement

The engagement is structured in two phases with an explicit decision gate between them:

- Phase I – Feasibility Study (this award). The market, hotel, program, site, financial, funding, and economic impact analyses described in Section 4.3, culminating in a final report and presentations to City Council.
- Phase II – Optional Pre-Design Continuation. Authorized only by separate action of City Council following delivery of Phase I, as described in Section 4.4.

The convention center and the headquarters hotel question shall be analyzed in tandem throughout. Peer projects reviewed by the City indicate that purpose-built convention centers are typically paired with an adjacent or attached full-service headquarters hotel. The City has not predetermined that outcome for Fayetteville. The Study shall evaluate the recommended facility under scenarios both with and without an associated headquarters hotel, state the pros, cons, and projected performance implications of each scenario, and conclude with the consultant's explicit recommendation. No task in this scope may treat the hotel question as an afterthought to the facility analysis, and where the analyses produce different conclusions for center and hotel, the report shall state both conclusions and their interaction.

4.2 Process Requirements

The following structural requirements apply to the engagement and will be incorporated into the resulting contract. They reflect the City's review of how recent public facility projects in the region and peer cities have been structured:

- Phase gate. Phase II work shall not begin, and no Phase II compensation shall accrue, absent written authorization following an affirmative vote of City Council. The Phase I report must be structured to support that decision, including a clear statement of findings, options, and risks.
- Program re-validation trigger. If, during the engagement, the consultant's recommended building program or estimated project cost changes by more than ten percent (10%) from figures previously presented to City Council, the consultant shall notify the City in writing and support a re-validation presentation to Council before proceeding on the changed basis. The resulting contract will include this provision, and the City intends to include equivalent triggers in all subsequent project contracts.
- Program and site presented together. The Phase I report shall present the recommended building program and the site evaluation as an integrated package suitable for concurrent Council and stakeholder sign-off, such that no subsequent project-management or design contract need be executed before the program and site are confirmed together.

- Parcel-level rigor. Site work under this Study shall be conducted at the level of specific parcels, not zones or districts. Each candidate site shall carry its own concept massing, site-specific program fit, and preliminary pro forma as described in Task 4.

4.3 Phase I Tasks

4.3.1 Task 1 – Market Demand Analysis

- Inventory and assessment of competing and comparable facilities in the regional market, including capacity, utilization, and general operating profile, and the anticipated impact of a Fayetteville facility entering the market.
- Analysis of market capacity and saturation in the broader region, including supply and demand trends by event type.
- Estimates of annual events and attendance for a Fayetteville convention center by event type (conventions, trade shows, conferences, banquets and social events, government and military-affiliated events, and other relevant profiles), with methodology and data sources disclosed.
- Assessment of state and regional association demand, including the structural requirements of association host cities (function space, single-property or clustered room block, and walkable amenities) and Fayetteville's competitive position, building on the City's preliminary scan.
- Assessment of demand associated with Fort Liberty and military-affiliated organizations, including reunion, association, and official event segments.
- Analysis of whether a new facility would complement or displace existing local facilities, and identification of market constraints or challenges.

4.3.2 Task 2 – Headquarters Hotel Market Analysis (in tandem)

- Economic and lodging market overview for downtown Fayetteville, building on and updating the City's 2024 hotel market study rather than duplicating it, including occupancy, ADR, and RevPAR trends for the competitive set.
- An explicit recommendation on whether an attached or adjacent headquarters hotel is required or advisable for the recommended facility to succeed, including evaluation of a no-new-hotel scenario relying on existing and planned downtown supply, with the pros, cons, and projected facility performance under each scenario.
- If the analysis supports a headquarters hotel, determination of the hotel program, including room count (evaluating the 250–300 key full-service tier indicated by peer projects), meeting space, food and beverage, and brand and service-level positioning.
- Analysis of whether the required headquarters hotel is financially achievable, including induced and displaced demand, estimated stabilized performance, and an explicit determination of whether a public participation gap exists at the required scale, with reference to documented peer-city hotel gap structures.
- Analysis of the relationship between the recommended headquarters hotel and existing and planned downtown hotel supply, including the 125-key project in development on Hay Street.

4.3.3 Task 3 – Building Program and Facility Recommendations

- Recommended building program for the convention center: exhibit and multipurpose space (size, configuration, ceiling height, floor load, column spacing), ballroom and banquet space,

meeting rooms, kitchen and back-of-house, pre-function and registration, service areas, and estimated gross square footage.

- Recommended hotel program elements and the ideal physical relationship between hotel and center (attached, adjacent, or integrated).
- Parking requirements for the combined program and the approach to meeting them.
- Facility positioning relative to the existing regional inventory, including the Crown Coliseum complex and the Crown Expo Center, so that the recommended program complements rather than duplicates existing assets.

4.3.4 Task 4 – Parcel-Level Site Evaluation

- Identification of two to three candidate downtown sites in consultation with the City. The City will make available prior site work, including the three downtown sites reviewed in the 2024 hotel study and the 20-criterion site-evaluation framework developed in the 2021 study, which may be adapted for this purpose.
- For each candidate site: concept-level massing of the recommended center and hotel program on the actual parcel geometry; site-specific program fit including any required program modifications; a preliminary site-specific pro forma; and evaluation against criteria including size and configuration, ownership and acquisition complexity, infrastructure and preparation requirements, visibility and access, linkages to parking, hotels, and downtown amenities, expansion potential, environmental considerations, and cost.
- A comparative ranking of the candidate sites with the basis for the ranking stated. The Study shall not recommend a zone or district in place of specific parcels.

4.3.5 Task 5 – Financial Feasibility and Operating Pro Forma

- Projected operating revenues and expenses for the recommended facility over a twenty (20) year period, by year, including rental, food and beverage, event services, parking, naming and sponsorship, and other revenue lines, and personnel, utilities, insurance, contract services, marketing, maintenance, and administrative expense lines.
- A net operating income statement identifying any projected operating surplus or deficit and the anticipated subsidy requirement, if any, with peer-facility benchmarks for context.
- Cash flow analysis for the headquarters hotel consistent with Task 2, including performance ratios per available and occupied room.
- Recommended pricing, leasing, and operating strategy, including an assessment of operating and governance models (municipal, authority, third-party management, or hybrid).
- An order-of-magnitude capital cost range for the recommended center and hotel program, benchmarked to comparable recent projects and stated as a range with its basis disclosed. A detailed capital cost estimate developed from an actual design is reserved to Phase II.

4.3.6 Task 6 – Funding and Financing Options

- Analysis of funding sources and financing structures for both center and hotel, including the existing 1% prepared food and beverage tax and its bondable capacity (updating the 2021 analysis to current revenues and rates), occupancy tax structures, general obligation and

revenue bonds, tax increment financing, public-private partnership and development agreement structures, state participation, naming rights, and other sources.

- Identification of which options require enabling legislation from the North Carolina General Assembly, and the typical structure and timeline of such authorization.
- Case studies of financing structures used by comparable recently completed or advancing projects, including at least one peer North Carolina project.
- Presentation of pros, cons, and risk allocation for each viable structure. The selection of a funding source is a separate City Council decision and is outside the scope of this Study.

4.3.7 Task 7 – Economic and Fiscal Impact

- Projection of economic impact over a thirty (30) year period, including direct and induced spending, jobs, and income, stated with methodology and multipliers disclosed.
- Fiscal impact on City and County revenues, including sales, occupancy, prepared food and beverage, and property tax effects, and impacts from the construction period.
- Impacts shall be presented alongside, not blended with, the operating pro forma, so that operating performance and destination impact remain distinct in the report.

4.3.8 Task 8 – Deliverables, Presentations, and Engagement

- Stakeholder interviews and engagement as proposed in the work plan, coordinated with a City-designated steering committee anticipated to include City staff, a County liaison, the destination marketing organization, downtown district organizations, economic development organizations, a Fort Liberty liaison, the Chamber, and hotel operators.
- A draft report for City review; a final report in editable and PDF formats; an executive summary suitable for public distribution; and the data and models underlying the projections in a usable format.
- Up to two (2) presentations to City Council (or one work session and one regular meeting), and up to two (2) additional presentations to the steering committee or stakeholder groups.

4.4 Phase II – Optional Pre-Design Continuation

At the City's sole option, exercised only by separate written authorization following an affirmative vote of City Council after delivery of the Phase I report, the consultant may be directed to continue into Phase II. Phase II is anticipated to include: architectural concept development and blueprints for the recommended program on the selected site; a parcel-level site selection recommendation; a capital cost estimate developed from the actual program rather than peer analogies; bond capacity and financing structure development; and public engagement workshops. Proposers shall price Phase II separately per Section 2.4, Tab 5. The City anticipates a Phase II duration of approximately six to nine months if authorized. The resulting contract will state a total not-to-exceed amount encompassing both phases, with Phase II amounts unavailable absent the Council authorization described above.

4.5 City-Furnished Information

Upon notice to proceed, the City will furnish: the 2021 County feasibility study; the 2024 hotel market study; parcel, ownership, zoning, and infrastructure data for candidate sites; current prepared food and

beverage tax collections; and available demographic and tourism data. All information furnished remains the property of the City and may be used solely for this engagement.

4.6 Schedule of Performance

Phase I shall be completed, including delivery of the final report, within one hundred twenty (120) days of notice to proceed, excluding City review periods. The proposal shall include a milestone schedule demonstrating how this will be achieved.

4.7 Pricing Requirements

The City has established a budget not to exceed One Hundred Thousand Dollars (\$100,000) for Phase I services. Proposals with a Phase I fee exceeding this amount may be deemed nonresponsive. Phase II is not included in this figure and is subject to the separate authorization described in Section 4.4; the resulting contract will state a total not-to-exceed amount for both phases. Proposers shall submit a fixed fee for Phase I, broken down by task with hours by staff classification, inclusive of all expenses unless separately itemized as reimbursable at cost with a stated cap. Phase II shall be priced separately as a fixed fee or not-to-exceed amount. The City will withhold final payment of not less than ten percent (10%) of the Phase I fee until acceptance of the final report. Final pricing will be established through the resulting contract.



City of Fayetteville

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

City Council Action Memo

File Number: 26-0479

Agenda Date: 8/3/2026

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: Michael Gibson, Interim Assistant City Manager

FROM: Sheila Thomas-Ambat, Public Services Director
Brian McGill, Assistant Public Services Director - Traffic Services
Taylor Floyd, Budget Director

DATE: August 3, 2026

RE:
Parking Program Recommendations

COUNCIL DISTRICT(S):
District 2 - CM Davis

Relationship To Strategic Plan:

Goal 4: Financially Sound City Providing Exemplary Services

Executive Summary:

During Fiscal Year 2026-27 (FY27) budget discussions Council reduced the General Fund support of the Parking Fund by \$250,000, and directed staff to identify changes in the Parking Fund that would provide revenue to support operations. Staff recommend a phased approach: first, implement targeted changes with minimal community impact; then, work with the City's parking contractor to present a broader set of recommendations mid-year. The contractor's recommendations require additional data analysis and modeling before they can be finalized. These initial staff recommendations are based on currently available data, developed in coordination with the Budget and Evaluation Department.

The initial recommendations include increasing the Hay Street Parking Deck special event rate from \$5 to \$10, adjusting parking citation fees to better align with peer municipalities and simplify the structure, and converting the Bow & Ann Lot from permit-only to paid parking. Together, these changes are estimated to generate approximately \$80,000 in additional annual revenue in a full fiscal year.

Background:

Fiscal Year 2025-26 has not yet closed, so the figures below remain subject to change. FY26 actual revenues total approximately \$600,000 and expenses approximately \$912,000. During the FY27 budget process, staff were directed to move the City's parking program toward higher cost recovery.

To achieve this objective, staff anticipate implementing revisions in two phases. The first phase is anticipated to be completed in early September and will consist of changes staff believe can be implemented with minimal disruption to the community. The second phase is anticipated to be presented to Council midyear FY27, once the

City's parking contractor, currently being selected through an ongoing RFP process, has completed its review and issued recommendations for improving services, increasing revenue, and reducing costs.

The recommendations for the first phase are detailed below.

Special Event Rate

The Hay Street Parking Deck special event rate was initially set at \$10. On May 13, 2019, Council reduced the rate to \$5, consistent with the rate charged at all other City-owned or City-maintained surface lots and parking decks.

Patrons of the Hay Street Parking Deck have expressed surprise that the \$5 special event rate covers the entire day, noting that many other municipalities charge substantially higher event rates. The majority of special-event parking revenue is generated by SEGRA Stadium baseball games. Because the Hay Street Deck is the closest parking facility to the stadium, it functions as premium parking. As customers are offered the same rate at the Hay Street Deck as elsewhere, the Hay Street Deck frequently reaches capacity before other facilities.

While the \$5 special event rate applies to all City-maintained lots, enforcement has historically been concentrated at the Winslow Lot, City Hall Lots 1 and 2, the Franklin Street Parking Deck, the Bow Commons Lot, and the Ray Avenue Lot, balancing staffing costs against expected revenue.

Staff have also observed that, because on-street parking remains free during these events, drivers circle nearby blocks searching for an open space to avoid paying for parking.

In a February 5, 2025 discussion with the Downtown Alliance (DTA), staff understood there to be general support for raising the Hay Street Parking Deck's special event rate to \$10. This position was reaffirmed by the DTA in April 2026. The rationale is that a higher rate at the Hay Street Deck will direct visitors seeking lower-cost parking toward facilities farther from the stadium, distributing demand more evenly across the system.

Staff recommend increasing the Hay Street Parking Deck special event rate from \$5 to \$10. This change alone is projected to generate approximately \$30,000 in additional revenue annually.

Parking Citations

A review of parking program metrics identified "Overtime Street" (Code 16-315) as the most frequently issued violation. This citation applies when a customer pays for parking, the paid time expires, and the vehicle remains parked without payment for additional time.

The current fine for this violation is \$15.00 and has not been revised since 2013. A broader review found that fines for several other violations have not been updated since 1986 or earlier.

To evaluate the City's fee structure against current best practices, staff conducted a peer review of ten comparable municipalities: Charlotte, Raleigh, Greensboro, Durham, Winston-Salem, Cary, Wilmington, High Point, Concord, and Asheville.

This review found that most peer municipalities do not assess two violations currently on the City's fee schedule: "Judgment Fees" and "Repeat Overtime Violation." Staff recommend eliminating both violations and amending the Code of Ordinances accordingly.

The review further found that the City's parking violation fees are generally lower than those of peer municipalities. To support the goal of revenue neutrality, staff recommend increasing citation fees to align more closely with peer city averages. Detailed recommendations and comparative data are provided in the attached "Parking Violation Fee Recommendations" and "Parking Violation Fee Comparison" documents.

Staff recommend citation fees as detailed in the attached schedule. Based on historical citation volume, this change is projected to generate approximately \$50,000 in additional revenue annually.

Parking Lot Transitions

Staff also evaluated potential changes to how certain parking lots are administered and accessed. In this context, a "transition" refers to converting a lot from permit-only to paid parking, from paid to permit-only, or to unenforced status.

Based on available metrics and performance indicators, staff identified five lots that generate little to no revenue, or insufficient revenue to cover the cost of contracted enforcement:

- Russell Lot
- RCW Lot
- Donaldson Lot
- Maxwell Lot
- Bow & Ann Lot

These lots were selected for review based on revenue performance; other City facilities may likewise not fully cover their enforcement costs. Each of the five lots presents distinct circumstances, summarized below.

Russell Lot: A permit-only lot serving primarily the FAST Transit Center, generating no direct revenue by design. Staff recommend no change to its current operation.

RCW 1 Lot: An hourly, publicly accessible lot that also provides contractually required spaces for tenants of the RC Williams Building (formerly PWC). Any change would require review of existing contractual obligations, which staff are currently evaluating. No change is recommended at this time.

Donaldson Lot: An hourly, publicly accessible lot. Following the County's removal of the surface lot in front of the courthouse, staff did not observe a substantive increase

in Donaldson Lot usage-potentially due to walking distance, limited public awareness, or the County directing traffic to a leased lot near First Presbyterian Church. Approximately 36 spaces at this location are paid for under permit by nearby businesses; converting the lot to free, unenforced parking would eliminate this permit revenue. The lot is also designated for the hospitality permit program, which allows downtown employees to purchase reduced-rate permits. Staff recommend no change to its current operation.

Maxwell Lot: Currently subject to a two-hour limit with no parking fee, which limits revenue generation. This lot serves the Transportation Museum; removing the time limit in favor of paid hourly parking could discourage museum visitors, while eliminating the time limit entirely could result in all-day use by downtown employees at the expense of museum patrons. Staff recommend no change to its current operation.

Bow & Ann Lot: A permit-only lot tied to the tenant at 200 Green Street (formerly Wells Fargo). With the building currently vacant, lot usage is minimal. Staff recommend converting this lot from permit-only to paid hourly parking. The associated revenue impact has not yet been quantified.

Summary

With increasing the Special Event Fee for the Hay Street Parking Deck to \$10, increasing the parking citations as recommended, and converting Bow & Ann Lot to become an hourly parking lot, staff expect an increase in parking program revenue of approximately \$80,000 in a full fiscal year. Additional options to increase revenues will continue to be reviewed, with a second set of recommendations to come at the mid-point of our current fiscal year.

While the estimated revenue increase of \$80,000 reflects a full fiscal year, actual revenue realized during the current fiscal year is expected to be lower for two reasons: the special event rate adjustment will not take effect until after the conclusion of the baseball season, and the revised citation fees will be in effect for two fewer months than a full fiscal year. Accounting for these factors, staff estimate the revenue increase for the current fiscal year at approximately \$60,000. This estimate, developed in consultation with the Budget Department, remains preliminary and subject to revision.

Issues/Analysis:

Council has requested staff move the parking program towards full cost recovery. The changes recommended with this presentation will generate additional revenue to offset the cost of parking operations.

Budget Impact:

Incidental cost that will be absorbed by the Signs & Pavement Markings supply budget for the change to the Bow & Ann Parking Lot signs. Staff estimate these changes will generate approximately \$80,000 in additional revenue over a full fiscal year.

Options:

Option 1 - Approve recommended revisions to the Fee Schedule and parking lot transition and add to the August 24, 2026, Consent Agenda for final approval.

Option 2 - Do not approve the recommendations and provide staff with further direction

Recommended Action:

Option 1 - Approve recommended revisions to the Fee Schedule and parking lot transition and add to the August 24, 2026, Consent Agenda for final approval.

Attachments:

Parking Program Recommendations - Presentation.pdf

Parking Violation Fee Comparison.pdf

Parking Violation Fee Recommendations.pdf



Parking Program Recommendations

August 03, 2026

Council was told that to facilitate the Parking contract, it would require revenue increases.

Goal 4: Financially sound City providing exemplary City services.

Staff recommend increasing special event rate for Hay Deck to \$10.

Staff recommend increasing citations based on peer review.

Staff recommend converting Bow & Ann Lot to paid parking.

Special Event Rate

Staff met with the Downtown Alliance in February 2025 and April 2026.

From those meetings, general support was heard for the special event rate to increase to \$10 for only the Hay Deck.

Belief is that the price conscious will park farther away, walk by storefronts, and become eventual shoppers.

Staff recommend increasing special event rate for Hay Deck to \$10.

Peer review shows the City has below average citation penalties.

<u>Violation</u>	<u>Fayetteville</u>	<u>Charlotte</u>	<u>Raleigh</u>	<u>Greensboro</u>	<u>Durham</u>	<u>Winston-Salem</u>	<u>Cary</u>	<u>Wilmington</u>	<u>Concord</u>	<u>Asheville</u>
Backed to Curb Violation	\$ 10.00	\$ 25.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Curb to Sidewalk Violation	\$ 25.00	\$ 25.00	\$ 35.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Fire Hydrant Violation	\$ 25.00	\$ 100.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 100.00	\$ 10.00	\$ 50.00
Fire Lane Violation	\$ 100.00	\$ 100.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 100.00	\$ 50.00
Handicapped Violation	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00
Judgement Fees	\$ 50.00	-	-	-	-	-	-	-	-	-
Left to Curb Violation	\$ 25.00	\$ 25.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Loading Zone Violation	\$ 25.00	\$ 100.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 50.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 30.00
No Parking Zone Violation	\$ 25.00	\$ 25.00	\$ 35.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 25.00	\$ 10.00	\$ 20.00
Overtime Violation (Lots)	\$ 15.00	\$ 25.00	\$ 20.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 25.00	\$ 10.00	\$ 20.00
Overtime Violation (Street)	\$ 15.00	\$ 25.00	\$ 20.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Prohibited Parking Violation	\$ 25.00	\$ 100.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 40.00	\$ 10.00	\$ 20.00
Repeat Overtime Violation	\$ 10.00	-	-	\$ 20.00	-		-	-	\$ 40.00	\$ 40.00
Traffic Obstruction Violation	\$ 25.00	\$ 100.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Within Lines Violation	\$ 15.00	\$ 25.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Electric Vehicle Only Violation	\$ 50.00	\$ 100.00	\$ 50.00	\$ 20.00	\$ 50.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Unattended vehicle	-	\$ 25.00	-	\$ 50.00	\$ 25.00	\$ 30.00	\$ 50.00	\$ 20.00	\$ 10.00	\$ 20.00
Late Payment - First Penalty	\$ 25.00	\$ 25.00	\$ 20.00	\$ 25.00	\$ 10.00	\$ 25.00	\$ 50.00	\$ 15.00	\$ 10.00	\$ 10.00
Late Payment - Second Penalty	-	-	\$ 10.00	\$ 10.00	\$ 25.00	-	-	-	\$ 15.00	\$ 30.00

Staff recommend increasing citations based on peer review.

<u>Violation</u>	<u>Existing</u>	<u>Recommended</u>
Backed to Curb Violation	\$ 10.00	\$ 30.00
Curb to Sidewalk Violation	\$ 25.00	\$ 30.00
Fire Hydrant Violation	\$ 25.00	\$ 50.00
Fire Lane Violation	\$ 100.00	\$ 100.00
Handicapped Violation	\$ 250.00	\$ 250.00
Judgement Fees	\$ 50.00	Remove
Left to Curb Violation	\$ 25.00	\$ 30.00
Loading Zone Violation	\$ 25.00	\$ 30.00
No Parking Zone Violation	\$ 25.00	\$ 30.00
Overtime Violation (Lots)	\$ 15.00	\$ 25.00
Overtime Violation (Street)	\$ 15.00	\$ 25.00
Prohibited Parking Violation	\$ 25.00	\$ 30.00
Repeat Overtime Violation	\$ 10.00	Remove
Traffic Obstruction Violation	\$ 25.00	\$ 30.00
Within Lines Violation	\$ 15.00	\$ 25.00
Electric Vehicle Only Violation	\$ 50.00	\$ 50.00
Unattended vehicle	-	\$ 30.00
Late Payment - First Penalty	\$ 25.00	\$ 25.00
Late Payment - Second Penalty	-	\$ 10.00

Parking Lots Reviewed

Five parking lots reviewed due to no/low revenue.

Of the five, only one can feasibly change at this time.

Bow & Ann Lot is a permit-only lot, whose permits are associated with a currently vacant building.

Staff recommend converting Bow & Ann Lot to paid parking.

September 14 – Staff intend to bring a Parking contract to Council at the regular session for consent

October 1 – Parking enforcement under new contract

December 7 [or] January 4 – Additional parking program recommendations from Contractor are presented to Council at a work session for discussion



Next Steps

Staff intend to bring these recommendations to Council for adoption on August 24.

Require Contractor to review and recommend cost reductions and revenue improvements.





FayettevilleNC.gov

Table 1 – Municipal Comparison for Parking Penalties

Violation	Fayetteville	Charlotte	Raleigh	Greensboro	Durham	Winston-Salem	Cary	Wilmington	High Point	Concord	Asheville
Backed to Curb Violation	\$ 10.00	\$ 25.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Curb to Sidewalk Violation	\$ 25.00	\$ 25.00	\$ 35.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Fire Hydrant Violation	\$ 25.00	\$ 100.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 100.00	Unavailable	\$ 10.00	\$ 50.00
Fire Lane Violation	\$ 100.00	\$ 100.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	\$ 50.00	Unavailable	\$ 100.00	\$ 50.00
Handicapped Violation	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00	Max \$ 250.00
Judgement Fees	\$ 50.00	-	-	-	-	-	-	-	Unavailable	-	-
Left to Curb Violation	\$ 25.00	\$ 25.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Loading Zone Violation	\$ 25.00	\$ 100.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 50.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 30.00
No Parking Zone Violation	\$ 25.00	\$ 25.00	\$ 35.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 25.00	Unavailable	\$ 10.00	\$ 20.00
Overtime Violation (Lots)	\$ 15.00	\$ 25.00	\$ 20.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 25.00	Unavailable	\$ 10.00	\$ 20.00
Overtime Violation (Street)	\$ 15.00	\$ 25.00	\$ 20.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Prohibited Parking Violation	\$ 25.00	\$ 100.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 40.00	Unavailable	\$ 10.00	\$ 20.00
Repeat Overtime Violation	\$ 10.00	-	-	\$ 20.00	-		-	-	Unavailable	\$ 40.00	\$ 40.00
Traffic Obstruction Violation	\$ 25.00	\$ 100.00	-	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Within Lines Violation	\$ 15.00	\$ 25.00	\$ 30.00	\$ 20.00	\$ 30.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Electric Vehicle Only Violation	\$ 50.00	\$ 100.00	\$ 50.00	\$ 20.00	\$ 50.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Unattended vehicle	-	\$ 25.00	-	\$ 50.00	\$ 25.00	\$ 30.00	\$ 50.00	\$ 20.00	Unavailable	\$ 10.00	\$ 20.00
Late Payment - First Penalty	\$ 25.00	\$ 25.00	\$ 20.00	\$ 25.00	\$ 10.00	\$ 25.00	\$ 50.00	\$ 15.00	Unavailable	\$ 10.00	\$ 10.00
Late Payment - Second Penalty	-	-	\$ 10.00	\$ 10.00	\$ 25.00	-	-	-	Unavailable	\$ 15.00	\$ 30.00

Table 2 – Recommended City of Fayetteville Parking Penalties

Violation	Current	Recommended
Backed to Curb Violation	\$ 10.00	\$ 30.00
Curb to Sidewalk Violation	\$ 25.00	\$ 30.00
Fire Hydrant Violation	\$ 25.00	\$ 50.00
Fire Lane Violation	\$ 100.00	\$ 100.00
Handicapped Violation	Max \$ 250.00	Max \$ 250.00
Judgement Fees	\$ 50.00	Remove
Left to Curb Violation	\$ 25.00	\$ 30.00
Loading Zone Violation	\$ 25.00	\$ 30.00
No Parking Zone Violation	\$ 25.00	\$ 30.00
Overtime Violation (Lots)	\$ 15.00	\$ 25.00
Overtime Violation (Street)	\$ 15.00	\$ 25.00
Prohibited Parking Violation	\$ 25.00	\$ 30.00
Repeat Overtime Violation	\$ 10.00	Remove
Traffic Obstruction Violation	\$ 25.00	\$ 30.00
Within Lines Violation	\$ 15.00	\$ 25.00
Electric Vehicle Only Violation	\$ 50.00	\$ 50.00
Unattended vehicle	-	\$ 30.00
Late Payment - First Penalty	\$ 25.00	\$ 25.00
Late Payment - Second Penalty	-	\$ 10.00



City of Fayetteville

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

City Council Action Memo

File Number: 26-0366

Agenda Date: 8/3/2026

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: Jodi Phelps, Assistant City Manager

FROM: Jennifer Ayre, MMC, City Clerk

DATE: August 3, 2026

RE:
Changing the Work Session Start Time from 3:00 p.m. to 2:00 p.m.

COUNCIL DISTRICT(S):
All

Relationship To Strategic Plan:

Goal III: The City of Fayetteville will be a city invested in today and tomorrow.

Executive Summary:

At the May 13, 2026, City Council Policies Review Committee meeting a motion was made with unanimous approval to change the start time of the Work Sessions from 3:00 p.m. back to 2:00 p.m.

At the May 26, 2026, City Council Meeting Council voted unanimously to move this item to a future work session for further discussion.

Background:

City Council approved the 2026 City Council Meeting Dates Calendar by Resolution (R2025-038) during the October 27, 2025, Council Meeting. At the February 9, 2026, Regular Council Meeting a motion was made to change the work session start time from 2:00 p.m. to 3:00 p.m. The motion passed 8-2 with Council Members Davis and McMillan in opposition.

Issues/Analysis:

None.

Budget Impact:

None.

Options:

Approve the change to the Work Session start time from 3:00 p.m. to 2:00 p.m.
Do not approve the change to the Work Session start time from 3:00 p.m. to 2:00 p.m.
Do not approve the change to the Work Session start time from 3:00 p.m. to 2:00 p.m. and provide staff with further guidance.

Recommended Action:

Approve the change to the Work Session start time from 3:00 p.m. to 2:00 p.m.

Attachments:

2026 City Council Meeting Dates Calendar

Resolution R2025-038

February 9, 2026, Regular Meeting Minutes

Draft May 13, 2026, City Council Policies Review Committee Minutes

2026 City Council Meeting Dates

JANUARY

Thurs., Jan 1
Mon., Jan. 5
Mon., Jan. 12
Mon., Jan 19
Tues.-Wed
Jan. 20-21
Wed., Jan. 21
Mon., Jan. 26

New Year's Day—City Offices Closed
Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
MLK Jr. Day - City Offices Closed

Strategic Planning Retreat, Gilmore Recreation Center
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

FEBRUARY

Mon., Feb. 2
Mon., Feb.9
Wed., Feb. 18
Mon., Feb. 23

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

MARCH

Mon., March 2
Mon., March 9
Mon. - Wed.
March 16-18
Wed., March 18
Mon., March 23

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber

NLC Congressional Cities Conference, Washington, D.C.
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

APRIL

Fri., April 3
Mon, April 6
Mon., April 13
Wed., April 22
Mon., April 27

Good Friday - City Offices Closed
Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

MAY

Mon., May 4
Tues.-Thur.,
May 5-7
Mon., May 11
Thurs., May 14
Wed., May 20
Thurs., May 21
Mon., May 25
Tues., May 26

Thurs., May 28

Council Work Session, 2 p.m., Council Chamber

NCLM City Vision — Raleigh
Regular Council Meeting, 6:30 p.m., Council Chamber
Council Budget Work Session, 10 a.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Council Budget Work Session, 10 a.m., Council Chamber
Memorial Day - City Offices Closed
Regular Council Meeting (Budget Public Hearing), 6:30 p.m., Council Chamber
Council Budget Work Session, 10 a.m., Lafayette Room



JUNE

Mon., June 1
Mon., June 8

Wed., June 17
Fri., June 19
Mon., June 22

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber,
Adopt FY 26-27 Budget
Agenda Briefing, 5 p.m., Teams
Juneteenth - City Offices Closed
Regular Council Meeting, 6:30 p.m., Council Chamber

JULY

No City Council Meetings Established
Fri., July 3 **Independence Day - City Offices Closed**

AUGUST

Mon., Aug.3
Mon., Aug. 10
Wed., Aug. 19
Mon., Aug. 24

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

SEPTEMBER

Mon., Sept. 7
Tues., Sept.8
Mon., Sept. 14
Wed., Sept. 23
Mon., Sept. 28

Labor Day - City Offices Closed
Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

OCTOBER

Mon., Oct. 5
Mon., Oct. 12
Wed., Oct. 21
Mon., Oct. 26

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Agenda Briefing, 5 p.m., Teams
Regular Council Meeting, 6:30 p.m., Council Chamber

NOVEMBER

Mon., Nov. 2
Mon., Nov. 9
Wed., Nov. 11
Wed., Nov. 18
Wed.—Sat.
Nov. 18-21
Mon., Nov. 23
Thurs. - Fri., Nov. 26-27

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber
Veteran's Day - City Offices Closed
Agenda Briefing, 5 p.m., Teams

NLC Conference, Nashville, TN
Regular Council Meeting, 6:30 p.m., Council Chamber

Thanksgiving - City Offices Closed

DECEMBER

Mon., Dec. 7
Mon., Dec. 14
Thurs. - Fri. Dec. 24—25

Council Work Session, 2 p.m., Council Chamber
Regular Council Meeting, 6:30 p.m., Council Chamber

Christmas - City Offices Closed

January

Su	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

February

Su	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

March

Su	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April

Su	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May

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City Council Work Session/Meeting Information

- Work Sessions are held at 2 p.m. in the Council Chamber, City Hall, generally on the first Monday of each month.
- Regular meetings are held at 6:30 p.m. in the Council Chamber, City Hall, and the Council's Discussion of Agenda Items is held at 5:30 p.m. preceding the regular meetings in the St. Avoid Conference Room, third floor, City Hall. Regular meetings are broadcast live on FAYTV and are re-broadcasted on Wednesdays following the meetings at 10 p.m. Archived meetings are also available on the City's YouTube channel at www.FayTV.net
- The Public Forum shall be held on the first scheduled regular Council meeting each month, which is usually the second Monday.
- Agenda briefings are held at 5 p.m. via Teams, generally on the third Wednesday of each month. Login information is located on the City's website calendar of events tab.

NLC Conferences	Regular Meeting	Agenda Briefing
NCLM Conference	Work Session	Budget Work Session
	Strategic Planning Retreat	Holidays

Resolution No. R2025-038

RESOLUTION OF THE CITY COUNCIL, CITY OF FAYETTEVILLE, NORTH CAROLINA TO ADOPT THE 2026 CITY COUNCIL MEETING DATES CALENDAR TO CLARIFY THE TIME AND LOCATION OF THE CITY COUNCIL REGULAR MEETINGS

WHEREAS, the Fayetteville City Council has enacted a strategic plan that promotes efficient and effective government; and

WHEREAS, the City's strategic plan includes targets for action that require significant commitments on City resources and time to complete; and

WHEREAS, North Carolina General Statutes require a public body to provide notice of its regular meetings; and

WHEREAS, adopting an annual meeting schedule provides clarity for the Council, staff, and the public regarding the dates and times for the conduct of City business; and

WHEREAS, it is in the best interest of the City to formalize its regular meeting schedule for the calendar year 2026;

NOW THEREFORE, BE IT RESOLVED to adopt the attached calendar titled City Council Meeting Dates to clarify the time and location of the City Council regular meetings for 2026; and **RESOLVES** that any deviations of these regular meetings will be done consistent with the North Carolina Open Meetings Law.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA, this the 27th day of OCTOBER, 2025; such meeting was held in compliance with the Open Meetings Act at which a quorum was present and voting

By: _____

MITCH COLVIN, MAYOR

ATTEST: _____

JENNIFER L. AYRE, CITY CLERK



**FAYETTEVILLE CITY COUNCIL
REGULAR MEETING MINUTES
COUNCIL CHAMBER, CITY HALL
FEBRUARY 9, 2026
6:30 P.M.**

Present: Mayor Mitch Colvin;

Council Members Stephon Ferguson (District 1); Malik Davis (District 2); Antonio Jones (District 3); D. J. Haire (District 4); Lynne Greene (District 5); Council Member Derrick Thompson (District 6); Brenda McNair (District 7); Shaun McMillan (District 8); Deno Hondros (District 9)

Others Present: Douglas Hewett, City Manager
Lachelle Pulliam, City Attorney
Kelly Strickland, Assistant City Manager
Jeffrey Yates, Assistant City Manager
Jodi Phelps, Assistant City Manager
Roberto Bryan, Police Chief
Kevin Dove, Fire Chief
Tiffany Murray, Chief Finance Officer
Willie Henry, Chief Information Officer
John Jones, Office of Community Safety Director
David Scott, Communications Manager
Brian McGill, Assistant Public Services Director
Sheila Thomas-Ambat, Public Services Director
Dereke Planter, Code Enforcement
Tyffany Neal, Transit Director
Christopher Cauley, Economic and Community Development Director
Kimberly Toon, Purchasing Manager
Jennifer Ayre, City Clerk
Leslie Mazingo, CEO and Owner, Strategics Consulting
Kyle Leopard, Managing Director, Strategics Consulting
John Easterling, Government Relations Director, Checkmate Government Relations
Derrick Applewhite, Government Relations Director, Checkmate Government Solutions
Eric Moore, Senior Research Associate, UNC Charlotte Urban Institute (via TEAMS)
Jenny Hutchinson, Senior Research Associate, UNC Charlotte Urban Institute (via TEAMS)
Rachel Jackson-Gordon, Family Resiliency Center, Research Associate, University of Illinois Urbana-Champaign (via TEAMS)
Members of the Press

1.0 CALL TO ORDER

Mayor Colvin called the meeting to order at 6:59 p.m.

2.0 INVOCATION

The invocation was offered by Reverend Gayle Tabor of Crossroads Church.

3.0 PLEDGE OF ALLEGIANCE

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

4.0 ANNOUNCEMENTS AND RECOGNITIONS

Council Member Jones presented a Certificate of Excellence to the E.E. Smith Swim Team for winning the Eastern Sandhills Conference Championship. Council Member Jones also recognized the E.E. Smith Swim Team Coach for being named the men's and women's conference swim team Coach of the Year.

Council Member Haire presented a plaque to the Fayetteville Guard 6U Titans Football Team for their National Championship win in Plant City, Florida and ranked 5th in the nation.

Council Member Haire read a proclamation in honor of Dr. Aaron Johnson for his leadership and services.

Mayor Colvin extended warm wishes to everyone in celebration of Black History Month.

5.0 CITY MANAGER REPORT

Dr. Douglas Hewett, City Manager, invited residents and community partners to the upcoming Murchison Choice Neighborhood Initiative. The meeting is scheduled for Thursday, February 12, 2026, at Senior Center East, 917 Washington Drive.

Dr. Hewett announced City Council will hold a public hearing on Monday, February 23, 2026, at 6:30 p.m. to gather public input on a proposed policy allowing residents to request “No Parking” zones in multi-use lanes.

Dr. Hewett expressed gratitude to the Fayetteville Fire Department for their swift response in extinguishing the fire at a commercial property on Ramsey Street.

6.0 APPROVAL OF THE AGENDA

MOTION: Council Member Hondros moved to approve the agenda.
SECOND: Council Member Haire
VOTE: UNANIMOUS (10-0)

7.0 PUBLIC FORUM

Mr. Jake Provence, 611 Ravencroft Ct, Fayetteville, NC, expressed concerns regarding utility trailer code.

Ms. Melissa Williams, 1210 Morgan Street, Fayetteville, NC, expressed concerns regarding the City’s strategic plan goals.

Dr. Brook Fletcher, 928 Montclair Road, Fayetteville, NC, requested support for family childcare home housing to workforce pilot.

Mr. Benjamin Hultquist, 801 Rim Road, Fayetteville, NC, expressed concerns regarding changes to the public forum.

Ms. Lorena Murray, Lockwood Drive, Fayetteville, NC, expressed concerns regarding changes to the public forum.

Ms. Kristen Starks, 100 Twin Acres Drive, Fayetteville, NC, expressed concerns regarding changes to the public forum.

Mr. Isaac Lacap, 309 Sylvan Road, Fayetteville, NC, expressed concerns regarding changes to the public forum.

Ms. Angela Freckleton, 5300 Brower Trail, Hope Mills, NC, expressed concerns regarding changes to the public forum.

Ms. Angela Tatum, 404 Pilot Avenue, Fayetteville, NC, expressed concerns regarding data centers.

8.0A CONSENT AGENDA

MOTION: Council Member McMillan moved to approve the consent agenda with the exception of Items 8.0A2 120.9 proposed, 8.0A3 addresses 484 Tacoma, and 905 Anarine Road, and 8.0A6
SECOND: Council Member Hondros
VOTE: UNANIMOUS (10-0)

8.0A1 Approval of Meeting Minutes:
January 5, 2026 – Work Session
January 12, 2026 – Discussion of Agenda Items
January 12, 2026 – Regular
January 14, 2026 – Special
January 21, 2026 – Agenda Briefing

City Council approved the five draft meeting minutes.

**8.0A2 Approve City Council Policies Review Committee Recommendations to City Council Policies ~~120.09~~, 160.10, and 165.3.
Policy 120.09 PULLED FOR A SEPARATE VOTE**

City Council approved rescinding City Council Policy 165.3 and replacing it with the newly created City Council Policy 160.10. Policy 160.10 establishes the City of Fayetteville's authority and procedures for reducing speed limits in school zones, as granted by North Carolina General Statute § 20-141.1. The policy ensures consistency and uniformity in how school speed zones are created, evaluated, and maintained, in accordance with the North Carolina Department of Transportation's "Standard Practice for Establishing a School Speed" (S-14, revised January 15, 2026).

The policy outlines responsibilities among NCDOT, Cumberland County Schools, and the City of Fayetteville for establishing, approving, funding, and maintaining school zones and related equipment. While NCDOT approves school zones for public schools and Cumberland County Schools maintains associated flashers, the City is responsible for school zones not maintained by those entities. The policy also defines cost responsibilities, maintenance obligations, reuse or ownership of equipment, and affirms the City's right to revise or remove school speed zones and related infrastructure based on changing conditions or roadway improvements.

**8.0A3 Approve Ordinances for Uninhabitable Structures: Demolition Recommendations
~~484 Tacoma Court – District 4~~ PULLED FOR A SEPARATE VOTE
511 S Eastern Boulevard – District 2
~~905 Anarine Road – District 2~~ PULLED FOR A SEPARATE VOTE
3634 Thorndike Drive – District 3**

City Council approved demolitions of one commercial structure and one residential structure deemed dangerous.

511 S Eastern Boulevard – District 2

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 511 S. EASTERN BOULEVARD, PIN 0446-09-2995. ORDINANCE NO. NS2026-001

3634 Thorndike Drive – District 3

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 3634 THORNDIKE DRIVE, PIN 0429-95-5812. ORDINANCE NO. NS2026-002

8.0A4 Approval of Professional Service Contract Execution Recommendation for \$1,827,735 for the design of the Arran Lake West Dam Overtopping Protection Project

City Council authorized the execution of an engineering services contract in the amount of \$1,827,735 for the design of Arran Lakes West Dam Overtopping Protection Project to the consulting firm Hazen and Sawyer.

8.0A5 Approve FAST's 2026 Public Transportation Agency Safety Plan (PTASP) Update

City Council approved the Fayetteville Area System of Transit's 2026 Public Transportation Agency Safety Plan (PTASP) update. This safety plan guides transit to more effectively and proactively manage safety risks in their system. The PTASP is also required to continue to receive FTA funding.

8.0A6 PULLED FOR A SEPARATE VOTE

8.0A7 Approve Bid Recommendation for Tokay Park Pickleball Conversion Project

City Council approved the award and authorized the City Manager to execute a contract for the Tokay Park Pickleball Conversion Project with the lowest responsive, responsible bidder, K & C Contractors, Inc., in the total amount of \$674,000.00.

8.0A8 Authorize the City Manager to negotiate and enter into a contract for pre-construction activities for Fire Station No. 9 Construction Manager at Risk Selection

City Council authorized the City Manager to negotiate and enter into a contract for pre-construction activities for Fire Station No. 9 with Swinerton as the Construction Manager at Risk.

8.0A9 PWC – Approve Sole Source Recommendation – Spare Parts for Existing on-Load Tap Changers (OLTC)

City Council approved the sole source recommendation to purchase spare parts for existing on-load tap changers (OLTC) from Reinhausen Manufacturing, Inc, the sole provider in North Carolina, in the amount of \$178,691.04, and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

8.0A10 PWC – Approve Sole Source Request – Purchase Distribution Transformers (Overhead, Single-Phase Padmount, and three-Phase Padmount)

City Council approved the sole source request to purchase Distribution Transformers (Overhead, Single-Phase Padmount, and Three-Phase Padmount) from ERMCO (Electric Research Manufacturing Company) of Dyersburg, Tennessee, in the amount of \$690,155.00 and authorize the CEO/General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

8.0A11 PWC – Approve Bid Recommendation – Gas Turbine 6 IR Load Gearbox Parts and Repair

City Council approved the award for the purchase of Gas Turbine 6 IR Load Gearbox Parts and Repair to Philadelphia Gear Corporation, Huetown, AL, the lowest responsive and responsible bidder, and in the best interest of PWC, in the total amount of \$529,997.00, and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

8.0A12 PWC – Approve Bid Recommendation – BABA Galvanized Steel Transmission Poles

City Council approved the award recommendation for purchase of BABA Galvanized Steel Transmission Poles to M. D. Henry Co., Inc., Pelham, AL, the lowest responsive, responsible bidder and in the best interests of PWC in the total amount of \$3,265,995.00 and authorize the CEO/General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

8.0A13 PWC – Approve Recommendation to Reject Non-Conforming Bids – Switch, Recloser Bypass, Cross Arm Assembly, 3 Phase

City Council approved the recommendation to reject non-conforming bids for the Switch, Recloser Bypass, Cross Arm Assembly, 3 Phase.

8.0A14 PWC – Approve Recommendation to Reject Non-Conforming Bids – Three Phase Padmount Transformers

City Council approve the recommendation to reject non-conforming bids for the Three Phase Padmount Transformers.

8.0A15 PWC – Approve Recommendation to Reject Non-Conforming Bids – Cable, 1/0 ALCN EPR 25KV, 1/C

City Council approve the recommendation to reject non-conforming bids for the Cable, 1/0 ALCN EPR 25KV, 1/C. Non-conforming bids were received from Border States Electric,

Greenville, SC, Wesco Distribution, Inc, Clayton, NC, and Utility Service Agency Inc, Wake Forest, NC.

8.0A16 PWC – Approve Recommendation to Reject Non-Conforming Bids – Cable, 1/0 ALCN EPR 25KV, 1/C

City Council approve the recommendation to reject non-conforming bids for the Cable, 1/0 ALCN EPR 25KV, 1/C. Non-conforming bids were received from Border States Electric, Greenville, SC, Wesco Distribution, Inc, Clayton, NC, Nextgen Metals, Inc., South Korea, Bell Electrical Supply Co. Inc., Peachtree Corners, GA, and American Wire Group, LLC, Columbia

8.0A17 PWC – Approve Resolution for Permanent Pipeline Easement, Temporary Construction Easements and a License Rights to Piedmont Natural Gas Company, Inc.

City Council adopted the resolution for a Permanent Pipeline Easement, Temporary Construction Easements and a License Rights to Piedmont Natural Gas Company, Inc.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA AUTHORIZING THE CONVEYANCE OF A PERMANENT PIPELINE EASEMENT, TEMPORARY CONSTRUCTION EASEMENTS AND LICENSE RIGHTS TO PIEDMONT NATURAL GAS COMPANY, INC. RESOLUTION NO. R2026-003

8.0A18 PWC – Phase 5 Annexation Area 29 Preliminary Assessment Resolution to be Adopted and Public Hearing

City Council adopted the Preliminary Assessment Resolution for Phase 5 Annexation Area 29 and hold the public hearing on March 23, 2026.

PRELIMINARY ASSESSMENT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA FOR THE EXTENSION OF THE SANITARY SEWER COLLECTION SYSTEM IN ALL OR A PORTION OF THE STREETS WITHIN AREA 29 OF THE PHASE 5 ANNEXATION LISTED ON EXHIBIT “A”. RESOLUTION NO. R2026-004

8.0A19 PWC – Phase 5 Annexation Area 30 Preliminary Assessment Resolution to be Adopted and Public Hearing

City Council adopted the Preliminary Assessment Resolution for Phase 5 Annexation Area 30 and hold the public hearing on March 23, 2026.

PRELIMINARY ASSESSMENT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA FOR THE EXTENSION OF THE SANITARY SEWER COLLECTION SYSTEM IN ALL OR A PORTION OF THE STREETS WITHIN AREA 30 OF THE PHASE 5 ANNEXATION LISTED ON EXHIBIT “A”. RESOLUTION NO. R2026-005

8.0A20 PWC – Phase 5 Annexation Area 31 Preliminary Assessment Resolution to be Adopted and Public Hearing

City Council adopted the Preliminary Assessment Resolution for Phase 5 Annexation Area 31 and hold the public hearing on March 23, 2026.

PRELIMINARY ASSESSMENT RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA FOR THE EXTENSION OF THE SANITARY SEWER COLLECTION SYSTEM IN ALL OR A PORTION OF THE STREETS WITHIN AREA 31 OF THE PHASE 5 ANNEXATION LISTED ON EXHIBIT “A”. RESOLUTION NO. R2026-005

8.0B ITEMS PULLED FROM CONSENT

8.0A2 Approve City Council Policies Review Committee Recommendations to City Council Policies 120.09.

Council Member McMillan expressed concerns of restricting resident’s rights and lack of formal public input due to the proposed amendments to City Council Policy 120.09 for the Public Forum and recommended accommodations.

Ms. Lachelle Pulliam, City Attorney stated a regular meeting of the Council is regularly occurring, which includes the Work Session. The City Council Calendar lists the Work Session as a meeting it is just titled Work Session as opposed to a Regular Meeting.

Mayor Pro Tem Thompson and Council Member Hondros provided background on the multiple times the policy had been discussed during the Council Policies Review Committee meetings over the last couple of years.

Discussion ensued.

MOTION: Council Member McMillan moved to table City Council Policy 120.09 proposed amendments to a future work session to allow for comprehensive public input and legal review.

SECOND: Council Member Ferguson

VOTE: **FAILED (2-8)** Opposed: Colvin, Davis, Jones, Haire, Greene, Thompson, McNair, and Hondros

Discussion ensued.

MOTION: Council Member Thompson moved to change the work session start time from 2:00 p.m. to 3:00 p.m. and begin Announcements and Recognitions at 6:15 p.m. with public forum immediately after, leave the sign up to end at 5:00 p.m. the day of the meeting, and approve remaining changes to City Council Policy 120.09

SECOND: Council Member Ferguson

VOTE: **PASSED (8-2)** Opposed: Davis and McMillan

8.0A3 Approve Ordinances for Uninhabitable Structures: Demolition Recommendations
484 Tacoma Court – District 4
905 Anarine Road – District 2

City Council approved demolition ordinances with a 60-day stay for two residential properties deemed dangerous. This will allow the property owners a longer time to work on addressing the code violations.

484 Tacoma Court – District 4

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 484 TACOMA COURT, PIN 0408-68-9291. ORDINANCE NO. NS2026-003

905 Anarine Road – District 2

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 905 ANARINE ROAD, PIN 0428-61-2382. ORDINANCE NO. NS2026-004

MOTION: Council Member Haire moved to keep 484 Tacoma Court and 905 Anarine Road to provide an additional 60 days for staff to work with the property owners

SECOND: Council Member Davis

VOTE: **UNANIMOUS (10-0)** (Council Member McMillan's vote counts in the affirmative due to unexcused absence.)

8.0A6 Authorization to Apply for Fiscal Year 2025 Choice Neighborhood Implementation Grant and Appropriate Additional Funding for the Application

Mr. Christopher Cauley, Economic and Community Development Director, stated staff have been working on the Choice Neighborhood Grant since 2020, when Fayetteville was one of eleven cities that won a national planning grant to incorporate mixed-income, affordable housing, and market-rate housing into the redevelopment of Murchison Road. The City then worked on applying for \$41 million of a \$50 million implementation grant. The City was

shortlisted but ultimately did not receive the award. Most municipalities are not awarded the grant on their first application.

The new grant opportunity is now out, and applications are due March 6, 2026. This involves redevelopment of Murchison Townhomes at Rosemary and the Elliot Circle property, as well as neighborhood-wide projects and infrastructure, to include advancing plans around trails and parks. The Housing Authority has recruited a nationally recognized mixed-income housing developer to partner in the community. Staff is reviewing the feedback provided by the U.S. Department of Housing and Urban Development (HUD) from the last application to be addressed in order to be a winner this year. The maximum grant is \$26 million. Staff will be requesting from Council funding and a commitment to work with partners on the Choice Neighborhood Implementation Grant effort.

Discussion ensued.

Mr. Cauley stated the City is guided by federal regulation called the Uniform Relocation Act, that says we cannot displace people using federal money. Every person in an area targeted for redevelopment has first right to return, as well as come up with a plan for them while the redevelopment takes place which includes meeting with them to determine the best place for them to live while the redevelopment takes place.

MOTION: Council Member Haire moved to authorize staff to apply for the Fiscal Year 2025 Choice Neighborhood Implementation Grant for the Murchison Road area and adopt Budget Ordinance Amendment 2026-5 and Special Revenue Project Ordinance Amendment 2024-11.

SECOND: Council Member Greene

VOTE: UNANIMOUS (10-0)

9.0 REPORTS FROM BOARDS AND COMMISSIONS

9.01 Annual Report – Fayetteville Advisory Committee on Transit (FACT)

Mr. Austin Campbell, Fayetteville Advisory Committee on Transit (FACT) Chair, presented this item with the aid of a PowerPoint presentation and stated the mission of FACT is to advise Council. Mr. Campbell reviewed the membership and the current metrics on fixed route and paratransit ridership, collisions, road calls, and valid complaints. Accomplishments include the ribbon cutting for the electric buses and charging infrastructure, the new express route to western Fayetteville, and the Title VI Fare and Service Equity Analysis. The Transit Feasibility Study is expected to be presented to Council at next month's Work Session. Revenue vehicle replacements show that fixed routes have 33 buses, of which 15 have exceeded their useful life. Paratransit has 21 buses, of which 18 have exceeded their useful life. Ongoing challenges include the need for transit operators, bus mechanics, and an aging fleet.

Discussion ensued.

MOTION: Council Member McMillan moved to accept the Fayetteville Advisory Committee on Transit annual report

SECOND: Council Member Greene

VOTE: UNANIMOUS (10-0)

10.0 STAFF REPORTS

10.01 Adoption of the 2026 State Action Agenda

Ms. Jodi Phelps, Assistant City Manager, introduced Mr. John Easterling and Derrick Applewhite, Government Relations Directors with Checkmate Government Solutions. Ms. Phelps stated this is the second year on the two-year legislative cycle, this is because this is the second year of biennium and start of the short session. The priorities align closely with Council's strategic priorities.

Mr. Easterling stated Checkmate has had the privilege of representing the City for the past six years in Raleigh at the state level. Mr. Easterling provided an overview of upcoming legislative focus areas to include the primary session, state budget, property tax discussions, housing and zoning, Hurricane Helene funding and Medicaid funding.

Funding needs for the City include \$4 million for mental health co-response, homeless support, and community-based violence interruption. \$2 million for affordable and workforce housing initiatives. \$500,000.00 for a transportation connectivity study specifically focused on I-

685, rails, and surface transportation. \$5 million for sewer and water extension support. \$10 million for pedestrian safety projects. \$1 million for workforce development initiatives. \$3 million for a public safety training center. \$2 million for the Cape Fear River Park Trail Extension Phase II. \$2 million for solid waste and transit facility modernization and improvements.

Policy requests include equitable tax distribution among local government entities; recruitment and retention initiatives, specific to extending the Law Enforcement Officers Separation Allowance to firefighters; ghost gun regulations, and dam infrastructures for Arran Lakes West and College Lakes.

Discussion ensued.

MOTION: Council Member Thompson moved to adopt the 2026 State Action Agenda
SECOND: Council Member Jones
VOTE: UNANIMOUS (10-0)

10.02 Adoption of the 2026 Federal Action Agenda

Ms. Jodi Phelps, Assistant City Manager, introduced Ms. Leslie Mozingo, CEO and Owner, and Mr. Kyle Leopard, Managing Director with Strategics Consulting. Ms. Mozingo stated they have been the City's federal lobbyist for the past seven years. Ms. Mozingo reminded Council that anything that did not get finished this year will have to be reapplied for. The biggest emphasis is to take Council priorities and ensure the language lines up with the priorities of the current administration and leadership.

Ms. Phelps stated much like the State agenda, the federal priorities did not change much and continue to follow the strategic plan priorities. Transportation and Infrastructure includes the airport, public transportation, and infrastructure; Housing and Community Development includes Choice Neighborhoods, fair housing assistance, HOME, HOPWA, and CDBG funding, and blight removal and neighborhood revitalization; Public Safety includes School Resource Officer and school safety programs, Office of Community Safety programs, public safety recruitment, firefighter cancer benefits, and PFAS disposal; Economic and Community Development and Quality of Life includes active duty military and Veteran support, next generation workforce, airport corridor improvement and economic development, and I-685 connectivity.

Mr. Leopard stated across all opportunities, Strategics is continually trying to assess the City's goals and align potential federal opportunities to move the projects forward. This is done by identifying and pursuing federal grants and other funding opportunities, developing strong relationships with members of the congressional delegation and federal agencies, and monitoring of legislative and regulatory issues.

Discussion ensued.

MOTION: Council Member Thompson moved to accept the 2026 Federal Action Agenda
SECOND: Council Member McNair
VOTE: UNANIMOUS (10-0)

11.0 PUBLIC HEARINGS

11.01 Public Hearing on Owner's Request for Removal from Downtown Municipal Service District

Mr. Christopher Cauley, Economic and Community Development Director, stated this public hearing is required by general statute based on a request from a property owner to be removed from the Downtown Municipal Service District. Ms. Lachelle Pulliam, City Attorney stated this is required under North Carolina General Statute 160A-538.1 which states upon the request from a property owner for removal the City Council must schedule a public hearing for consideration of removal from the district.

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

Mr. Ed Croot, 220 Hugh Shelton Loop, Fayetteville, NC, spoke in favor of this item.

Mr. Joe Jackson, 220 Hugh Shelton Loop, Fayetteville, NC, spoke in favor of this item.

Dr. Jimmie Riggins, 220 Hugh Shelton Loop, Fayetteville, NC, spoke in favor of this item.

There being no further speakers, the public hearing was closed.

Mayor Colvin asked what an immediate remedy for the property owners that is are still being charged a tax. Dr. Douglas Hewett, City Manager, stated solid waste fees were removed, but as outlined in the agenda item the State Statute speaks to how properties enter and exit the district and that there must be a finding that they do not benefit to the extent of others.

Discussion ensued.

MOTION: Council Member Davis moved to send this to the Council Policies Review Committee to formulate a policy for removal from the Municipal Service District

SECOND: Council Member Haire

VOTE: PASSED (9-1) Opposed: Mayor Colvin

12.0 OTHER ITEMS OF BUSINESS

12.01 Receive Fire Station #4 Construction Defect Assessment Report from ABS

Mr. Steve Moore, President Meritus of Applied Building Sciences (ABS) provided his professional background and stated ABS offers forensic architectural services with experience in architectural, structural, civil, and roofing disciplines. In August 2025, ABS was requested to review Fire Station 4 for construction defects and provide recommendations for future utilization of the building.

The governing codes require fire stations be designed and constructed with higher degree of design requirements than residential houses because, during a natural disaster, a fire station must be able to withstand the weather. Therefore, it is imperative that a fire station be strictly built in correspondence with the approved plans, specifications, North Carolina (NC) building code, and other construction documents. If questions develop during construction, there is a process for the contractor to follow, called a Request for Information, which is submitted to the architect and engineer for clarification or revision. They are not allowed to ignore the building plans, specifications, or building codes.

Mr. Moore stated no City staff, or City Council, was responsible in the management of the construction project. They were involved in monitoring the process and taking action as needed and warranted. The architect, Stewart Cooper Newell, was hired for design and limited construction administration. In addition, they were required to visit the site monthly to evaluate ongoing issues and address compliance, questions, or issues. Froehling and Robertson were hired as a third-party construction administration service to complete special inspections required by the NC building codes. Brawley Construction had full responsibility of managing the day-to-day operations and construction of the project.

ABS reviewed available documents to identify possible building components that were not specially incorporated in accordance with the NC building code requirements. Possible components that did not receive the special certifications include construction of the masonry pours, tie beam reinforcements, installation of diamond dowels, field welded beam splices, welder certifications and qualifications, structural steel connections, construction of the apparatus bay training columns, and construction of light gauge metal framing. ABS evaluated and provided their professional opinion on the roof assembly and structure, interior and exterior concrete masonry walls, exterior cast stone, interior concrete slabs, pre-engineered metal building, light gauge metal framing, domestic drainage pipe systems, MEP systems, and industrial hygiene. Mr. Moore stated it is the opinion of ABS that repairs are neither economically practical or technically feasible and recommends the existing building, substructure, superstructure, foundations, and remaining systems be demolished.

Discussion ensued.

Council Member McMillan recommended having further open conversation so that residents are aware of the project and how we can ensure this does not take place again. Council Member Greene stated there was third-party oversight on this project based on recommendations from construction management and direction from Council after addressing previous projects, which is the reason why the City has as much documentation as we have.

MOTION: Council Member Hondros moved to accept the Fire Station #4 Construction Defect Assessment Report and recommendations from ABS and have staff come back with additional details of recommendation.

SECOND: Council Member Haire
VOTE: UNANIMOUS (10-0)

12.02 Receive Presentation on the Cost of Gun Violence Study

Mr. John Jones, Office of Community Safety Director, introduced Dr. Eric Moore, Senior Research Associate, UNC Charlotte Urban Institute.

Dr. Moore presented this item with the aid of a PowerPoint Presentation and introduced Dr. Jenny Hutchinson, Research Associate, UNC Charlotte Urban Institute, and Dr. Rachel Jackson-Gordon, Family Resiliency Center, Research Associate, University of Illinois Urbana-Champaign. Dr. Moore recognized the City of Fayetteville, Fayetteville Police Department, and community partner, thegroupTheory, Inc.

The project purpose was to gain a more complete and robust understanding of gun violence in Fayetteville and recommend feasible and relevant prevention strategies. The research team employed a mixed method approach; focusing on the landscape of firearm violence, estimated cost affiliated with gun violence, and community perception. Non-violent and violent crime rates were reviewed and overall, there was a decline between 2022 and 2024, but there was monthly volatility. Non-violent crime had a 14 percent (%) decrease and violent crime had a 40% decrease. Gun violence was reviewed from a nuanced approach, comparing gun violence between areas that have ShotSpotter and those that do not. For areas that do not have ShotSpotter, researchers focused on census tracts that were statistically similar to the areas with ShotSpotter to ensure comparisons were fair and results reliable. While the ShotSpotter areas did see a higher level of gun violence compared to the average neighborhoods, when compared to the statistically similar areas, the difference in violent and non-violent crime rates were not statistically significant.

Dr. Hutchinson stated the real cost of gun violence is the loss of lives and the pain of their family members and community. When the economic consequences of gun violence are examined, gun violence can then be quantified on how expensive it is in the community. Researchers reviewed 1,033 incidents that occurred in 2024 with 185 resulting in some form of death or injury. The data is then applied to a series of nation-and-state-wide proxy variables to estimate the cost of gun violence. Four categories assessed included criminal justice system costs, medical expenses, employer productivity loss, and quality of life. The total economic cost of gun violence in the City of Fayetteville was estimated to be \$465,902,217.00 in 2024.

Dr. Hutchinson stated there were five main themes within the community perception research:

- Negative perception of neighborhoods contribute to disinvestment, which may create an environment that facilitates gun violence.
- Gun culture and exposure contribute to an environment that presents opportunities for unsafe gun-related activities, specifically around safe gun usage and normalization of violence.
- The community has concerns about the return on investment for ShotSpotter and wants more information.
- Youth development factors drive gun violence and are opportunities for prevention.
- Consistent community engagement is needed within communities and across sectors to support prevention of gun violence.

Dr. Jackson-Gordon stated the most dominate message was a hopeful message about prevention and that it takes people working together and being deeply invested with people from the community leading the way.

Dr. Moore stated the research team took the various research methods and combined them into a more cohesive understanding for integrated findings. While higher than citywide averages, residents' experiences and data show comparable levels of gun violence across peer neighborhoods; young adults (18-24 years old) and gun violence are often tied together; and perceived widespread firearm access is seen as a significant issue.

Dr. Moore provided the five recommendations from the study, but highlighted that the study has additional recommendations.

- Recording and categorizing data to account for the intentionality of the incident and more explicitly capture the relationship between victim and offender.

- Expand prevention strategies in and outside ShotSpotter areas by seeking the support of local organizations.
- Invest in local programs that focus on early prevention by building skills, employment pathways, mentorship, and safe spaces.
- Offer gun safety courses, hands-on demonstrations, and resources on best practices for gun ownership.
- Reframe the conversation around gun violence to provide more context to help people understand the systemic factors.

Mr. Jones recognized that the City already pays a hefty price for the cost of gun violence and that research demonstrates a well implemented community safety and violence prevention strategy consistently produce strong returns on investment by reducing justice system involvement, medical costs, and lost productivity. The data tells us we are spending far more reacting to gun violence than we are in preventing it.

Discussion ensued.

MOTION: Council Member Davis moved to accept the report.
SECOND: Council Member Haire
VOTE: UNANIMOUS (10-0)

13.0 ADJOURNMENT

There being no further business, the meeting adjourned at 11:25 p.m.

Respectfully submitted,

JENNIFER L. AYRE
City Clerk
020926

MITCH COLVIN
Mayor

**FAYETTEVILLE CITY COUNCIL
REGULAR MEETING MINUTES
COUNCIL CHAMBER, CITY HALL
MAY 26, 2026
6:30 P.M.**

Present: Mayor Mitch Colvin;

Council Members Stephon Ferguson (District 1); Malik Davis (District 2); Antonio Jones (District 3); D. J. Haire (District 4); Lynne Greene (District 5); Derrick Thompson (District 6) (arrived at 6:34 p.m. departed at 8:10 p.m.); Brenda McNair (District 7); Shaun McMillan (District 8); Deno Hondros (District 9)

Others Present: Douglas Hewett, City Manager
Lachelle Pulliam, City Attorney (via TEAMS)
Victoria Curtis, Assistant City Attorney
Jeffrey Yates, Assistant City Manager
Jodi Phelps, Assistant City Manager
Michael Gibson, Interim Assistant City Manager
Roberto Bryan, Jr., Police Chief
Kevin Dove, Fire Chief
Tiffany Murray, Chief Financial Officer
Gerald Newton, Development Services Director
Jerry Clipp, Human Resource Development Director
David Scott, Communications Manager
Jennifer Baptiste, Ombudsman
Kimberly Toon, Purchasing Manager
Andrew Mansell, Senior Assistant to the City Manager
Richard King, PWC Chairman
Timothy Bryant, PWC President and CEO
Jennifer Ayre, City Clerk
Members of the Press

1.0 CALL TO ORDER

Mayor Colvin called the meeting to order at 6:30 p.m.

2.0 INVOCATION

The invocation was offered by Rabbi Scott Klein, U.S. Army Chaplain.

3.0 PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by the Mayor and City Council. The National Anthem was sung by Ms. Nishi Chatatwala.

4.0 ANNOUNCEMENTS

Council Member Jones announced the opening of Roots of Resilience Community Farmers Market at 4616 Murchison Road, Fayetteville, NC. The market is open on the 2nd and 4th Thursdays of the month from 5:30 p.m. – 8:30 p.m.

Council Member Jones announced Heroes of Cumberland County, a performance by select youth of Cumberland County Schools, presented by Greater Life of Fayetteville scheduled for Friday, May 29, 2026, 6:30 p.m. – 8:00 p.m. and Saturday, June 6, 2026, 2:00 p.m. – 4:00 p.m. at Fayetteville Technical Community College, Tony Rand Student Center, 2200 Hull Road, Fayetteville, NC.

Council Member Jones extended birthday wishes to his father in celebration of his 85th birthday.

Council Member Ferguson announced the 4th Annual Picnic in the Park at Lake Rim Park, 2214 Tar Kiln Drive, Fayetteville, NC, on Sunday, June 7, 2026, 3:00 p.m. – 8:00 p.m.

5.0 CITY MANAGER REPORT

Dr. Douglas Hewett, City Manager, announced the next Doug in the District is scheduled for Thursday, May 28, 2026, at 6:00 p.m. at New Life Bible Church, 1420 Hoke Loop Road, Fayetteville, NC.

Dr. Hewett announced the ribbon cutting ceremony for The Courts at Glenville Lake, 730 Filter Plant Drive, Fayetteville, NC, is scheduled for June 3, 2026, at 10:00 a.m.

Dr. Hewett recognized and announced the upcoming retirements of several valued members of the City of Fayetteville. Their years of dedicated service, leadership, and commitment have made a lasting impact on our City and our community.

Mr. Terrance Roberson, Street Maintenance Supervisor, 39 years of service.
Mr. Derrick Bowens, Infrastructure Technology Solutions Officer, 25 years of service.
Mr. Lemuel Ivey, Fire Captain, 40 years of service.
Mr. Anthony Mathis, Equipment Operator, 17 years of service.
Ms. Patricia Johnson, Permit Technician Supervisor, 14 years of service.
Ms. Kisha Deal, 911 Communicator Supervisor, 22 years of service.
Ms. Diana Engel, Forensic Technician, 21 years of service.
Mr. James Roper, Transit Supervisor, 28 years of service.
Mr. Timothy Ake, Fire Lieutenant, 31 years of service.
Ms. Michele Smith-Riordan, Community Engagement Manager, 25 years of service.
Mr. Darryl Smith, Equipment Operator III, 5 years of service.

6.0 APPROVAL OF THE AGENDA

MOTION: Council Member Hondros moved to approve the agenda.
SECOND: Council Member Haire
VOTE: UNANIMOUS (10-0)

7.0A CONSENT AGENDA

MOTION: Council Member McMillan moved to approve the consent agenda with the exception of Items 7.0A2, 7.0A4, and 7.0A12 for an up or down vote.
SECOND: Council Member Ferguson
VOTE: UNANIMOUS (10-0)

7.0A1 Approval of Meeting Minutes:

May 4, 2026 – Work Session
May 11, 2026 - Discussion of Agenda Items
May 11, 2026 - Regular
May 14, 2026 – Budget Work Session

City Council approved the four draft meeting minutes.

7.0A2 PULLED FOR A SEPARATE VOTE

7.0A3 Adopt Resolution Authorizing a Lease for the Central District Office of the Fayetteville Police Department

City Council adopted a resolution to authorize a property lease at 3811 Sycamore Dairy Road for the Central District Office of the Fayetteville Police Department. The current lease will expire on June 30, 2026, and the City would like to continue leasing the building and enter into a new five-year agreement. The new lease also adds a 192 square foot building for storage in addition to the current 7,000.00 square foot building. The rent will be \$9,385.00 monthly with an approximate 1.5 percent (%) increase annually during the term of the lease.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA AUTHORIZING A LEASE AGREEMENT FRO THE CENTRAL DISTRICT OFFICE OF THE POLICE DEPARTMENT LOCATED AT 3811 SYCAMORE DAIRY ROAD. RESOLUTION NO. R2026-029

7.0A4 PULLED FOR A SEPARATE VOTE

7.0A5 P26-10: A request to rezone the property at 2025 Hope Mill Rd (0416123213000)

consisting of 0.31 acres and owned by Franco, Kimberly from Single Family Residential 10 (SF-10) to Office & Institutional (OI).

City Council approved the rezoning of 0.31 acres at 2025 Hope Mills Road from Single Family 10 (SF-10) to Office and Institutional (OI). The surrounding properties are a mixture of detached-single family homes and various forms of businesses that occupy either OI or Limited Commercial (LC). The Future Land Use Plan 2040 (FLUP) designates the property to be Office and Institutional (OI). On April 14, 2026, the Zoning Commission voted unanimously to recommend City Council approve this conditional rezoning request.

7.0A6 P26-16. Rezoning of seven parcels currently zoned as Downtown 2 (DT-2) (REID numbers 0437249598000, 0437342994000, 0437344946000, 043735419000, 0437345972000, 0437345969000, and 0437355055000), addressed as 227 Fountain Head Lane/150 Robeson Street, 615 Franklin Street, 625 Hay Street, 0 Hay Street, 116 Robeson Street, 0 N/A Drive, and 621 Hay Street; five parcels zoned Community Commercial (CC) (REID numbers 0531814927000, 0531811468000, 051716373000, 0531717651000, and 0531718967000), addressed as 6387 Ramsey Street, 0 Drive, 6369 Rosser Drive, 6387 Rosser Drive, and 0 Driver; two parcels zoned Office and Institutional (REID numbers 0416966493000 and 0416879025000), addressed as 1638 Owen Drive and 3416 Melrose Road; two zoned Limited Commercial (LC) (REID numbers 0426061055000 and 0407980597000), addressed as 3360 Village Drive and 1930 Skibo Road; and one parcel zoned as Downtown 1 (DT-1) (REID number 0437440908000) addressed as 101 Robeson Road to a Medical Arts Campus District (MAC) and removing properties from the Hospital Overlay District, totaling over 50 acres ± and being the properties of the Cumberland County Hospital System, Inc, represented by Macklyn Sellers.

City Council approved the rezoning of over fifty (50) acres on seven parcels to a new zoning district - the Medical Arts Campus Zoning District (MAC) and remove the current Hospital Overlay District. The hospital properties include the Main Campus on Owen Drive, Downtown Campus on Robeson, Skibo Healthplex, and the Ramsey Street/Andrews Road Complex. The Future Land Use Plan (FLUP) designates the subject properties as Office/Institutional (O/I), Downtown (DTMXU), Regional Center (RC), and Community Center (CC). The rezoning to MAC matches the general intent of the Future Land Use Plan and the Unified Development Ordinance. On April 14, 2026, the Zoning Commission voted unanimously to recommend City Council approve this conditional rezoning request.

7.0A7 P26-17. Conditional Rezoning of a parcel addressed as 120 N. Cool Springs Street, REID number 0437738825000 currently zoned as Downtown - 2 (DT-2) to Downtown - 2/Conditional Zoning (DT-2/CZ), consisting of .42 acres ± and being the properties of the J & L REI Holdings, LLC., represented by Jonathan Acevedo.

City Council approved the conditional rezoning of 0.47 acres at 120 North Cool Springs Street from Downtown-2 (DT-2) to Downtown 2/Conditional Zoning (DT-2/CZ). The rezoning was approved with the conditions of increasing the maximum density allowed for the property from four (4) units to ten (10) units as consistent with the Downtown - 1 (DT-1) zoning district. The property is designated as Downtown (DTMXU) development on the City's 2040 Future Land Use Map. Development of this property with a use allowed in the DT - 2 zoning district is consistent with the intent and guiding policies of the Future Land Use Plan. On April 14, 2026, the Zoning Commission voted unanimously to recommend City Council approve this conditional rezoning request.

7.0A8 Adopt Ordinances for Uninhabitable Structures: Demolition Recommendations

**104 Fleishman Street – District 4
419 Hall Street – District 2
429 Chatham Street – District 2
1701 North Street – District 2**

City Council adopted demolition ordinances for four residential structures deemed dangerous.

104 Fleishman Street – District 4

**AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA
REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH**

RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 104 FLEISHMAN STREET, PIN 0419-20-9979. ORDINANCE NO. NS2026-014

419 Hall Street – District 2

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 419 HALL STREET, PIN 0437-61-2196. ORDINANCE NO. NS2026-015

429 Chatham Street – District 2

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 429 CHATHAM STREET, PIN 0437-56-3989. ORDINANCE NO. NS2026-016

1701 North Street – District 2

AN ORDINANCE OF THE CITY COUNCIL OF FAYETTEVILLE, NORTH CAROLINA REQUIRING THE CITY BUILDING INSPECTOR TO CORRECT CONDITIONS WITH RESPECT TO, OR TO DEMOLISH AND REMOVE A STRUCTURE PURSUANT TO THE DWELLINGS AND BUILDINGS MINIMUM STANDARDS CODE OF THE CITY OF FAYETTEVILLE, NC, 1701 NORTH STREET, PIN 0438-64-2424. ORDINANCE NO. NS2026-017

7.0A9 Adoption of Special Revenue Fund Project Ordinance 2026-13 to Appropriate McKinsey Settlement Funds

City Council adopted Special Revenue Fund Project Ordinance 2026-13 to appropriate \$18,306.00 for the opioid strategies funded by McKinsey Settlement Funds. The City of Fayetteville received the funds from recent litigation concerning the national opioid epidemic.

7.0A10 Adopt Resolution to Convey Real Property and Issue Loans for the Affordable Single-Family Housing Development Program

City Council adopted a resolution authorizing the conveyance of sixteen City-owned residential lots and the issuance of related HOME Investment Partnerships Program construction loans under the City's Affordable Single-Family Housing Development Program. The conveyed lots are 203 and 205 B Street, 304, 306, and 308 South Cool Spring Street, 329 Cross Creek Street, 205 Deep Creek Road, 330 and 332 Lincoln Drive, and 208, 215, 216, 217, 220, 224, and 226 Nimocks Avenue.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA TO CONVEY REAL PROPERTY AND ISSUE LOANS FOR THE AFFORDABLE SINGLE-FAMILY HOUSING DEVELOPMENT PROGRAM. RESOLUTION NO. R2026-030

7.0A11 Accept the Juvenile Restitution Program Grant Awarded from North Carolina Department of Public Safety and Adopt Special Revenue Fund Project Ordinance Amendment

City Council accepted the Juvenile Restitution Program Grant Award and adopted Special Revenue Fund Project Ordinance 2026-10 to appropriate \$92,273.00 for personnel and operating costs of the Fayetteville-Cumberland Juvenile Restitution Program. The \$92,273.00 appropriation includes the \$65,795.00 grant award, the City's local match of \$15,951.00 and Cumberland County's local match of \$10,527.00.

7.0A12 PULLED FOR A SEPARATE VOTE

7.0A13 Authorize the City Manager to execute a contract awarding the In-Ground Bus Lift Equipment Purchase and Installation to C&A Equipment Services, Inc. in the amount of \$209,270.00

City Council authorized the City Manager to execute a contract awarding the in-ground bus lift equipment purchase and installation to C&A Equipment Services in the amount of \$209,270.00.

7.0A14 PWC - Approve Bid Recommendation - Coating Repairs to the 1 MG Clinton Road Elevated Water Storage Tank

City Council approved the construction award for the Coating Repairs to the 1 MG Clinton Road Elevated Water Storage Tank to Utility Service Co., Inc, Perry, GA, the lowest responsive, responsible bidder and in the best interests of PWC, in the total amount of \$600,500.00, and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

7.0A15 PWC - Approve Bid Recommendation - Materials Contract for Construction Ops and Storms

City Council approved the purchase award recommendation for the Materials Contract for Construction Ops and Storms to Crowder Trucking LLC, Fayetteville, NC, the lowest responsive, responsible bidder and in the best interests of PWC in the total amount of \$264,700.00 and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

7.0A16 PWC - Approve Sole Source Recommendation - Distribution Transformer Purchase

City Council approved the Sole Source Recommendation for PWC's Electrical Engineering and Construction Department to purchase specific equipment pursuant to a sole source exception to the competitive bidding requirements.

The approval authorizes a one (1) year sole source agreement with the option to renew for two (2) additional one (1) year terms for the purchase of Distribution Transformers (Overhead, Single-Phase Padmount, and Three-Phase Padmount) manufactured by Electric Research Manufacturing Company (ERMCO) of Dyersburg, Tennessee for Fiscal Years 2027, 2028, and 2029, and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

7.0A17 PWC - Approve purchase award recommendation for purchase of Water Treatment and Water Reclamation Chemicals Annual Contract Year 2026

City Council approved the purchase award for Water Treatment and Water Reclamation Chemicals Annual Contract Year 2026 and each contract may be extended for an additional one-year period upon the agreement of both parties and authorize the CEO and General Manager of the Fayetteville Public Works Commission to execute for that purpose the contract for its purchase.

7.0B ITEMS PULLED FROM CONSENT

7.0B2 Approve Work Session Start Time from 3:00 p.m. to 2:00 p.m.

MOTION: Council Member McMillan moved to send this item to a future Work Session.

SECOND: Council Member Davis

VOTE: UNANIMOUS (10-0)

7.0B4 Revised Charter and Reconstitution of the Community Public Safety Advisory Board (CPSAB)

Council Member McMillan stated many of the changes to the Community Public Safety Advisory Board Charter are positive and recognizes a holistic approach to community safety rather than focusing on police, but requested the requirement to participate in the Police Citizens Academy be removed from the charter.

MOTION: Council Member McMillan moved to adopt revised charter and reconstitution of the Community Public Safety Advisory Board, with the removal of the Police Citizens Academy requirement.

The motion died for lack of a second.

MOTION: Council Member McMillan moved to send this item to a future Work Session

The motion died for lack of a second.

MOTION: Council Member Thompson moved to adopt the revised charter and reconstitution of the Community Public Safety Advisory Board.

SECOND: Council Member Haire

VOTE: PASSED by a vote of 8 in favor to 1 in opposition (Council Member McMillan)

7.0B12 Authorize the City Manager to renew the Memorandum of Agreement with Cumberland County Schools to provide Resource Officer (SRO) and Traffic Control Officer (TCO) – Renewal of memorandum of Agreement with Cumberland County Schools

Council Member McMillan stated the renewal of the School Resource Officers (SROs) is more serious than what should be on the consent agenda and needs further examination.

Dr. Douglas Hewett, City Manager, stated the contract largely remains the same with a few additions. The agreement is for three one-year renewals and the full funding of the SROs and Traffic Control Officers (TCOs) is the responsibility of Cumberland County Schools (CCS). Additionally, it identifies the schools within the City of Fayetteville where SROs will be provided, clarifies the roles of SROs and TCOs and states that, with the support of CCS, the Office of Community Safety (OCS) will work collaboratively with the school system. Discussion ensued.

MOTION: Council Member McMillan moved to send this item to a Work Session.

SECOND: Council Member Greene

VOTE: FAILED by a vote of 2 in favor to 8 in opposition (Mayor Colvin, Council Members Davis, Jones, Haire, Greene, McNair, Thompson and Hondros)

MOTION: Council Member Thompson moved to approve the renewal of the Memorandum of Agreement with Cumberland County Schools to provide School Resource Officer (SRO) and Traffic Control Officer (TCO)

SECOND: Council Member Haire

VOTE: PASSED by a vote of 8 in favor to 2 in opposition (Council Members Ferguson and McMillan)

8.0 REPORTS FROM BOARDS AND COMMISSIONS

8.01 Receive the Personnel Review Board Report

Mr. Jerry Clipp, Human Resources Development Director, stated the Personnel Review Board is comprised of six members from the community and meets to hear post termination appeals. The board only meets and convenes when a hearing is requested. The board has only met twice in six years, with the last hearing having been held in November 2025.

MOTION: Council Member Haire moved to receive the Personnel Review Board Report.

SECOND: Council Member Jones

VOTE: UNANIMOUS (10-0)

8.02 Receive the Fayetteville Public Works Annual Report

Mr. Richard King, Fayetteville Public Works Commission (PWC) Chairman, presented the Fayetteville Public Works Annual Report and stated it is a four-member board. PWC is strong, reliable, award-winning, and forward-looking through strong governance, strategic investments and community partnerships. In 2025, PWC celebrated 120 years and in Fiscal Year 2025, PWC provided \$52 million in contributions in support of the City of Fayetteville that reflects PWC's ongoing commitment to strengthen the City's infrastructure, economic growth, and quality of life. Other key investments include \$31.2 million in annexation related infrastructure and debt service, \$11.9 million in payment-in-lieu of taxes, \$4 million in supporting

street lighting, and \$2.3 million in storm drainage improvements. Community assets include FayTV and shared parking infrastructure.

PWC received the American Public Power Association's Reliable Public Power Diamond Level Award for the 7th year, American Public Power Associations' Safety Award of Excellence, North Carolina Partnership for Safe Water 25-year Director's Award, North Carolina One Water Distribution Overall System of the Year Award and Waste Water Collections Large System of the Year Award, and eighth place in the National Association of Fleet Administrator's Top 100 Fleets in America Award.

PWC electric reliability metrics remain one of the best in the industry, experiencing less than one outage on average annually, with an average outage duration of 31 minutes. Continued modernization projects include smart substations, upgrades in automation technology, and an ongoing sub-transmission system improvement. The Butler Warren Generation Plan remains one of the community's greatest assets with a 98 percent (%) availability factor through a power supply agreement with Duke Energy Progress.

PWC continues to deliver drinking water that exceeds national standards and has experienced fewer sewer overflows and watermain breaks than the national average. Key water and wastewater improvement initiatives include investments into advanced treatment systems to help address emerging contaminants such as per- and polyfluoroalkyl substances (PFAS) by securing \$83.5 million in funding. PWC continues to support Phase V annexation expansion, expanding infrastructure for drinking water to Grays Creek and Alderman Road Elementary Schools, and opposed the Fuquay-Varina Interbasin transfer. PWC continues to collaborate with Fayetteville State University and Fayetteville Technical Community College to establish a regional training center supporting green economy jobs.

Discussion ensued regarding PFAS, forever chemicals, and future renewable power delivery opportunities.

MOTION: Council Member Haire moved to receive the Fayetteville Public Works Annual Report.
SECOND: Council Member Davis
VOTE: UNANIMOUS (10-0)

9.0 PUBLIC HEARINGS

9.01 Public Hearing on the Renaming of North Street Baseball Field to Coach Donald Bennett Field

Mr. Michael Gibson, Interim Assistant City Manager, presented this item with the aid of a PowerPoint presentation and stated this is for the renaming of a baseball field at North Street Park for a gentleman who has participated in making Parks and Recreation a better place for kids to participate in and strengthening young men and women. The park will remain named North Street Park, and the name change will only be for the baseball field. The Parks and Recreation Board endorsed the renaming of the baseball field.

Discussion ensued.

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

There being no speakers, the public hearing was closed.

MOTION: Council Member Davis moved to approve the renaming of the North Street Baseball Field to the Coach Donald Bennett Baseball Field.
SECOND: Council Member Hondros
VOTE: UNANIMOUS (10-0)

9.02 Text Amendments to Article 30 of the Unified Development Ordinance to include Medical Arts Campus Zoning District

Ms. Jennifer Baptiste, Ombudsman, and Mr. Chester Green, Senior Planner, presented this item with the aid of a PowerPoint presentation and stated the text amendments would define and create the Medical Arts Campus (MAC) Zoning District, add the MAC to the use table, adopt applicable development standards, and establish definitions for the district. The zoning district will include the zoning district, use standards, buffer types, and exterior lighting

standards. Staff have worked diligently with Cape Fear Valley Hospital staff to create the standards.

Ms. Baptiste stated anyone seeking to rezone to the new district would require a minimum of five acres. Increased height and reduced setbacks will also be allowed for development. This would allow rear setbacks of three feet, or twenty feet if it is adjacent to residentially zoned property. Mr. Green stated the use table will allow for many of the Office and Institutional (OI) uses but provides the additional uses for a pharmacy with or without a drive-through, blood tissue centers, drug and alcohol treatment facility, and other minor uses. An additional accessory use that is not currently allowed in OI is for food trucks. The development standards for buffering would be the same as the current requirements for the hospital of a Type D when abutting single family residential, a Type A buffer when abutting multifamily residential, or no buffer when abutting commercial. The exterior lighting uses allow for an increase in pole height of 30-foot instead of 20-foot.

There would be no City capital cost or General Fund expenditures with this adoption. The regulation changes only define the district, identifies allowed uses, sets development standards, and identifies uses that require a special use permit. On March 17, 2026, the Planning Commission voted unanimously to recommend approval of the proposed Text Amendment as presented.

Discussion ensued.

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

Mr. Mack Sellers, 1638 Owen Drive, Fayetteville, NC, spoke in favor of this item.

There being no further speakers, the public hearing was closed.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-3, ZONING DISTRICTS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-011

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-3, ZONING DISTRICTS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-012

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-3, ZONING DISTRICTS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-013

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-3, ZONING DISTRICTS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-014

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-4, USE STANDARDS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-015

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-4, USE STANDARDS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-016

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-5, USE STANDARDS,

UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-017

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING VARIOUS SUBSECTIONS OF ARTICLE 30-5, USE STANDARDS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-018

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAYETTEVILLE AMENDING ARTICLE 30-9, DEFINITIONS, UNDER CHAPTER 30, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA. ORDINANCE NO. S2026-019

MOTION: Council Member Hondros moved to approve the text amendments to Article 30 of the Unified Development Ordinance to include Medical Arts Campus Zoning District.
SECOND: Council Member Ferguson
VOTE: UNANIMOUS (10-0)

9.03 Public Hearing on the Proposed Fiscal Year 2026-2027 Annual Operating Budget and Capital and Technology Improvement Plans

Mr. Jeffrey Yates, Assistant City Manager, presented this item with the aid of a PowerPoint presentation and stated this is the statutorily required public hearing. This allows residents to give feedback on the proposed budget. The City Manager presented the proposed budget two weeks ago and the Capital Improvement Plan (CIP) on April 8, 2026. The proposed budget and CIP are posted online for review, and transparency tools are also online.

The recommended tax rate is 47.95 and is a three-cent tax increase. The overall total budget is down by half a percent from \$325 million last year to \$323 million. Expenditures by department and General Fund investments were presented. Investments of an additional penny for operations has 52 percent (%) in safe and secure community, 22% in diverse and strong economy, 18% in desirable place to live, work, and play, 5% in a financially strong City with high-quality services, and 1% in community and business engagement.

The recommended CIP is for two cents and has about \$97 million in projects recommended for Fiscal Year 2027. Over the life of the CIP including appropriations today there has been over \$670 million in projects. The additional pennies for capital projects include 45% for transit, 31% for public safety, 18% for general government capital projects, and 6% for Parks and Recreation.

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

Mr. Benjamin Hultquist, 801 Rim Road, Fayetteville, NC, spoke in favor of this item.

Mr. Toriano Riddick, 404 Pilot Avenue, Fayetteville, NC, spoke in favor of this item.

Ms. Bobbie Burgess, 2108 Constitution Drive, Fayetteville, NC, spoke in opposition of this item.

Mr. Kurt Ballash, 701 Murray Hill Road, Fayetteville, NC, spoke in opposition of this item.

Ms. Lisette Rodriguez, 1701 Cherokee Drive, Fayetteville, NC, spoke in opposition of this item.

There being no further speakers, the public hearing was closed.

10.0 EVIDENTIARY HEARINGS

10.01 SUP26-01: Special Use Permit to allow Transitional Housing at 707 Murchison Road containing 3.62 acres owned by UNITED GOSPEL FELLOWSHIP COVENANT MINISTRIES.

Mr. Craig Harmon, Senior Planner, presented this item with the aid of a PowerPoint Presentation and stated this is in District 3 at 707 Murchison Road by Bishop Jerry Porter to

request transitional housing. The property was an assisted living facility previously and includes offices. The current zoning is a mix of Mixed Residential 5 (MR-5), Office and Institutional (OI), and Limited Commercial (LC). Much of the property is in the 100-year floodplain and the Future Land Use Map calls for the property to be Parks and Open Space. There is also a floodway located on portions of the property. Building is not permitted in the floodway but can be built in the floodplain, however, some of the existing buildings are in the floodway. Photos of the surrounding properties were presented.

The proposed use generally aligns with adopted City objectives related to corridor reinvestment, neighborhood stabilization, community development, and the expansion of community-serving services. The proposed facility is intended to provide workforce support, life-skills development, mentorship, and 40-bed transitional housing services that promote personal stability and self-sufficiency.

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

Bishop Jerry Porter, 707 Murchison Road, Fayetteville, NC, spoke in favor of this item and stated the vision is to provide a structural, transitional environment that restores dignity, stability, accountability, and hope to men in need. The proposed project meets all of the required findings of fact because it complies with the Unified Development Ordinance, it will not disturb the surrounding community through structured mentorship, the program will not endanger public health or safety because clear rules, supervision, and structured programming will be in place, it will support the City's goals related to community development and homelessness, it will not harm the surrounding community value because structured transitional programs help individuals achieve stability, and the applicant commits to comply with all applicable City, State, and Federal laws and regulations.

Mr. John Russell, 5546 Ridgecrest Drive, Hope Mills, NC, spoke in favor of this item.

There being no further speakers, the public hearing was closed.

Council Member Haire requested clarification on what can be done in a floodway and floodplain. Mr. Harmon stated the current structures can be utilized on the property, but there could be issues if there is a flood and nothing new is permitted to be built in the floodway.

MOTION: Council Member Davis moved to approve the Special Use Permit to allow Transitional Housing on residentially zoned property conforming to the current Unified Development Ordinance standards using the existing structure, as presented by staff, based on the standards of the City's development code and the evidence presented during this hearing. And that the application is consistent with applicable plans because: (1) the development is located in an Office and Institutional (OI) zoning district and (2) that this use complies with the findings listed below and (3) the proposed permit is in the public interest because the proposed SUP does fit with the character of the area.

This Special Use Permit shall become effective with the approval of the Order of Findings by the City Council. The Special Use Permit shall expire one year from its effective date if a building permit is not issued within that time.

1. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards because the site will house no more than 40 residents;
2. The special use will be in harmony with the area in which it is located because the property will be professionally managed and maintained contributing to the overall appearance and stability of the corridor;
3. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved because the facility will comply with all applicable building, fire, and life-safety codes, including occupancy limits, emergency egress, and required inspections prior to operation;
4. The special use is in general conformity with the City's adopted land use plans and policies because the public benefit and quality of life supports self-sufficiently, reduces negative social outcomes, and enhances the quality of life for residents within the community;

5. The special use will not substantially injure the value of the abutting land, or the special use is a public necessity because the use will not introduce conditions typically associated with negative impacts on property value such as excessive noise, uncontrolled traffic or congestion, outdoor storage or industrial activity, and unsupervised or disorderly gatherings; and
6. The special use complies with all other relevant City, State, and Federal laws and regulations because the structure will meet all applicable North Carolina Building Code and Fire Code requirements, including occupancy limits, life-safety measures, emergency egress, and fire inspections.

SECOND: Council Member Jones

VOTE: UNANIMOUS (9-0)

10.02 SUP26-02 Evidentiary Hearing for a Special Use Permit to allow for Salvage or Junkyard at 610 E Russell Street (0437915580000) owned by Russell Street, LLC.

Mr. Craig Harmon, Senior Planner, presented this item with the aid of a PowerPoint Presentation and stated the property is owned by Russell Street, LLC, who is requesting a special use permit (SUP) for a salvage/junkyard for 10.91 acres at 610 East Russell Street in District 2. The property is located on East Russell Street and Highway 301. The property is currently zoned Industrial and borders Mixed Residential 5 (MR-5) and other industrial properties are located across the road. The Future Land Use Map calls for the property to be Industrial Employment Center (OI/EC). Photos of the subject and surrounding properties were presented.

Ms. Victoria Curtis, Assistant City Attorney, stated the City consents to striking the previously submitted City Staff report. Staff's presentation should be factually only and should not include any recommendations. Council's decision should be based only on the evidence presented during the hearing.

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

Ms. Robin Tatum, Attorney, stated she is an attorney with Smith Anderson in Raleigh and is representing the applicant. Ms. Tatum presented a PowerPoint presentation regarding the property, including the zoning, the request for a salvage/junkyard special use permit, surrounding property uses, and case law on recycling centers and salvage/junkyards. Ms. Tatum stated she would call three expert witnesses and Mr. Dan Walls, the owner of the property, will be available to answer any additional questions if needed.

Ms. Tatum stated the applicant purchased the property in 2023 with the original plan to rent it to an industrial user or clean it up. The property has had a lot of vandalism and trespassing that make it difficult to repair the property unless someone is on site daily. The request is to allow for a salvage/junk yard that will accept discarded materials, such as scrap metal, paper, and wood, to be sorted and made smaller and then taken by truck to Sanford, North Carolina. No selling will take place on the property.

Ms. Tatum stated through expert witnesses she plans to prove each finding of fact. The special use complies with all applicable standards, conditions, and specifications in this Ordinance, including in Section 30-4.C, Use-Specific Standards because the concept plan will show layout, setbacks, and landscaping in compliance with other Unified Development Ordinance (UDO) standards, and the applicant is offering a condition that the development shall be in compliance with all applicable standards, conditions, and specifications of the UDO. Property owner will install a 6-foot screening berm with trees planted on top and will visually protect and buffer the Russell Street side and turn the existing fence into a solid opaque fence. The special use will be in harmony with the area in which it is located because the surrounding uses include other industrial and commercial uses. The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved because it will comply with the UDO, Technical Review Committee (TRC) requirements, state and federal regulation, and traffic safety issues. The special use is in general conformity with the City's adopted land use plans and policies because the evidence is the area is deemed commercial and industrial, which is what is being proposed. The property is not in the Central Campbellton Neighborhood Plan, Cape Fear River Plan, or the Downtown Urban Design Plan. Additionally, inconsistency with the comprehensive land plan cannot support the denial of a special use permit based on North Carolina General Statute 160D-501(c) and *American Towers, Inc v. Town of Morrisville*. The special use will not substantially injure the value of the abutting land, or the special use is a public necessity because an expert witness will

present an impact report that shows the special use will not substantially injure the value of the abutting land. The special use complies with all other relevant City, state, and federal laws and regulations because Russell Street has offered a condition of approval that the development shall be in compliance with all standards, conditions, and specifications of the UDO and state and federal law at the time of development.

Mr. Roland Norris, 400 38th Avenue North, Myrtle Beach, SC, spoke in favor of this item as owner of ELM Site Solutions and testified as an expert witness. ELM Site Solutions is a civil and environmental engineering consulting firm. Mr. Norris is a licensed civil engineer on the site plan. Mr. Norris provided an overview of the preliminary sketch plan. Mr. Norris stated based upon the above facts, his training, research, and experience, it is his professional opinion that the proposed salvage yard will be in compliance with applicable standards, conditions, and specifications of the UDO, as well as state and federal law requirements at the time of development. Additionally, the special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved. The affidavit of Roland B. Norris II, that includes Mr. Norris's qualifications, and a site sketch plan was admitted as evidence as Exhibit 1.

Ms. Morgan Cook, 421 Fayetteville Street, Raleigh, NC, spoke in favor of this item as a traffic engineer for Kimley-Horn and testified as an expert witness. Ms. Cook stated a traffic assessment on the proposed site was completed on existing daily traffic volumes and future growth expectations to see the impact of the site to ensure it is within North Carolina Department of Transportation (NCDOT) level of service standards. Additionally, a safety analysis was completed on the site to determine what safety incidents were found through NCDOT Traffic Engineering Accident Analysis Program. It was determined the incident rate is below NCDOT thresholds. Ms. Cook stated based on a review of existing traffic conditions and current traffic and safety data, the land use associated with the proposed SUP is expected to have minimal impact on traffic conditions on the surrounding street network. Likewise, existing roadways in the site vicinity operate at traffic volumes well below their capacities, and a review of traffic incidents indicates no safety concerns in the site vicinity that would warrant further investigation or mitigation. Ms. Cook stated based upon the facts, and upon her training, research, and experience, it is her professional opinion that the proposed salvage yard will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved. The affidavit of Morgan A.R. Cook, that includes Ms. Cook's qualifications and a traffic assessment of the site, was admitted as evidence as Exhibit 2.

Mr. Richard Ryan Shively, 2508 Brandt Forest Court, Greensboro, NC, spoke in favor of this item as principal with Sutton Shively Appraisals. Mr. Shively is a state certified general appraiser, as a residential appraiser since 2006 and commercial appraiser since 2016. Mr. Shively stated the impact analysis report is an analysis of the impact of the proposed use on nearby uses. The method used for an impact analysis is a compared sales analysis by reviewing matched pairs of properties that are impacted by external things and then compare them to similar properties that are not impacted in the same way to determine if there is an impact on property value. Mr. Shively stated he reviewed, analyzed, and signed the report for the proposed Russell Street project. The impact analysis relies on acceptable appraisal methodology including the match pair analyses as well as reasoning for the conclusions. Market impacts of plus or minus 5 percent (%) are within the typical market imperfection and do not support any impact at all. The data supports no impact on adjacent properties or land, particularly given the highest and best uses as industrial and higher density residential in nature. The report offers good support for compatibility for the proposed use and the existing nearby uses, including residential uses, which are set back and buffered from the nearest proposed building by a range of 190-445 feet distance, including vegetation, landscaping, and elevation changes. It will not substantially injure the value of abutting land, and the property will be in harmony with the area in which it is located. The affidavit of Ryan Shively, that includes Mr. Shively's qualifications and impact report, was admitted as evidence as Exhibit 3.

The May 13, 2026, Technical Review Committee Meeting transcript was admitted as evidence as Exhibit 5.

Mr. Dennis Chisum, 3305 Amber Drive, Wilmington, NC, spoke in opposition of this item and stated he and Mr. William Troutman are the owners of All-Climate Control Storage, which abuts the property. Mr. Chisum stated he is not opposed to a salvage junk yard, but the proposed location is not a good location. The proposed junk yard is not in harmony with the clean and secure storage business. It could impact visual blight, noise due to outdoor dismantling, dust, debris, increase theft concerns, could be a fire hazard, and devalue their property.

Mr. William Troutman, 6247 Glynmoor Lakes Drive, Charlotte, NC, spoke in opposition of this item and stated the salvage yard will diminish the downtown area, as well as the improvements they have input into their business. Mr. Troutman shared concerns with potential oil leakage and other environmental contamination concerns.

Cross-examination and discussion ensued.

There being no further speakers, the public hearing was closed.

MOTION: Council Member Davis moved to table this item to the June 8, 2026, Council Meeting.
SECOND: Council Member Hondros
VOTE: PASSED by a vote of 8 in favor to 1 in opposition (Council Member Haire)

Mayor Colvin recessed the meeting at 9:45 p.m. Mayor Colvin reconvened the meeting at 10:01 p.m.

11.0 STAFF REPORTS

11.01 Fayetteville Fire Department 2026 1st Quarter Report

Mr. Kevin Dove, Fire Chief, presented this item with the aid of a PowerPoint presentation and reminded Council that due to federal and state reporting requirements, the Fire Department reports on the calendar year, not the fiscal year. First quarter highlights include welcoming their second crisis response dog “Lucy”, completing the annual physicals and cancer screenings, updated the City Emergency Operations Plan, and participating in Fayetteville Beautiful.

Call volumes increased to a total of 6,892, with March being the busiest month. Emergency medical services and rescue continue to be the highest incident responses at 4,316 and 33 fire responses. Fire calls and medical responses by district was presented. The total response time improved to 7 minutes and 19 seconds and in the 90th percentile. There was a total of 91 structure fires, with many starting in the kitchen and 8 of them being intentionally set, 1 civilian fatality, 10 civilian injuries, and 6 firefighter injuries. The top three losses were 3715 Ramsey Street commercial storage at \$998,101.00, 1014 Windward Cove apartment at \$250,000.00, and 1111 Cagle Court residential structure at \$169,100.00. There was a slight decrease in overall medical responses, but a moderate increase in overdose responses. Total hazardous materials responses increased by one from last year to 66, with 50 being natural gas responses, 3 carbon monoxide responses, and 10 hydrocarbon spill responses.

32 firefighters were recognized for cardiac arrest saves at the Cape Fear Valley Heartfelt banquet that connects the responders and the patient together. There were 2 vacancies at the end of the first quarter in the Fire Marshal’s Office, but at this time are fully staffed. The allotted over hires worked as intended to cover resignations and retirements. There are a handful of retirements upcoming and are preparing to seat the 26.2 academy in late summer. The breakdown of employees by demographics were presented. 12 firefighters have been hired from Academy Class 26.1, and the department has completed 32,303 hours of training. The Fire Marshal’s Office showed increased fire code violations at 6,537, reviewed 621 new plans, conducted 3,678 fire inspections, distributed 1,086 educational flyers, and issued 162 new certificates of occupancy. Top fire code violations include electrical equipment and wiring at 1,269. Community Risk Reduction engaged over 7,000 residents, installed 311 smoke alarms, 73 Carbon Monoxide alarms, checked and installed 171 child safety seats, and taught 61 hands-only Cardiopulmonary Resuscitation (CPR). Smoke Alarms Save Lives flyers are now posted inside buses. The Fire Department will give and install fire alarms for free.

Discussion ensued.

MOTION: Council Member Jones moved to receive the Fire Department 2026 1st Quarter Report
SECOND: Council Member Haire
VOTE: UNANIMOUS (9-0)

11.02 Fayetteville Police Department 2026 1st Quarter Review

Mr. Roberto Bryan, Jr., Police Chief, presented this item with the aid of a PowerPoint presentation and stated there has been an increase of 3 percent (%) in total crime. However, there has been a significant decrease from last year to this year related to homicides by 46%, rape by 46%, and aggravated assault by 8%. There have been 7 homicides, 10 overdoses, and 6 suicides this year. Domestic aggravated assault has increased for misdemeanors by 18% but

decreased by 41% in felonies. This is due to targeted efforts and collaboration with the Phoenix Center. From 35 Soundthinking alerts, 1 gun was recovered and 1 resulted in an arrest. In property crimes, motor vehicle theft decreased by 48%, robbery has decreased by 10%, however, there has been an increase in burglaries by 6% and larceny by 5%.

There has been a significant increase of 86% in field contacts with juveniles but a decrease in incident charges and reports. Incidents include weapons, assaults, drugs, breaking and entering, robbery, shoplifting, motor vehicle theft, and vandalism. However, not all field contacts are negative. The Youth Curfew has seen 13 field contacts and 5 incident reports. The School Resource Officer (SRO) program presents data from August 2025 - March 2026 and has had 334 incident reports and 1,091 calls for service.

Federal and state task force results include 11 individuals federally sentenced, 1 federally indicted, \$284,313.71 seized, and 43 illegal firearms seized. The narcotics seizures included 3.96 kilos of cocaine, 16.16 kilos of methamphetamine, 4.14 kilos of fentanyl/heroin, 402.84 pounds of marijuana, and 12 firearms seized.

There were over 90,000 calls processed by 911 telecommunications and over 50,000 calls dispatched for service. There have been 6 fatal crashes, that included 1 pedestrian, 1 drugs/alcohol related, 2 motorcycles, and 1 speeding related. Traffic stops have increased slightly from last year to 13,907. The demographics of traffic stops between 2025 and 2026 were presented. The search percentages among demographic groups remain similar. Operation Speed Kills 2026 will begin soon, and PD is stepping up enforcement. There were 527 citations with 483 for speeding.

Internal Affairs has addressed 19 use of force, 25 departmental investigations, 7 resident complaints, 8 compliments, 8 vehicle pursuits, 17 crashes, and the resulting dispositions of those investigations were presented. Departmental staffing as of March 31, 2026, included 45 vacant officers, 6 professional staff, 17 911-telecommunicators, 16 part-time positions, for a total of 84 vacancies. The total does not include the 38 frozen police officer positions. Photos from community events were presented that included FascinateU, senior living facilities, school career days, and Basic Law Enforcement Training Graduation.

Discussion ensued.

MOTION: Council Member Davis moved to receive the Police Department 2026 1st Quarter Report.
SECOND: Council Member Haire
VOTE: UNANIMOUS (9-0)

12.0 ADMINISTRATIVE REPORTS

12.01 Fayetteville Cares Day Resource Center FY26 Third Quarter Update

This item was for informational purposes only and not presented.

13.0 ADJOURNMENT

There being no further business, the meeting adjourned at 10:41 p.m.

Respectfully submitted,

JENNIFER L. AYRE
City Clerk
052626

MITCH COLVIN
Mayor



City of Fayetteville

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

City Council Action Memo

File Number: 26-0394

Agenda Date: 8/3/2026

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:

FROM: Council Member Stephon Ferguson

DATE: August 3, 2026

RE:

Council Member Agenda Item Request - Robust Notification System - Council Member Ferguson

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Priority 4 - Evaluate and expand transportation, transit, and other connectivity needs for residents.

Executive Summary:

Desire staff to bring back a thorough assessment and recommended path for a digital connection initiative by exploring the full spectrum of notification system options, including potential vendors, integration with existing City IT systems, implementation approaches, privacy and security considerations, accessibility, multilingual support, budgeting, and a realistic timeline.

Please explore the feasibility of FayConnect - Fayetteville's digital connection initiative

Background:

This item was moved from the June 1, 2026 Work Session to the August 3, 2026 at the request of Council Member Ferguson.

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

City Council Agenda Item Request

FayConnect Summary
FayConnect PowerPoint Presentation

City Council Agenda Item Request

Date of Request: May 14, 2026 **Requester:** Stephon Ferguson

Agenda Item Title: Robust Notification System

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: MarComm, IT, HR

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: June 1, 2026

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

Priority 4 - Evaluate and expand transportation, transit and other connectivity needs for residents.

What do you envision accomplishing with this agenda item request?

Desire for staff to bring back a thorough assessment and recommended path for a digital connection initiative by exploring the full spectrum of notification system options, including potential vendors, integration with existing city IT systems, implementation approaches, privacy and security considerations, accessibility, multilingual support, budgeting, and a realistic timeline.

Additional Comments:

Please explore the feasibility of FayConnect - Fayetteville's digital connection initiative. Attached is a summary supporting the request.

FAYCONNECT Fayetteville's Digital Connection

FY2026 Strategic Priority

4. Evaluate and expand transportation, transit and other **Connectivity** needs for residents.

The City of Fayetteville is actively prioritizing CONNECTIVITY by investing in new sidewalks, expanding public transit, and strengthening pedestrian infrastructure. In our efforts to establish a more connected community, we should strongly consider DIGITAL CONNECTIVITY, investing in our residents via a robust notifications system.

Benefits of FayConnect

1. Supports proactive engagement, trust in City leadership and stronger participation in public initiatives. **2.** Reinforces equitable access to critical updates and reduces information gaps that can leave vulnerable communities behind. **3.** Creates a cohesive, resilient, and well-informed community. **4.** Complements current physical connectivity initiatives as part of the "...other connectivity" efforts outlined in the city's priorities.

By connecting residents through inclusive, timely, and accessible communications, the city ensures that every household — regardless of income, language, or digital capability — remains digitally connected to essential services, safety information, and civic opportunities.

Scope and Capabilities to Consider

Multi-modal Communication: across devices and platforms (Delivering messages simultaneously via voice, SMS, text, email, social media, push notifications.)

Interoperability: integration with existing city IT systems, CRM/persona records, public safety systems, and emergency management platforms.

Geo-fencing: The ability to send alerts to specific, targeted districts/ neighborhoods rather than the whole city, reducing "alert fatigue".

Two-way Communication: Allowing residents to report incidents (FPD currently looking into) or confirm safety, Survey Responses, Feedback Collection.

Accessibility and inclusion: ADA-compliant interfaces, alternative formats, and multilingual support / Automated translation for diverse communities.

Consent and privacy: opt-in processes, data minimization, retention policies, and compliance with applicable laws (e.g., state and federal regulations).

Analytics and reporting: reach, engagement, delivery success, opt-in rates, and feedback loops. **Security:** robust authentication, encryption in transit and at rest, incident response planning. **Cost model:** initial setup, per-message costs, licensing, training, maintenance, and total cost of ownership. Consider unlimited messages, weigh cost and savings.

Governance: policy framework, roles and responsibilities, and change management.

Governance and Oversight Consideration

1. Establish a FayConnect Steering Committee with representatives from: City Manager's Office, Office of Communications, IT, Public Safety, Emergency Management, Public Works, Community Relations, Legal | 2. Define charter, milestones, and reporting cadence to City Council. | 3. Develop a policy framework for opt-in, data retention, and message frequency guidelines.

Conclusion

A modern, robust notification system is not just a technological upgrade; it is a strategic investment that helps create a more informed, engaged, and digitally connected community.

If approved, staff would be tasked to explore the full spectrum of notification system options, including potential vendors, integration with existing city IT systems, implementation approaches, privacy and security considerations, accessibility, multilingual support, budgeting, and a realistic timeline.

A thorough assessment and recommended path should be presented back to Council. Plan a robust public engagement strategy to inform residents about FayConnect and how to enroll. Provide multilingual resources and accessible formats. Consider a 12-18 month phased rollout with clear milestones and feedback loops.

FAYCONNECT

Fayetteville's Digital Connection

FY2026 Strategic Priority

4. Evaluate and expand transportation, transit and other Connectivity needs for residents.



The City of Fayetteville is actively prioritizing CONNECTIVITY by investing in new sidewalks, expanding public transit, and strengthening pedestrian infrastructure. In our efforts to establish a more connected community, we should strongly consider DIGITAL CONNECTIVITY, investing in our residents via a robust notification system.



FAYCONNECT

Fayetteville's Digital Connection

BENEFITS

1. Supports proactive engagement, transparency and trust in City leadership and stronger participation in public initiatives.
2. Reinforces equitable access to critical updates and reduces information gaps that can leave vulnerable communities behind.
3. Creates a cohesive, resilient, and well-informed community.
4. Complements current physical connectivity initiatives as part of the "...other connectivity" efforts outlined in the city's priorities.

FAYCONNECT

Fayetteville's Digital Connection

Scope and Capabilities to Consider



Multi-modal Communication: across devices and platforms (Delivering messages simultaneously via voice, SMS, text, email, social media, push notifications.)

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FAYCONNECT

Fayetteville's Digital Connection



Scope and Capabilities to Consider Cont.

Two-way Communication: Allowing residents to report incidents (FPD currently looking into) or confirm safety, Survey Responses, Feedback Collection.

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FAYCONNECT

Fayetteville's Digital Connection

Analytics and reporting: reach, engagement, delivery success, opt-in rates, and feedback loops.

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Cost model: initial setup, per-message costs, licensing, training, maintenance, and total cost of ownership. Consider unlimited messages, weigh cost and savings.

Governance: policy framework, roles and responsibilities, and change management.

FAYCONNECT

Fayetteville's Digital Connection



Governance and Oversight Consideration

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FAYCONNECT

Fayetteville's Digital Connection



Conclusion

A modern, robust notification system is not just a technological upgrade; it is a strategic investment that helps create a more informed, engaged, and digitally connected community.

If approved, staff would be tasked to explore the full spectrum of notification system options, including potential vendors, integration with existing city IT systems, implementation approaches, privacy and security considerations, accessibility, multilingual support, budgeting, and a realistic timeline. Include plans for a robust public engagement strategy to inform residents about FayConnect and how to enroll. Consider a 12-18 month phased rollout with clear milestones and feedback loops.



City of Fayetteville

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

City Council Action Memo

File Number: 26-0420

Agenda Date: 8/3/2026

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: August 3, 2026

RE:

Council Member Agenda Item Request - Coordination of Feeding Programs - Mayor Colvin

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Priority 1 - Ongoing Commitment to a Comprehensive Approach to Community Safety.

Executive Summary:

Streamline process for congregate feedings using preset locations with trash support.

Redirecting process from public green spaces and parks to more suitable sites with partners such as Salvation Army, etc.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

Council Member Agenda Item Request



City Council Agenda Item Request

Date of Request: June 17, 2026 **Requester:** Mayor Colvin

Agenda Item Title: Coordination of Feeding Programs

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: _____

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: _____

Which City Council Priorities within the Strategic Plan does this request directly support?

Priority 1 - Ongoing Commitment to a Comprehensive Approach to Community Safety.

What do you envision accomplishing with this agenda item request?

Streamline process for congregate feedings using preset locations with trash support.

Redirecting process from public green spaces and parks to more suitable sites with partners such as Salvation Army, etc.

Additional Comments:



City of Fayetteville

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City Council Action Memo

File Number: 26-0421

Agenda Date: 8/3/2026

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: Mayor Mitch Colvin

DATE: August 3, 2026

RE:

Council Member Agenda Item Request - Cliffdale West Fire Hydrant Placement - Mayor Colvin

COUNCIL DISTRICT(S):

District 8

Relationship To Strategic Plan:

Goal 1: The City of Fayetteville will be a safe and secure community.

Priority 1: Develop a comprehensive approach to community safety

Executive Summary:

Request staff research costs associated with roadway repairs, private property restoration, grading, or utility relocations in order to add 14 new fire hydrants in Cliffdale West at locations proposed by the Fire Marshal.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

Cliffdale West Hydrant Placement Report



City Council Agenda Item Request

Date of Request: June 16, 2026 **Requester:** Mayor Colvin

Agenda Item Title: Cliffdale West Fire Hydrant Placement

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: _____

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: August 3, 2026

Which City Council Priorities within the Strategic Plan does this request directly support?

Goal 1: The City of Fayetteville will be a safe and secure community.

Priority 1: Develop a comprehensive approach to community safety

What do you envision accomplishing with this agenda item request?

Request staff research costs associated with roadway repairs, private property restoration, grading, or utility relocations in order to add 14 new fire hydrants in Cliffdale West at locations proposed by the Fire Marshal.

Additional Comments:

See attached memo.

Date: June 15, 2026
To: Mitch Colvin, Mayor
Through: Kevin Dove, Fire Chief
From: Justin McLaurin, Fire Marshal
Subject: Cliffdale West Hydrant Placement Report

Mayor Colvin,

At your request, I have conducted a thorough review and field assessment of the existing fire hydrants within the “Cliffdale West” neighborhood. As part of this evaluation, I considered the age of the development (constructed in the 1970s), as well as the subsequent commercial and residential growth that has occurred in the surrounding area.

As you know, the neighborhood was originally developed within Cumberland County as part of the Lake Rim community. The area was subsequently annexed into the City of Fayetteville in the early 2000s. At the time of development, the neighborhood was developed in compliance with the applicable codes and standards, as evidenced by the approvals granted by the responsible code officials.

If additional hydrants are considered, their placement will present challenges due to the existing hydrant distribution and the need to identify locations that both enhance fire department operations and satisfy the spacing and coverage requirements of Section 507.5.1 of the NCFC.

As a result of this assessment, if this neighborhood was developed based on the current NCFC, it would require different hydrant spacing. I have identified 14 proposed locations for new fire hydrants. Installation at these locations will require roadway restoration, grading, repairs to private property, and the relocation of existing utilities where conflicts exist. For ease of identification during any site visit, I have marked each proposed location with the letter “H” on the curb directly in front of the recommended installation point.

A preliminary estimate of the financial impact, based solely on hydrant installation costs under both low- and high-impact scenarios, is provided below. At this time, the estimate does not include potential costs associated with roadway repairs, private property restoration, grading, or utility relocations, as those costs cannot be determined until a more detailed engineering review is completed.

Additionally, I have attached a link to the GIS Hydrant Locator for your reference. This resource will allow you to compare the proposed hydrant locations with the existing hydrant infrastructure throughout the neighborhood.

Memo

Please let me know if you have any questions or require additional information.

<https://services.arcgis.com/j3zNT485kmwrBtMJ/arcgis/rest/services/Hydrants/FeatureServer>

Low Hydrant cost 14 x \$15,000.00 = \$210,000.00

High Hydrant Cost 14 x \$20,000.00 = \$ 280,000.00

1. 6859 Buttermere Dr.
2. 6935 Wichersham Rd.
3. 7010 Wichersham Rd.
4. 7030 Whichersham Rd.
5. 6643 Brookshire St.
6. 6721 Brookshire St.
7. 6839 Willow Ct.
8. 6867 Timbercroft Ln.
9. 6820 Timbercroft Ln.
10. 6930 Brockwood St.
11. 6851 Beaver Stone Rd.
12. 6843 Bryanstone Way.
13. 6885 Brasswood Dr.
14. Hoper/Millstrem intersection

Respectfully,

Justin McLaurin

Fire Marshal



City of Fayetteville

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City Council Action Memo

File Number: 26-0478

Agenda Date: 8/3/2026

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 Stephon Ferguson

DATE: August 3, 2026

RE:

**Council Member Agenda Item Request - Other Funding Sources for CIP
Projects/Project Prioritization Process - Council Member Stephon Ferguson**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Priority 1 - Ongoing commitment to a comprehensive approach to community safety.

Priority 4 - Evaluate and expand transportation and other connectivity for residents.

Executive Summary:

Desire for staff to research and present to Council how CIP projects like the King's Grant Second Entrance / Farmer's Road have ever been funded or could be funded at the local, state, and federal levels - to help guide our future efforts. Furthermore, I ask that the CIP committee, in collaboration with staff, present Council with a clear prioritization matrix detailing the criteria used in the decision-making process for CIP projects.

There must be other funding avenues Beyond CIP for Second Entrance / Exit Communities. It is also important to revisit how we prioritize funding for these projects.

Background:

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

Council Member Agenda Item Request



City Council Agenda Item Request

Date of Request: July 17, 2026 **Requester:** Stephon Ferguson

Agenda Item Title: Other Funding Sources for CIP Projects / Project Prioritization Process

Estimated Cost: _____ **Anticipated Funding Source:** _____

City Department(s) Support Requested: Public Services,

Estimated Staff Time Required: _____

Anticipated Date for Future Council Work Session Discussion: August 3, 2026

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

Priority 1 - Ongoing commitment to a comprehensive approach to community safety.
Priority 4 - Evaluate and expand transportation and other connectivity for residents.

What do you envision accomplishing with this agenda item request?

Desire for staff to research and present to Council how CIP projects like the King's Grant Second Entrance / Farmer's Road have ever been funded or could be funded at the local, state, and federal levels - to help guide our future efforts. Furthermore, I ask that the CIP committee, in collaboration with staff, present Council with a clear prioritization matrix detailing the criteria used in the decision-making process for CIP projects.

Additional Comments:

There must be other funding avenues Beyond CIP for Second Entrance / Exit Communities. It is also important to revisit how we prioritize funding for these projects.



City of Fayetteville

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City Council Action Memo

File Number: 26-0489

Agenda Date: 8/3/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.011

TO: Mayor and Members of City Council

THRU:

FROM: Council Member Antonio Jones

DATE: August 3, 2026

RE:

Council Member Agenda Item Request - Single and Dual Axle Trailers - Council Member Jones

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Goal IV: The City of Fayetteville will be a desirable place to live, work, and recreate.

Executive Summary:

I envision staff exploring the feasibility of allowing double axle trailers in the front yards of residential properties. It is my hope that Article 30-4, Section D, Subsection 3(t)(3) (b) would be amended to allow trailers to park in the front yard and/or the corner side yard. Additionally, I would like for Article 30-4, Section D, Subsection 3(t)(2) to remove the description of trailers with more than one axle.

Background:

This will support residents who rely on trailers for their livelihood making equipment more accessible for daily work, eliminate the need to rent off-site storage. Some residential properties may not have rear yard access, wide driveways and/or adequate side yard space. This will also reduce on street parking conflicts while supporting equity for working class residents.

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

Council Member Agenda Item Request

City Council Agenda Item Request

Date of Request: March 6, 2026 **Requester:** Council Member Antonio Jones

Agenda Item Title: Single and Dual Axle Trailers

Estimated Cost: 0 **Anticipated Funding Source:** N/A

City Department(s) Support Requested: Development Services

Estimated Staff Time Required: Eight Hours

Anticipated Date for Future Council Work Session Discussion: August 3, 2026

Which City Council Priorities within the Strategic Plan does this request directly support?

Goal IV: The City of Fayetteville will be a desirable place to live, work, and recreate.

What do you envision accomplishing with this agenda item request?

I envision staff exploring the feasibility of allowing double axle trailers in the front yards of residential properties. It is my hope that Article 30-4, Section D, Subsection 3(t)(3)(b) would be amended to allow trailers to park in the front yard and/or the corner side yard. Additionally, I would like for Article 30-4, Section D, Subsection 3(1)(2) to remove the description of trailers with more than one axle.

Additional Comments:

This will support residents who rely on trailers for their livelihood making equipment more accessible for daily work, eliminate the need to rent off-site storage. Some residential properties may not have rear yard access, wide driveways and/or adequate side yard space. This will also reduce on street parking conflicts while supporting equity for working class residents.



City of Fayetteville

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City Council Action Memo

File Number: 26-0492

Agenda Date: 8/3/2026

Version: 1

Status: Agenda Ready

In Control: City Council Work Session

File Type: Other Items of
Business

Agenda Number: 6.012

TO: Mayor and Members of City Council

THRU:

FROM: Council Member Antonio Jones

DATE: August 3, 2026

RE:

**Council Member Agenda Item Request - Storage Distinctions/Requirements -
Council Member Jones**

COUNCIL DISTRICT(S):

All

Relationship To Strategic Plan:

Priority Two: Enhance economic growth throughout the City.

Executive Summary:

This request is to request clarity and clearly define storage distinctions/requirements from areas zoned LI and those zoned HI to potentially eliminate unnecessary rezoning requests and clarify ambiguity of the storage requirements for both LI and HI.

This request is to make it extremely clear for future applicants what is considered short-term storage and long-term storage. Additionally, this request will also reduce applicable staff's time and resources spent on requests that fall within this area when rezoning requests are made pertaining to this undefined area in our codes.

Background:

For example, the recent zoning request by Steel Fab (July 2026) the applicant spoke and stated he would not necessarily have had to apply for HI because what they wanted to do was already allowed in LI but there was an issue with it being unclear in our codes as far as what is deemed temporary storage and the length of time that covers.

Issues/Analysis:

Budget Impact:

Options:

Recommended Action:

Attachments:

Council Member Agenda Item Request

City Council Agenda Item Request

Date of Request: July 27, 2026 **Requester:** Council Member Antonio Jones

Agenda Item Title: Storage Distinctions/Requirements

Estimated Cost: 0 **Anticipated Funding Source:** 0

City Department(s) Support Requested: Development Services

Estimated Staff Time Required: 1-2 hours

Anticipated Date for Future Council Work Session Discussion: August 3, 2026

Which City Council Priorities within the Strategic Plan does this request directly support?

Priority Two: Enhance economic growth throughout the City.

What do you envision accomplishing with this agenda item request?

This request is to request clarity and clearly define storage distinctions/requirements from areas zoned LI and those zoned HI to potentially eliminate unnecessary rezoning requests and clarify ambiguity of the storage requirements for both LI and HI.

This request is to make it extremely clear for future applicants what is considered short-term storage and long-term storage. Additionally, this request will also reduce applicable staff's time and resources spent on requests that fall within this area when rezoning requests are made pertaining to this undefined area in our codes.

Additional Comments:

For example, the recent zoning request by Steel Fab (July 2026) the applicant spoke and stated he would not necessarily have had to apply for HI because what they wanted to do was already allowed in LI but there was an issue with it being unclear in our codes as far as what is deemed temporary storage and the length of time that covers.