

City of Dunn

LAND USE PLAN



Adopted December 13, 2022

ACKNOWLEDGMENTS

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PROJECT OVERVIEW

An updated Comprehensive Plan is a State of North Carolina requirement, but even more, is an essential tool for guiding a municipality's growth and development in a way that reflects the community it serves.

In Winter 2022, the City of Dunn undertook the project to update its Land Use Plan. It builds on the goals established in the City's 2020 Strategic Vision Plan and makes land use recommendations to support those goals. The result is a document that reflects the vision of the community that will guide the City's growth and development for the next 20 years.

PROCESS

The process of creating this plan consisted of a multifaceted approach to understand the past, present, and future of Dunn. To familiarize themselves with past and present conditions, the project team conducted demographic research, mapping and spatial analysis, and thoroughly reviewed Dunn's existing planning documents, particularly the Strategic Plan. To create a vision for Dunn's future, the team sought input from stakeholders, members of the public, and City staff and leadership.

This Land Use Plan makes recommendations for the area within Dunn's municipal limits and ETJ.

ENGAGEMENT

Much of this plan was built on the public sentiment gathered during the recent Strategic Plan process. The Land Use Plan process included stakeholder meetings and a public meeting to ensure it reflects current issues and visions for the City.

PROJECT SCHEDULE



Why Plan?

An updated Plan with a Future Land Use Map is a State-required document for enacting zoning in North Carolina. It is also a strategic tool to help local governments guide future growth.

Updating the Land Use Plan presents an opportunity every 5-10 years for our community to have a conversation about where we are, where we're going, where we want to be, and how we will get there.

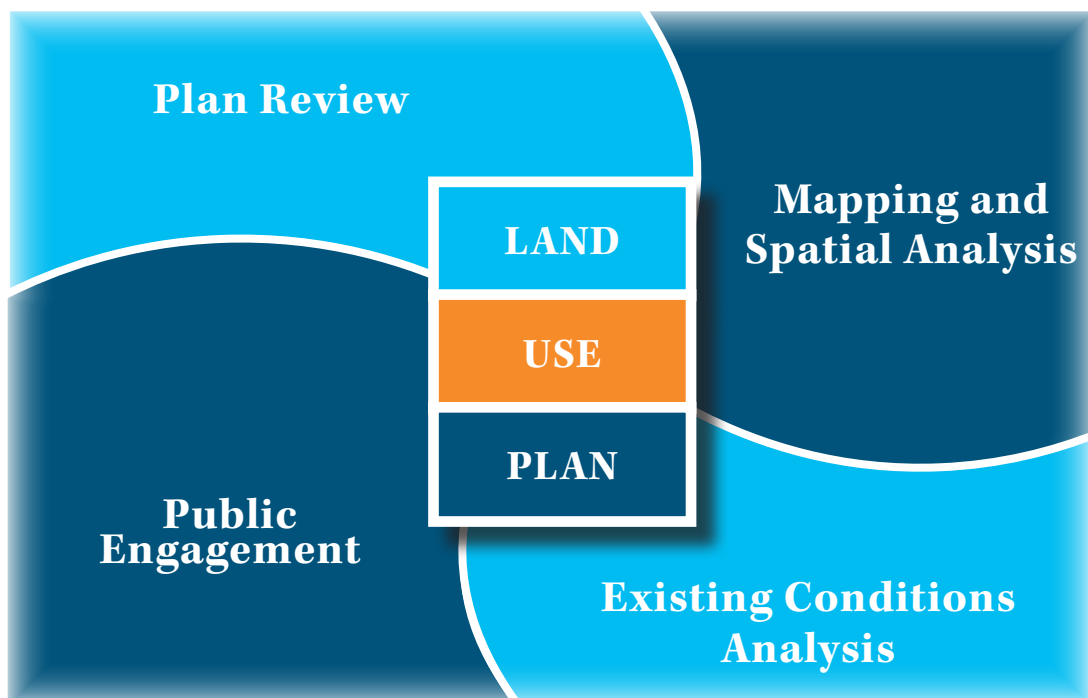
This Land Use Plan and Future Land Use Map project came at an opportune time for the City. The City recently completed the Imagine Dunn Strategic Vision Plan, a unique visioning and engagement opportunity for the Dunn community. The Strategic Vision Plan combined with this Future Land Use Plan and Map form Dunn's Comprehensive Plan. The Comprehensive Plan builds on the Strategic Plan's momentum and recommendations and offers ways to achieve Imagine Dunn's goals through land use.

The Land Use Plan will serve as guidance for all other planning and decision-making in Dunn, such as:

- Zoning and code updates
- Small Area Plans
- Parks and Recreation Planning
- NCDOT Planning
- Economic Development Planning
- Rezoning decisions
- Funding and programming

A Land Use Plan is not designed to be implemented with the "flip of a switch." The Land Use Plan is a long-range planning document with a time horizon of 15 to 30 years. With a recommended update every 5 to 10 years, the time horizon will continue to shift further into the future. Thus, decisions based on the Land Use Plan must be recognized as incremental steps toward a vision for the Community that is constantly evolving.

LAND USE PLAN ELEMENTS



PUBLIC ENGAGEMENT

The Land Use Plan is built on the public feedback collected during the Imagine Dunn process, which included a community survey and several public meetings and workshops. For the Land Use Plan process, feedback was gathered from city boards, stakeholders, and one public meeting. The public meeting was held on April 7, 2022. Attendees were able to view the draft Future Land Use map and preliminary plan materials and communicate their perspectives and concerns to the project team. This information was integrated with feedback from focus group interviews held with stakeholders at the beginning of the land use plan process. These focus group interviews consisted of hour-long conversations with community experts and stakeholders, addressing key land use areas: transportation, parks and recreation, housing and neighborhoods, economic development, and public infrastructure. The project team also worked with the City's Planning Board and Council in three joint work sessions at different points in the process to update them as the land use plan developed and solicit their comments.





LAND USE PLAN PUBLIC MEETING

APRIL 7, 2022





EXISTING CONDITIONS AND ANALYSIS

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IMAGINE DUNN STRATEGIC PLAN

In 2021, the Dunn City Council adopted Imagine Dunn, a Strategic Vision Plan that expresses the city's desire to grow and increase prosperity for all while preserving and enhancing community character over the next twenty years. Imagine Dunn was created through extensive public engagement and market research. To implement the "Vision" that came out of the process, six focus areas were established called "Strategic Themes." Within each Strategic Theme, goals and strategies were developed to move the community toward the Vision, in both small steps and large. New branding was also created, including a new logo and color scheme that revises and enlivens the City's messaging.

- Vision -

Dunn is a dynamic, engaged community where a diversity of people want to live, visit, play and do business. We embrace growth, opportunity and progress while preserving the hometown character that makes our community proud.

Strategic Themes

- 1 Quality of life
- 2 Planning for Growth
- 3 Business Development

- 4 Community Character
- 5 Market Positioning
- 6 Partnerships

STRATEGIC VISION PLAN

- » Establishes a unified vision for the city
- » Addresses all aspects of local government and growth
- » Looks 5-10 years into the future
- » Focuses on specific actions

LAND USE PLAN

- » An important guide for Vision Plan implementation
- » Guides development decisions and City investments
- » Focuses on land use
- » Looks 10 - 20 years into the future

POPULATION TRENDS

Similar to many small cities in North Carolina, official data from the United States Census Bureau indicates a decline in municipal population between 2010 and 2020. However, discussions with stakeholders and city staff tell a more complicated story. At the time of this writing (October 2022), the City is experiencing considerable interest from developers seeking housing, commercial, and warehousing development opportunities, in part due to the continuing growth in nearby counties. State Demographer projections predict that Harnett County overall will grow by 13% between 2020 and 2030. The State Demographer’s projections do not specify down to the municipal level, but a 13% increase in Dunn’s population would mean an additional 1,097 people in municipal limits, or a total population of 9,540 by 2030.

9,263

2010

Population

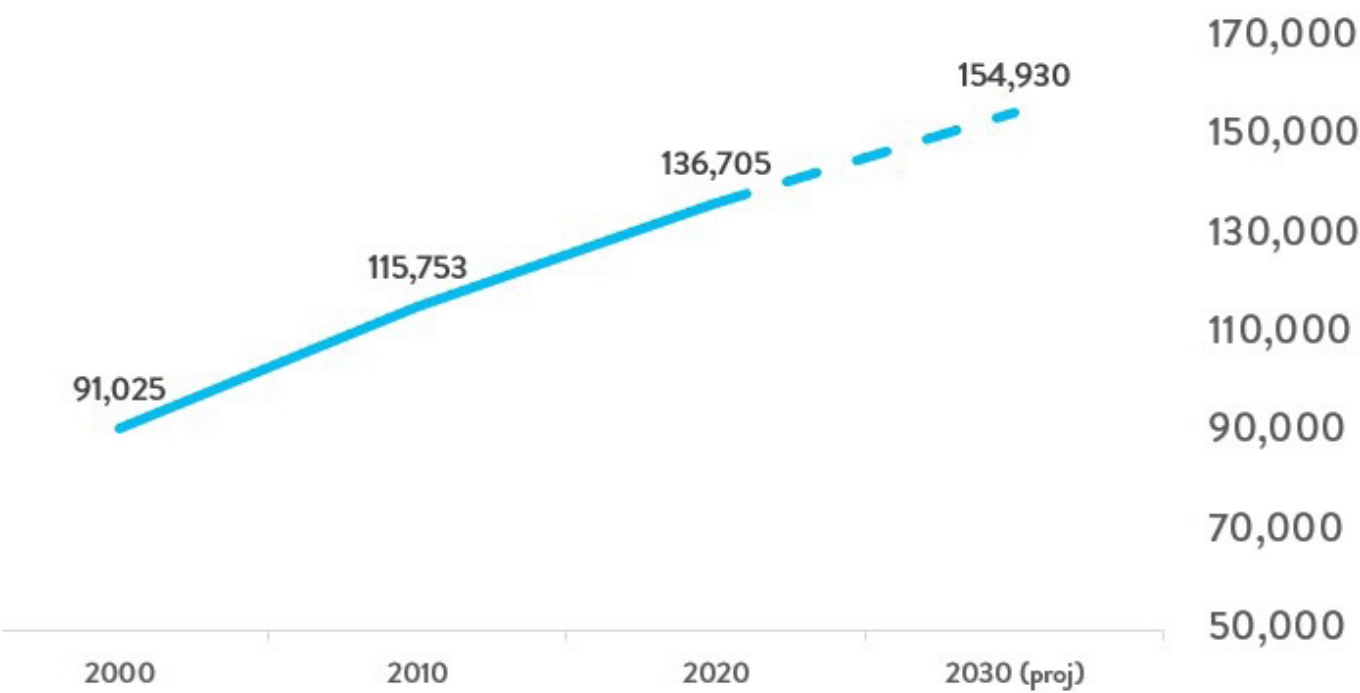
8,443

2020

Population

Decennial Census, Municipal Limits

HARNETT COUNTY POPULATION GROWTH



Harnett County has grown at an average of 2.1% annually since 2000 and is projected to continue growing. This land use plan prepares the City of Dunn to absorb its share of that growth.

Decennial Census, NC State Demographer

PARKS AND CULTURAL RESOURCES

CITY PARKS

Dunn's Parks and Recreation Department operates and maintains three main parks—Codrington, Tart, and Tyler—and one dog park. The City's parks offer a variety of active recreation features, including pools, splash pads, playgrounds, and ball fields. A year-round indoor recreation facility and community center are located at Tart Park. The City was fortunate to receive a PARTF grant from the State, which they used to upgrade the facilities at Tart Park. Codrington Park is the least utilized of the three and is difficult to access from adjacent neighborhoods.

GREENWAYS AND TRAILS

The Dunn-Erwin Rail Trail is a valuable resource that has potential to connect to a regional network of greenways. The 2017 Harnett County Parks and Recreation Master Plan proposes a greenway system that will connect the

trail to nearby cities and the East Coast Greenway. The County also proposes a district park along the trail near City/County line. The proposed park's catchment area would cover the entirety of Dunn's city limits. The City is currently far along in the planning phase for a pedestrian trail connecting Tart Park to Tyler Park, and has discussed extending the trail to Codrington Park.

CULTURAL RESOURCES

Dunn is fortunate to have many historic features throughout the City, bringing its history to life for residents. Dunn's Downtown Commercial Historic District is listed on the National Register of Historic Places and exemplifies an early-twentieth century business district. The Central Dunn Residential Historic District is recognized by the State and includes multiple distinctive historic homes laid out in a traditional neighborhood grid.

Another example of the Dunn community's interest in historic preservation was the Rosenwald-funded Harnett County Training School, put on the National Register in 2014. The Dunn Senior Center and the Jessie Mae McKoy Senior Apartments is an adaptive reuse of Harnett County Training School, built in 1922 for African-American education.



Source: City of Dunn



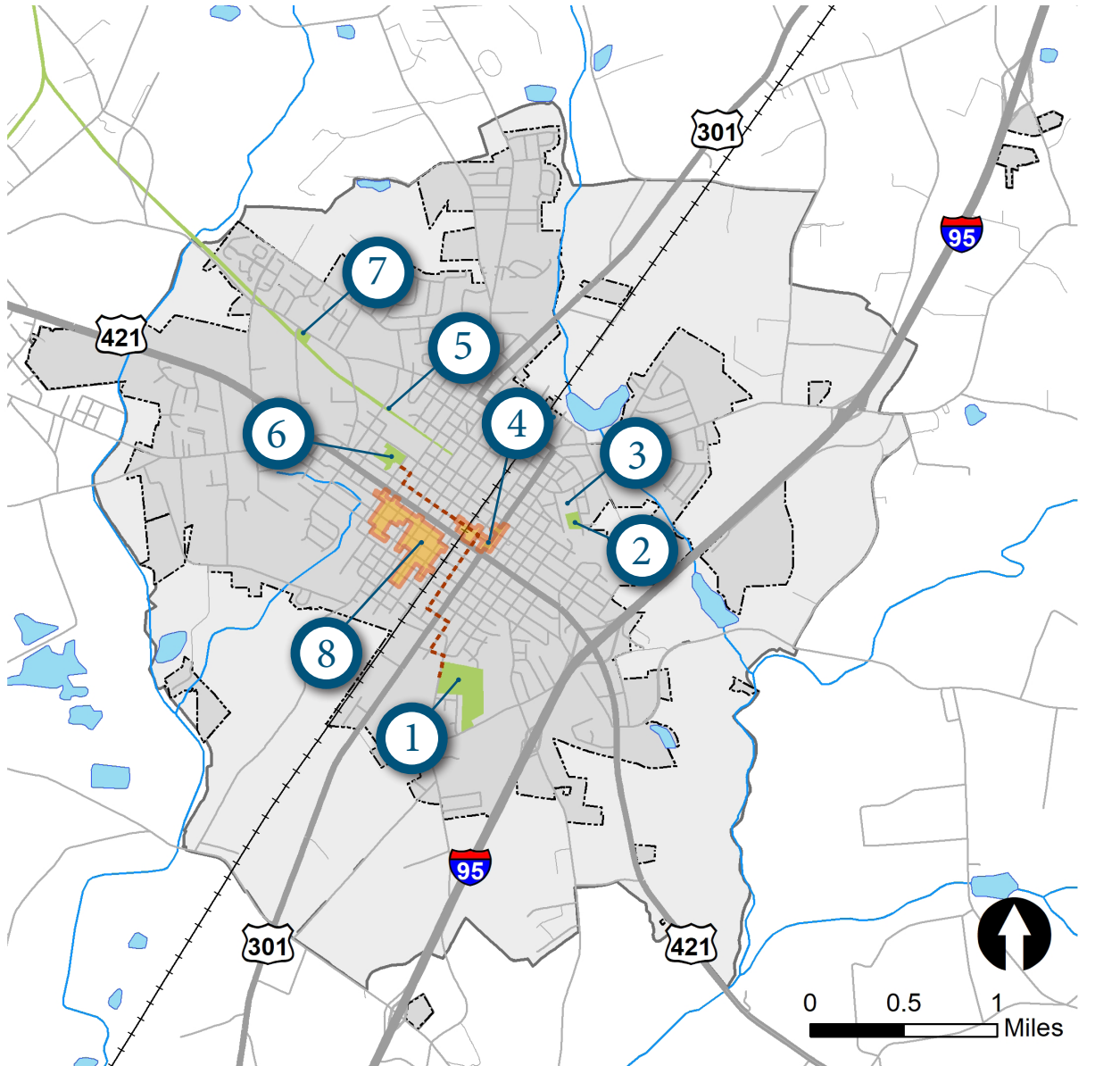
Source: City of Dunn



Clockwise from top-left:
Tart Park; Tyler Park;
Codrington Park; Dunn-
Erwin Rail Trail



MAP 1. PARKS AND CULTURAL RESOURCES



- ① Tart Park and Dunn Community Center
- ② Codrington Park
- ③ Dunn Senior Center and Jessie Mae McKoy Residences
- ④ Downtown Commercial Historic District
- ⑤ Dunn-Erwin Rail Trail
- ⑥ Tyler Park
- ⑦ Dog Park
- ⑧ Central Dunn Residential Historic District

- Interstate
- U.S. Highway
- Other state/local roads
- Railroad
- Rivers/Streams
- Tyler to Tart Pedestrian Trail
- Public Parks
- Local Historic Districts
- Waterbodies
- Dunn City Limits
- Dunn ETJ

NATURAL RESOURCES

PRIME FARMLAND

In terms of agricultural production, Harnett County ranks thirteenth of the one hundred counties in the state of North Carolina, while neighboring Sampson County ranks first. Beyond its urbanized core, the City of Dunn still contains abundant undeveloped land, some of which is used for agricultural purposes. Most of Dunn's prime farmland is located along the edges of the City and in the City's Extra Territorial Jurisdiction (ETJ), but there is still farmland within city limits surrounded by developed tracts. Some of the farmland provides a potential resource for creative types of agricultural development that would draw on the community's rural history while helping the local economy move into the 21st Century. Some of this undeveloped land also provides opportunities for future housing development. Along the I-95 Interstate corridor there are excellent opportunities for commercial uses, as well as for manufacturing and large-scale logistical warehousing.

BLACK RIVER

Originating near the town of Angier, the Black River drains a significant portion of Harnett County, traveling past Dunn on the west side to its confluence with the Mingo Swamp south of the city. The river is characterized by a significant wetland floodplain and has experienced significant flooding during major storm events. The City of Dunn's Black River Water Treatment Plant is located on the river west of town near its confluence with Juniper Creek. As the city grows, with more impervious surfaces, the river and its floodplain will grow in importance for absorbing storm water runoff.

HANNAH'S POND AND STONY RUN

Just north of current (2022) City limits lies Hannah's Pond, a privately held 28-acre waterbody that serves as wildlife habitat, stormwater management resource, and general passive natural area for the community. The dam that creates Hannah's Pond has at least a 100-year history in the community; the Carolina Wetlands

Association believes its origin is located in the colonial era to power a mill. The outflow from Hannah's Pond spillway forms Stony Run, a wetland corridor that eventually reaches Mingo Swamp, which serves as the primary drainage for the northeastern quadrant of the City. Currently, the dam needs repair or restoration. Thoughtful renovation could improve storm water management, to better mitigate flooding during heavy precipitation weather events; restore the wetlands between the dam and Carolina Drive, an important first step in restoring the Stony Run wetlands downstream; and as a potential educational/recreational amenity for the community.

JUNIPER CREEK

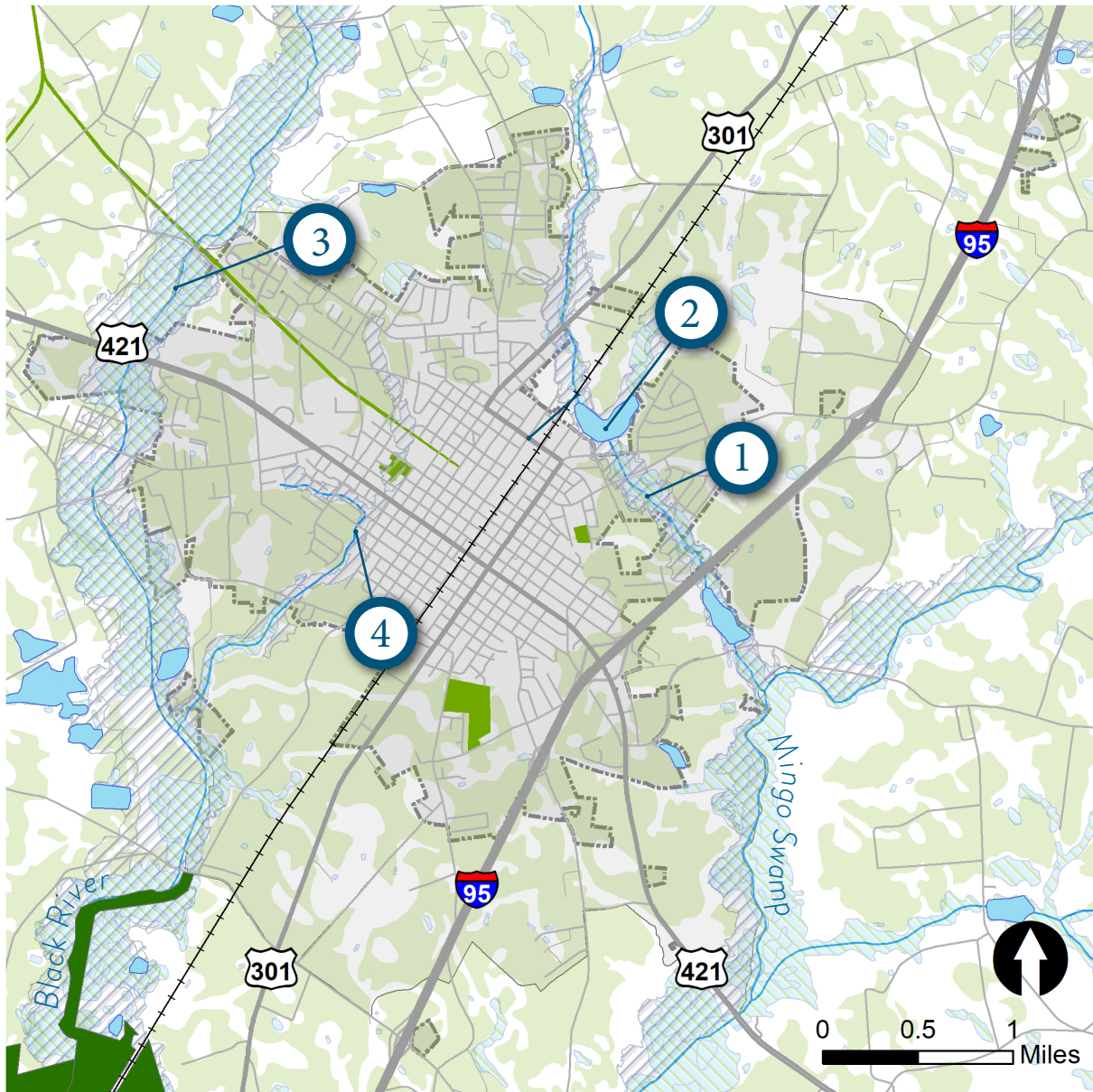
Juniper Creek is a drainage creek serving the southwest quadrant of Dunn. Its banks have been reinforced with stone and wire as it passes through several private residential properties. At various points in its passage through the city, Juniper Creek is open, at other points piped. Juniper Creek provides stormwater a way to travel through the area quickly, but may contribute to excessive flows downstream during significant rainfall events. The City's wastewater treatment facility is located at the confluence of Juniper Creek and the Black River.

Dunn's topography is largely flat, ranging in elevation from approximately 164' near the Black River to approximately 250' at its highest point. The Black River, Juniper Creek, Stony Run, and the Mingo Swamp are valuable natural resources that serve an essential function in collecting and conveying stormwater from the city's developed areas.



Hannah's Pond

MAP 2. NATURAL RESOURCES



- ① Stony Run
- ② Hannah's Pond
- ③ Black River
- ④ Juniper Creek

- Interstate 95
- U.S. Highway
- Other state/local roads
- +++ Railroad
- Rivers/Streams
- Public Parks
- Conservation Easements
- Prime farmland
- Wetland/Floodplain
- Waterbodies
- - - Dunn City Limits
- Dunn ETJ

TRANSPORTATION

I-95 WIDENING AND INTERCHANGE REDESIGN

Interstate 95 is slated to be widened to a total of eight lanes through Harnett County. The NC Department of Transportation (NCDOT) plans to improve the I-95 interchange at US 421 (Exit 73) and the I-95 Interchange at Joe Pope Road (Exit 72). This construction is part of the NCDOT's I-95 widening and general improvements with the purpose of increasing safety, alleviating traffic congestion, and repairing the overall quality of the roads.

In addition to widening the I-95 bridge at US 421, one of the most significant changes to the interchange will be closing the existing southbound off-ramp at Exit 72. After the project is complete, southbound traffic will take the off-ramp at Exit 73, cross US 421, and drive along a new service road to reach Exit 72. Further, the northbound on-ramp at Exit 72 will no longer lead directly onto I-95. Instead, this on-ramp will run parallel to I-95, merge with the Exit 73 northbound off-ramp, cross over US 421, and then use the Exit 73 on-ramp to join I-95. These changes will affect travel routes around Dunn. The completed project will allow I-95 to accommodate higher traffic volumes and will make the corridor even more attractive for industrial and commercial development in Dunn.

CENTRAL PEDESTRIAN NETWORK

Dunn's Central Business District (CBD) is served by a connected network of pedestrian infrastructure, including sidewalks, crosswalks, and pedestrian crossing signals. Beyond downtown, there are gaps in connectivity and a lack of sidewalks in some neighborhoods. The City's 2008 Pedestrian Plan will be updated with the new Dunn Pedestrian Plan Update, 2022 in the fall of 2022. The new plan updates what sidewalk improvements are still needed and establishes priorities (short-, mid-, and long-term) for completing those projects. These upgrades are intended to make

pedestrian infrastructure more attractive to encourage walking and safer in crossing heavily trafficked streets around the city, some of which will improve connections between the CBD and surrounding neighborhoods.

RAILROAD

The railroad is a major component of life in Dunn, with the double-track CSX line traveling through the center of town. In addition to freight, Amtrak uses the line for passenger service. Dunn is located on one of the proposed Southeast High-Speed Rail corridors. The Imagine Dunn Strategic Plan outlines a strategy to bring a railroad passenger terminal to the City. The plan would require that the city be selected for the project. Anticipating this possibility, there are parcels along the railroad and North Fayetteville that could be identified as a potential site for a future passenger train station.

DUNN-ERWIN RAIL TRAIL

In addition to its recreational value, the Dunn-Erwin Rail Trail is a transportation asset that allows for bicycle travel between Dunn and Erwin. The Harnett County Comprehensive Transportation Plan also proposes a new multi-use path around the circumference of Dunn's municipal limits that connects to the Rail Trail, laying the foundation for a connected network of trails in and around Dunn.

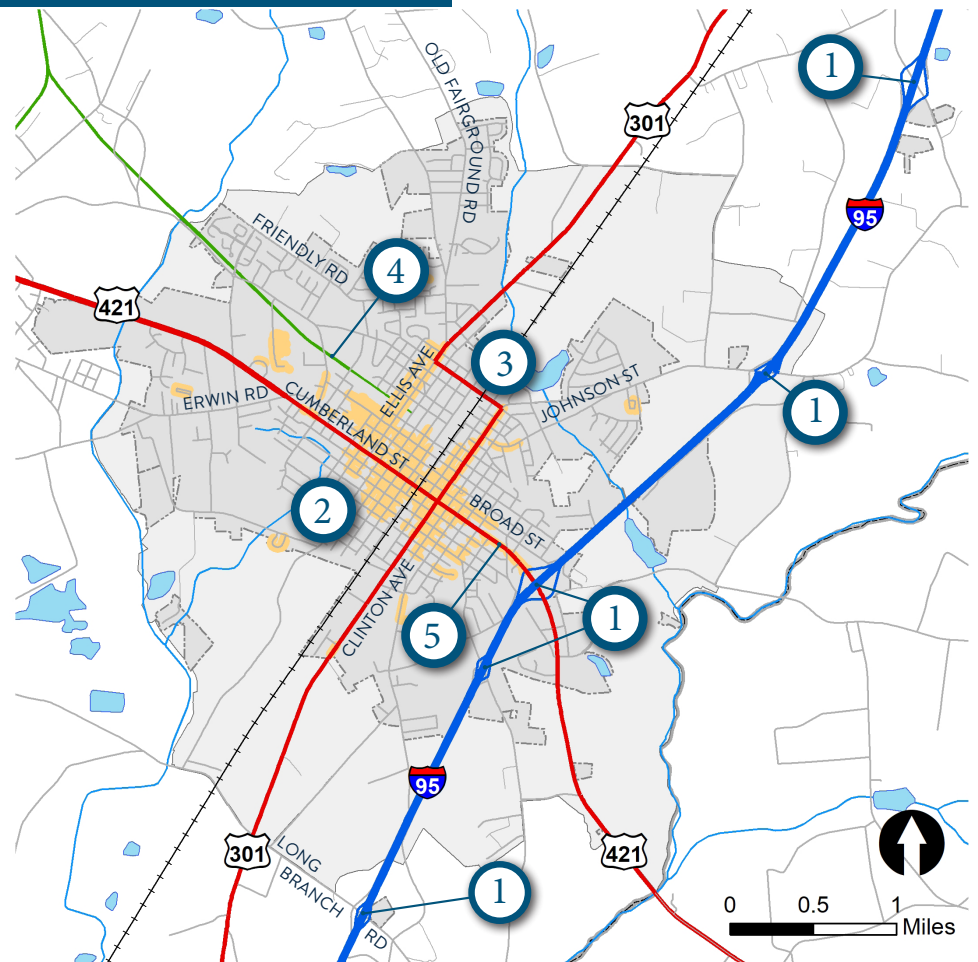
FREIGHT

Dunn's advantageous location on I-95 also means the City experiences significant freight traffic on its major thoroughfares. This is particularly evident on Cumberland Street, or US 421, which bisects Downtown and is a significant commercial corridor for residents. For years, there have been discussions about a 421 bypass that would re-route truck traffic away from and around the center of Dunn, but it is not on NCDOT's current State Transportation Improvement Program.

CUMBERLAND STREET GATEWAY AND ACCESS MANAGEMENT

Exit 73 off Interstate 95 is arguably the most important gateway to Dunn, with direct access from I-95 to Cumberland Street at a point less than a mile from the center of Downtown. Due to this interchange, Cumberland Street is heavily traveled, with over 20,000 vehicles per day. Heavy traffic, the gaps in sidewalk connectivity, and numerous individual curb cuts, create traffic snarls and safety hazards for cars and pedestrians. Additional investment opportunities will be created along the new service road once the redesign of the interchange is complete.

MAP 3. TRANSPORTATION



Downtown crosswalk

- ① I-95 Widening and Interchange Redesign
- ② Central Pedestrian Network
- ③ Railroad
- ④ Dunn-Erwin Rail Trail
- ⑤ Cumberland Street Gateway / Access Management

- Interstate 95
- U.S. Highway
- Local/Municipal Roads
- Railroad
- Rivers/Streams
- Areas with sidewalks
- Dunn-Erwin Rail Trail
- Waterbodies
- Dunn City Limits
- Dunn ETJ

INFRASTRUCTURE AND UTILITIES

The City of Dunn and its Public Utilities Department operate and maintain its water and wastewater systems, including water distribution lines, sanitary sewer lines, a Water Treatment Plan on the Cape Fear River, and a Wastewater Treatment Plant on the Black River.

The primary electricity provider is Duke Energy Progress, and the gas provider is Piedmont Natural Gas Corporation. Municipal street maintenance, solid waste removal, and the City's three cemeteries are handled by the Public Works Department.

WASTEWATER

Dunn operates and maintains approximately 88 miles of sewer lines ranging in size from 8-inches to 30-inches. Most are made of clay and were constructed between 1920 and 1960. Today, inflow and infiltration (I&I) are

a significant concern, and the increased flow during rain events has resulted in Sanitary Sewer Overflows (SSOs) on the interceptor line upstream of the Black River Wastewater Treatment Plant. This inhibited the Plant's ability to treat all the water coming in to facility, prompting a special order by consent with the State in Spring 2021 that resulted in a moratorium on new connections to the sewer system.

In early 2022, the City received \$30 million from the State of North Carolina to make needed utility repairs. With some additional funding from the City, the money will go toward needed wastewater projects to alleviate capacity and overflow issues. Completion of these projects is projected to help bring an end to the moratorium the City has been under since Spring 2021.

POTABLE WATER

Dunn operates and maintains approximately 115 miles of water lines across the City in addition to a Water Treatment Plant. The treatment facility was constructed in 1960 and expanded in the late 80s, with an 8 million gallon/day capacity, currently operating at 27 percent of its capacity. There are areas of aging infrastructure, however, and the completion of a \$1 million rehabilitation project in July 2022 will improve several facilities on E. Wake Street and in the Dunn-Erwin Road area.

Sewer Lines: 88 Miles

Distribution lines: 115 miles

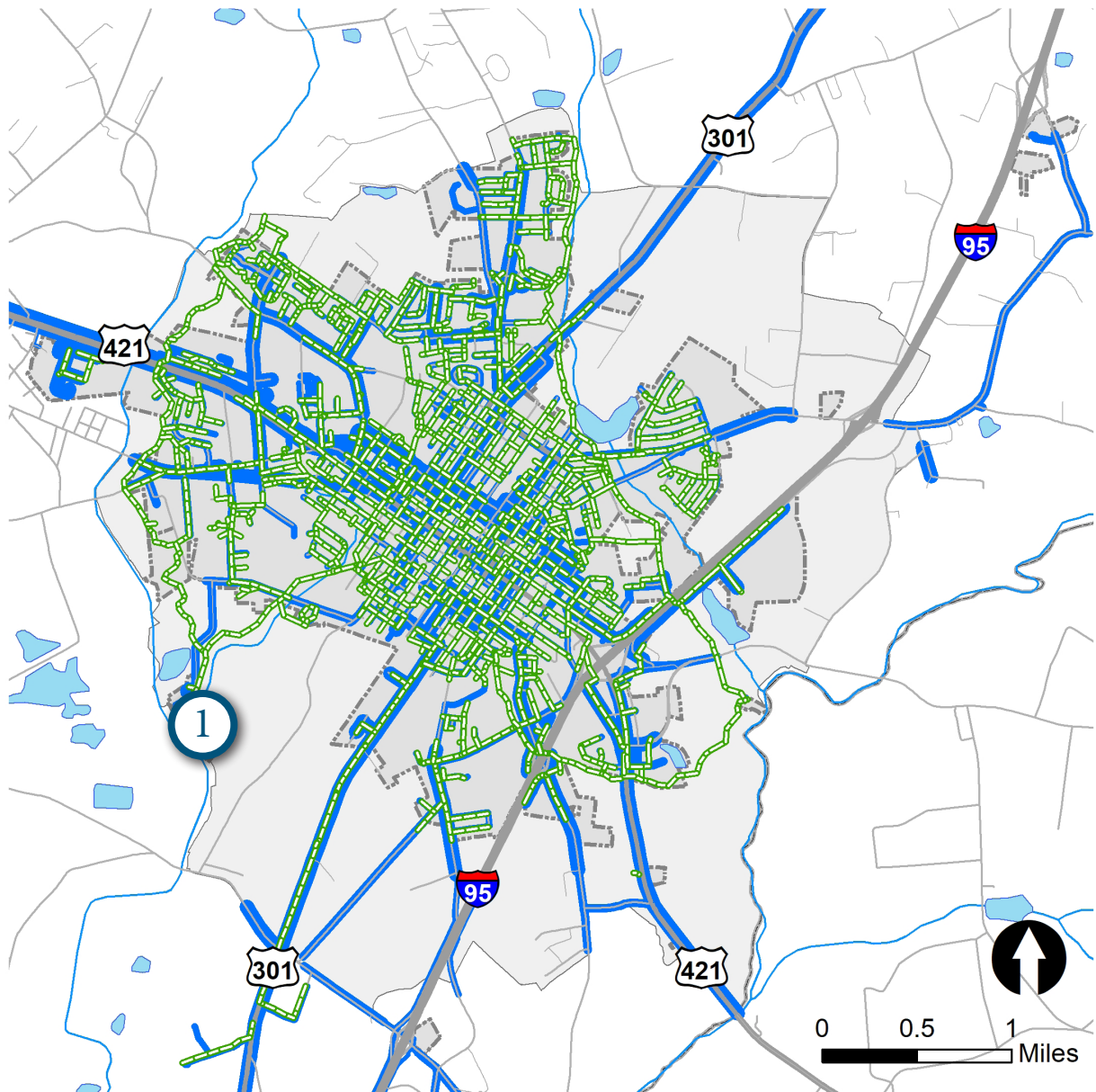
**Water Source: Cape Fear
River**

Water Release: Black River

**Wastewater capacity: 3.75,
currently operating at 75%
capacity**

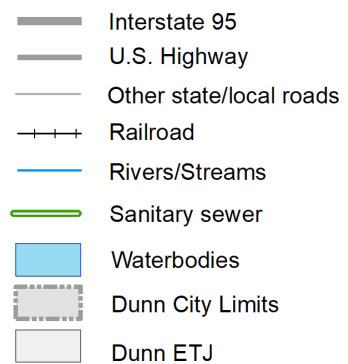
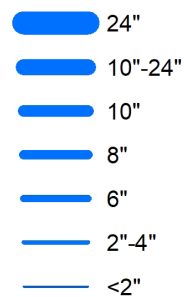
**Water supply: 12 MGD,
currently operating at 27%
capacity**

MAP 4. UTILITIES



① Black River Wastewater Treatment Plant

Water Mains



EXISTING LAND USE

Existing Land Use is a snapshot in time of current conditions on the ground, i. e., how parcels are actually being used, irrespective of current zoning. It is determined using the most recently available Harnett County tax parcel data combined with aerial imagery of the City. Given the overall number of parcels and uses in Dunn, it is not realistic to maintain a perfect set of existing land use data; however, this map provides the necessary information to serve as the basis for a geospatial suitability analysis and, ultimately, a Future Land Use Map.

Existing Land Use	%
Agricultural	45.23%
Single Family Residential	17.32%
Multifamily Residential	1.07%
Townhomes	0.21%
Commercial	10.70%
Misc. Commercial	0.25%
Office	0.18%
City/County	1.32%
Faith-Based	0.35%
Industrial	10.92%
Misc Industrial	1.48%
Commercial/Industrial Undeveloped	5.54%
Forest/Wetland/Open Space	4.20%
Park	0.50%
Cemetery	0.74%

SUITABILITY ANALYSIS

Suitability mapping is a method of determining the best or most likely areas for certain uses to be located. The analysis is conducted using geospatial software and a user-selected set of factors that influence location choice. Based on these factors, areas within the study area are determined to be more or less conducive to residential, commercial, or industrial development. It is a helpful tool that allows planners to evaluate many factors

at once when creating a Future Land Use Map for the City.

The table of Existing Land Uses reveals the rural heritage of the city and the surrounding area: fully 45 percent of all the land area within Dunn's ETJ is still used or available for agriculture. There are sizeable agricultural tracts of land within or just outside city limits that remain agricultural. Generally, that land is flat, well-drained, and free of obstruction, meaning desirable for development. One of the most consistent themes of the Imagine Dunn Strategic Vision Plan was public mention of the need for more and different kinds of housing. This Future Land Use Plan and Map is designed to facilitate that development.

RESIDENTIAL

Lands most suitable for residential development are located in areas with access to infrastructure, including roads, sewer, and water. Residential development benefits from proximity to existing neighborhoods, commercial services, school, and parks, and is typically removed from existing industrial areas. Only 17 percent of land area in Dunn is currently dedicated to single-family residential. There is ample land area available for the development of different types of housing.

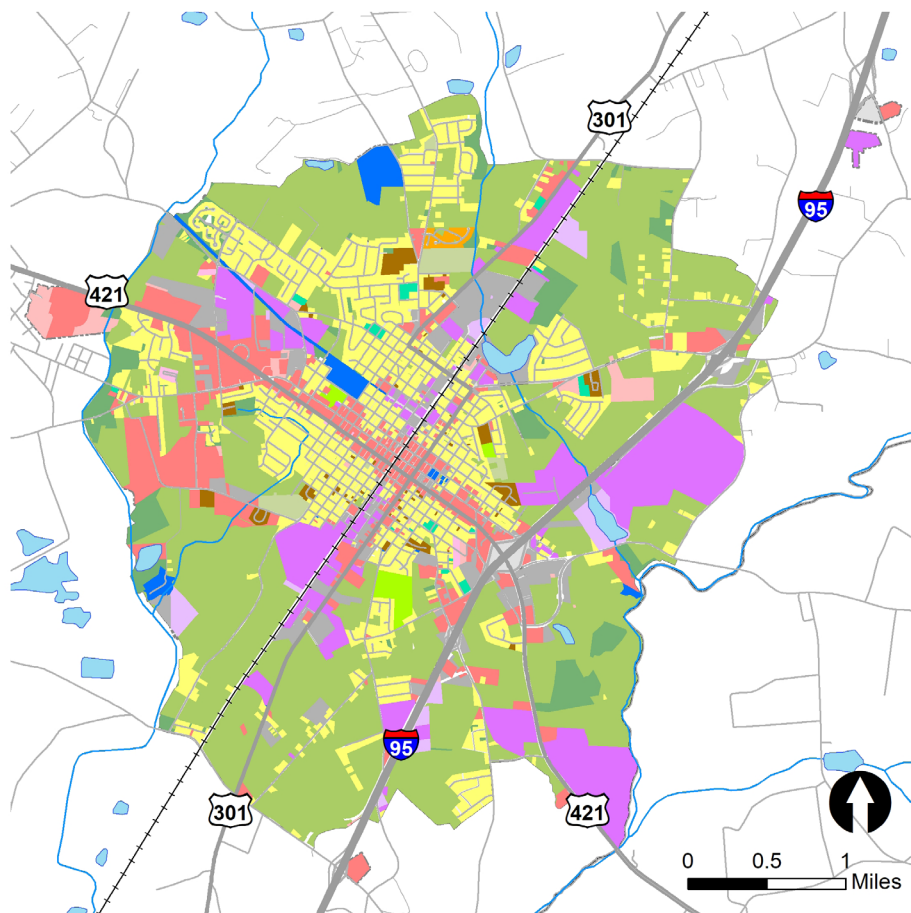
COMMERCIAL

Lands most suitable for commercial development are located near existing commercial activity and with reasonable proximity to concentrated areas of residential development. Transportation access, including major roads and intersections, is an important driver of commercial activity, as public access is necessary during open business hours. The widening of I-95 and changes to the intersection at 421 and I-95 at exits 73 and 72, will open land for commercial development in that general area of the city. US 301 North is an important arterial that passes through an area ripe for commercial renovation and redevelopment, among other uses.

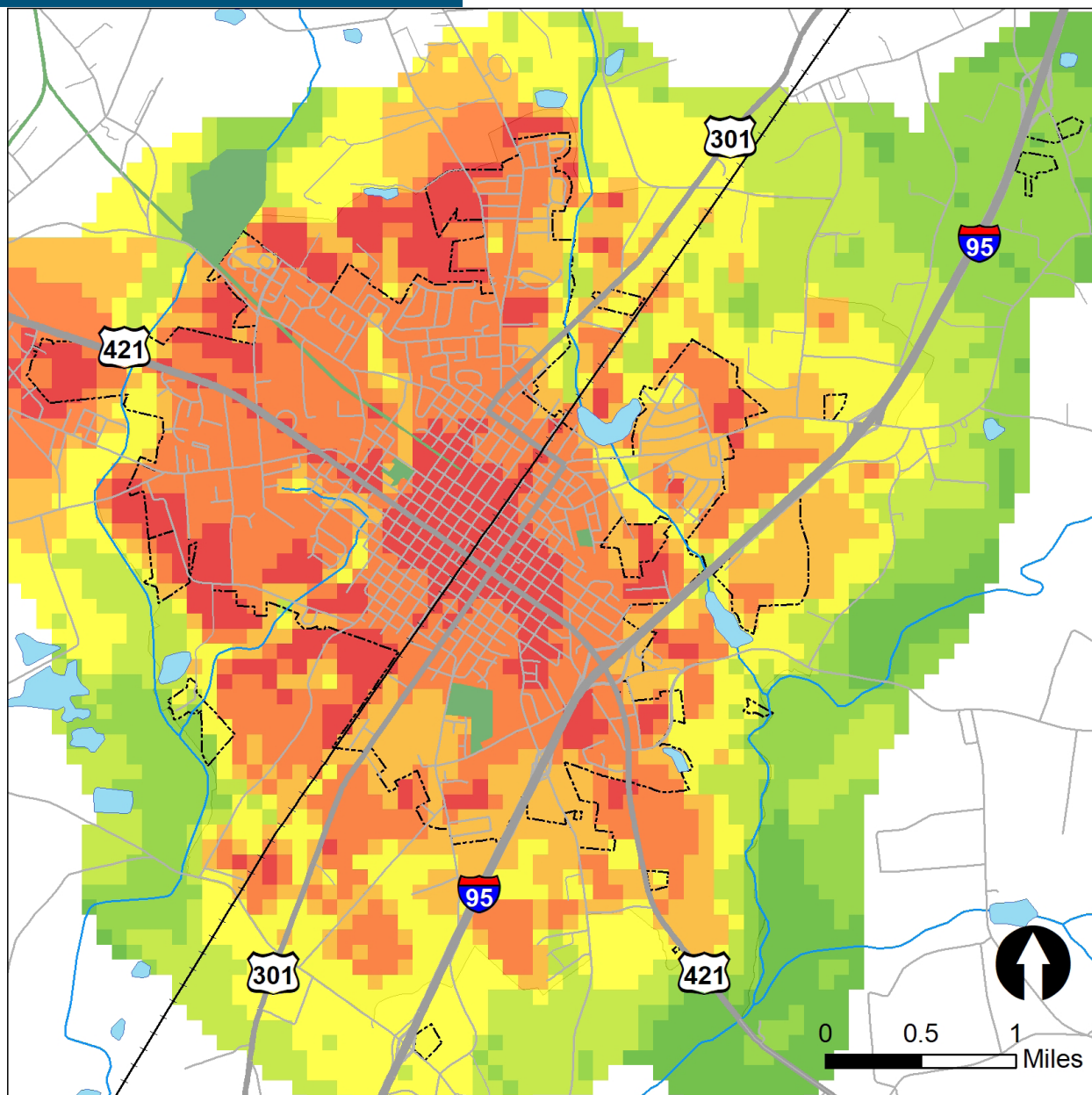
INDUSTRIAL

Lands most suitable for commercial development are typically removed from established residential areas. Industrial development is utilitarian and can range from small warehouse facilities to industrial laboratories to heavy manufacturing operations. Access to transportation and distribution networks are usually considered an essential component of industrial site viability, while general public access is usually restricted.

MAP 5. EXISTING LAND USE



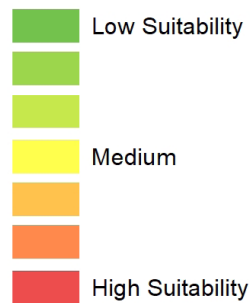
MAP 6. RESIDENTIAL SUITABILITY



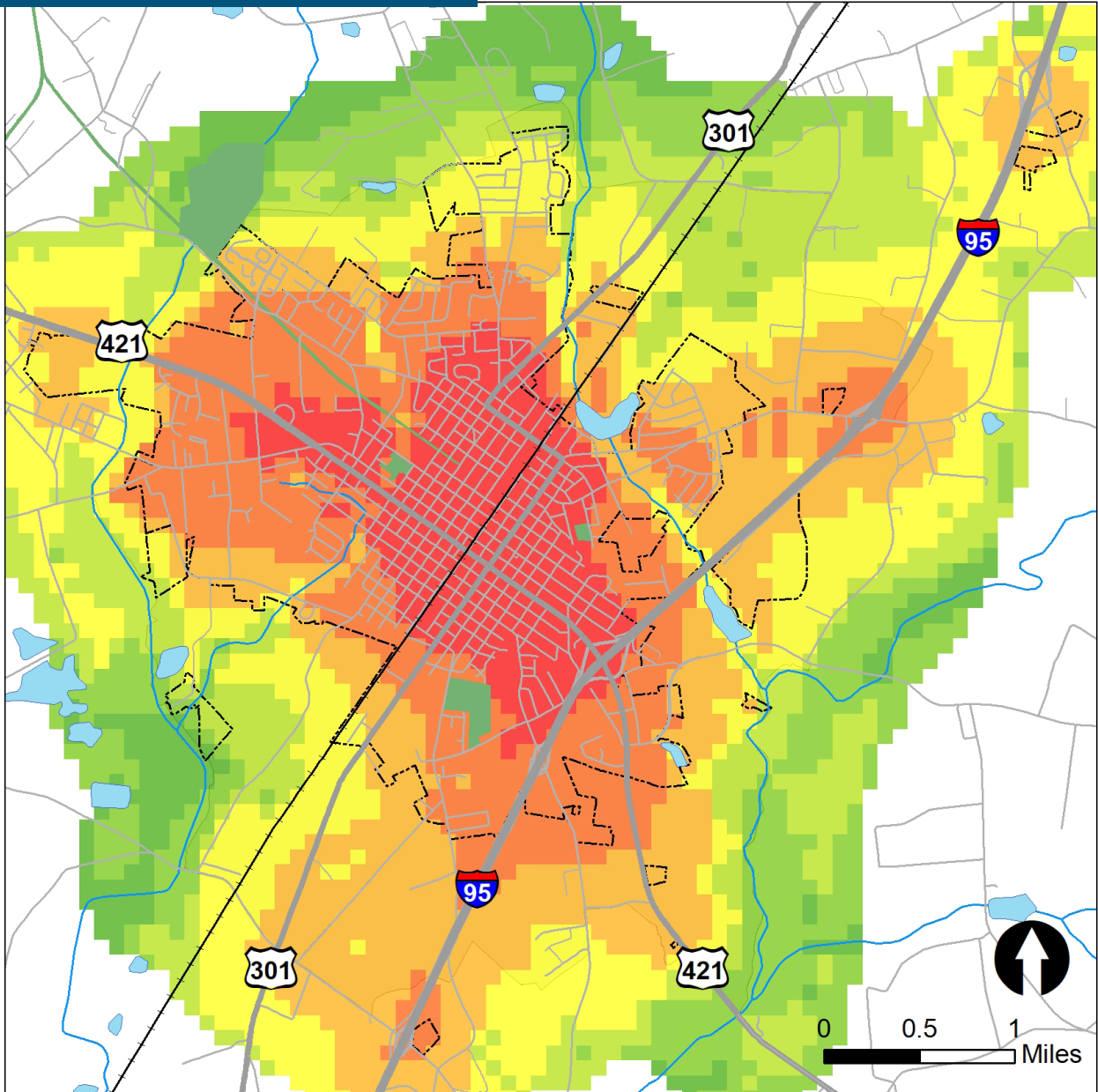
Residential Suitability Factors

- Road density
- Proximity to existing residential development
- Proximity to commercial and services
- Proximity to schools and parks
- Distance away from industrial areas
- Environmental constraints
- Access to sewer
- Parcel size

Residential Suitability



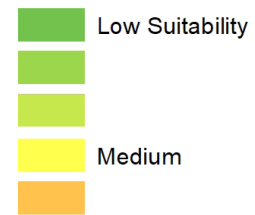
MAP 7. COMMERCIAL SUITABILITY



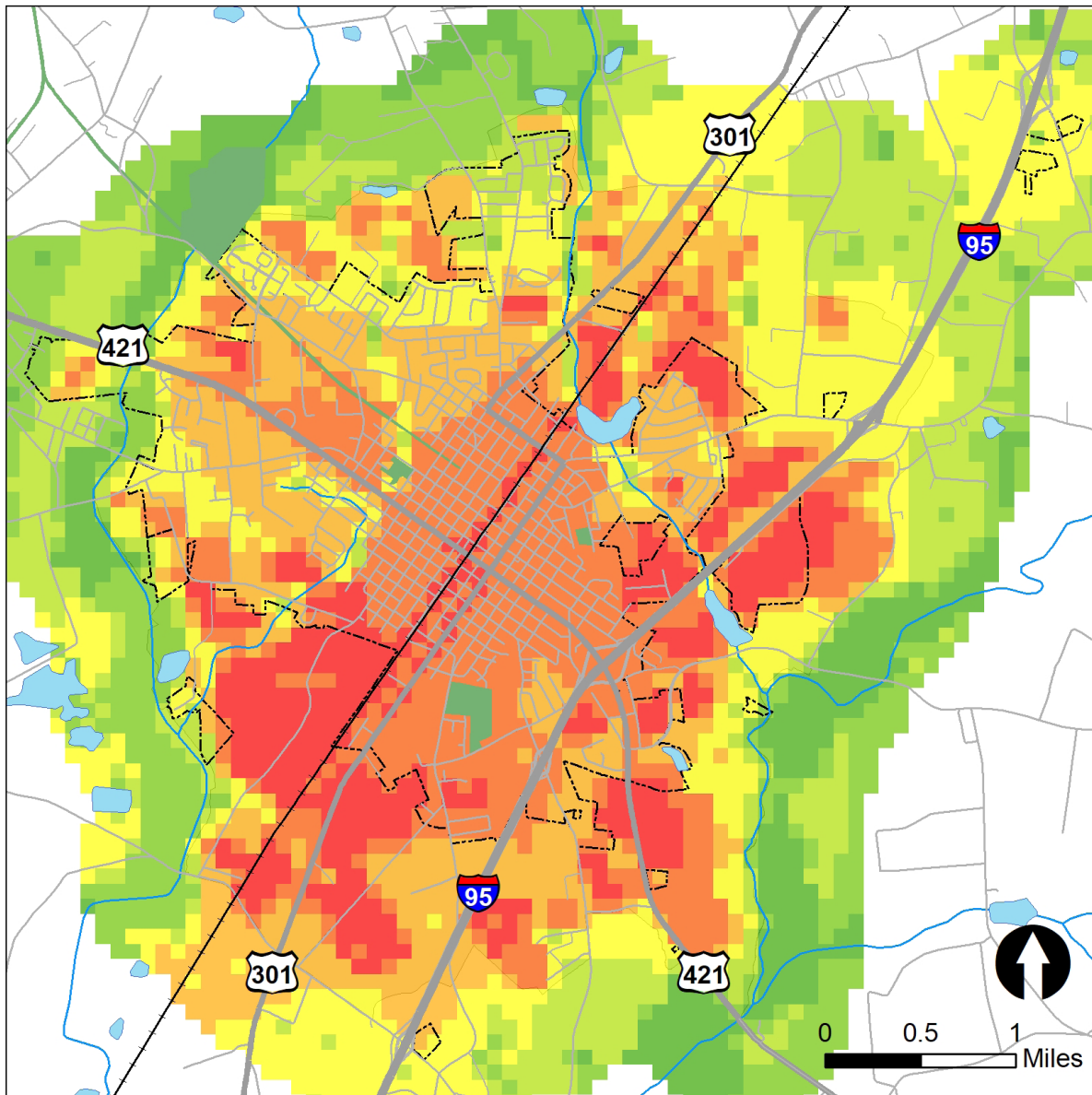
Commercial Suitability Factors

- Areas near concentrations of existing residential development
- Proximity to existing commercial and services
- Proximity to downtown
- Proximity to high traffic roadways
- Proximity to exits and major intersections
- Environmental constraints

Commercial Suitability



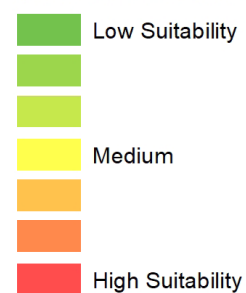
MAP 8. INDUSTRIAL SUITABILITY



Industrial Suitability Factors

- Areas away from residential uses
- Proximity to existing industrial land uses
- Proximity to four lane roads
- Proximity to railroads
- Proximity to interstate exits
- Proximity to sewer infrastructure
- Parcel size
- Environmental constraints

Industrial Suitability





RECOMMENDATIONS

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FUTURE LAND USE CHARACTER AREAS

The following Future Land Use Character Area descriptions accompany the City of Dunn's Future Land Use Map. The purpose of developing character areas is to provide descriptive guidance to decision-makers while allowing room for interpretation and flexibility.

Gateways & Corridors

The Gateways & Corridors Character Area includes areas of Dunn that are adjacent to downtown and several prominent entrances to the heart of the City. Many of these areas were identified in the City's Strategic Vision Plan as opportunities for improvement and/or redevelopment. Development policies should focus on context-sensitive design standards, a thoughtful blending of uses, adaptive reuse of existing structures, multi-modal access, and creative solutions to development challenges. Pedestrian-scale development, connectivity, and public gathering spaces should support retail, office, restaurants, breweries, accommodations, and entertainment spaces, as well as single-family, multi-family, and mixed residential uses.

Highway Commercial

These areas feature larger-scale commercial uses, oriented along major thoroughfares and junctions that serve a local and regional market. This area includes retail, lodging, and services in multi-tenant developments often anchored by a large retailer or employer. While generally automobile-oriented, efforts should be made to provide pedestrian and vehicle connectivity between parcels to avoid access-related congestion. Light industry and multi-family developments may also be appropriate.

Downtown

This designation applies to the City's historic downtown areas where commercial, employment, residential, and other uses are located. The urban environment is characterized by a sensitive blending of preserved and renovated older structures, high-quality and context-sensitive new construction, and public spaces that integrate with surrounding properties. Downtown may be referred to as a Central Business District (CBD), accommodating a variety of uses including office, retail, food and beverage, high-density residential, upper-story apartments, and older homes renovated to accommodate commercial uses. This area draws regional and local users. Development is accessed by a convenient road network in a grid pattern with a pedestrian-friendly system of sidewalks where buildings are set close to the street.

Traditional Neighborhood

The Traditional Neighborhood area is primarily comprised of single-family residential uses with scattered small-scale multifamily uses and townhomes. The character is defined by established, often historic neighborhoods, street connectivity, and pedestrian facilities that provide access to Downtown and Gateways & Corridors.

Medium Density Residential

Medium Density Residential applies to majority single-family neighborhoods. Some attached dwellings may be appropriate, including clustering and conservation-oriented subdivisions, and townhomes may be considered as part of a planned development. Medium Density Residential areas are often characterized as "suburban", with few non-residential uses and low-volume neighborhood streets. Pedestrian facilities are appropriate, though connectivity with surrounding areas may be interrupted by higher volume arterial roads.

Hospital District

This character area is anchored by Betsy Johnson Hospital. In addition to the hospital and other medical facilities, it emphasizes supporting uses such as offices, clinics, laboratories, accommodations, housing, and neighborhood-scale commercial.

Office & Industry

Office & Industry areas provide office, industrial, and economic development opportunities. They are typically located along major transportation corridors with adequate infrastructure and acreage to accommodate future growth. Facilities are accessed by employees during business hours, but are not usually open to the public.

Parks & Protected Lands

This designation applies to parks, public recreational areas, conservation areas, and floodplains. Uses include active and passive recreation (including trails and greenways), wildlife management, environmental restoration/mitigation/preservation, and educational uses. Structures that support or are associated with the intended uses are typically permitted.

CITY OF DUNN

FUTURE LAND USE MAP

The Future Land Use Map indicates the desired land use pattern for the City of Dunn. The map is based on the City's Strategic Vision Plan, community input from citizens and stakeholders, land use analysis, and best practices in land use planning. The map and its color-coded character areas are meant to guide growth and development as well as land use regulations in the City and its Extraterritorial Jurisdiction (ETJ). Descriptions for each character area are provided on the previous page of this plan.

Gateways & Corridors

Highway Commercial

Office & Industry

Downtown

Traditional Neighborhood

Medium Density Residential

Hospital District

Parks and Protected Lands

- Interstate 95
- U.S. Highway
- Other state/local roads
- Railroad
- Rivers/Streams
- Waterbodies
- Dunn City Limits
- Dunn ETJ

0 0.3 0.6 Miles



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RECOMMENDATIONS: GENERAL LAND USE

Policy 1: Manage future growth and encourage quality development through implementation of the Strategic Vision Plan, the Land Use Plan, the Unified Development Ordinance (UDO), and other plans and regulations adopted by City Council.

- 1.1: Review development proposals for consistency with the Future Land Use Map.
- 1.2: Support residential development at varying densities based on the Future Land Use Map, associated character area descriptions, and other relevant plans.
- 1.3: Review and amend the Unified Development Ordinance and Future Land Use Map as needed to ensure consistency with the City's goals, policies, and strategies.
- 1.4: Review existing development design guidelines and incorporate applicable updates into the Unified Development Ordinance.
- 1.5: Encourage residential growth development in areas already served by utilities and services.

Policy 2: Strengthen Dunn's identity and enhance its character by encouraging high-quality design throughout the City.

- 2.1: Develop design standards for commercial and mixed-use development in the Gateways & Corridors character area.
 - » Buildings should be oriented toward public streets where feasible.
 - » Landmark features such as cupolas, steeples,

towers, special roofs, or chimney forms should be utilized for significant buildings, centers, or transportation hubs to provide points of orientation.

- » Use pedestrian facilities to connect parking lots, building entrances, and other destinations on and off site.
- » Open space and plazas should be integrated into developments. Edges of these features should be given special attention through building design and/or landscaping.
- » Screening and landscaped buffers should be used to minimize visibility of service areas, utilities, and parking lots, and to transition between new development and existing residential land uses.
- » Shade-providing street trees should be included along street frontages where feasible.

2.2: Develop design standards for residential projects.

- » Include a planting strip and sidewalks for all new streets.
- » Incentivize preservation of open space. Open space should be located to preserve significant trees, riparian areas, views and environmental constraints such as steep slopes, wetlands and floodplains.
- » Higher density residential development should be designed with adequate on-street parking. Narrow lots should be designed with alley loaded access. Multi-family residential should include parking facilities that are shielded from the street.
- » Screening and landscaped buffers should be used to minimize visibility of service areas, utilities, and parking lots and to transition between new development to existing residential land uses.

2.3: Pursue public improvements and utilize regulatory standards to preserve or enhance aesthetics within and adjacent to the main corridors and gateways in the City.

- » Establish and apply a highly visible gateway design which reflects Dunn's brand. Areas of greatest potential for gateway improvements include Interstate 95 interchanges, the U.S. 301/Ellis Avenue gateway on the north side, and other locations identified in the Dunn Strategic Plan.

Policy 3: Encourage new businesses and non-residential development in Office & Industry areas designated on the Future Land Use Map.

- 3.1: Encourage a mix of non-residential uses including industrial, warehouse, office, research and development, flex space, renewable energy, recycling, fabrication, assembly, and technology.
- 3.2: Discourage residential subdivisions in prime industrial locations including larger parcels in the Office & Industry area with access to roads or rail.
- 3.3: Allow for integration of compatible uses in Office & Industry and the Hospital District.

Policy 4: Protect and enhance the historic character of Downtown and nearby neighborhoods while promoting quality redevelopment and infill.

- 4.1: Encourage the redevelopment or adaptive reuse of under-utilized parcels, especially in the Downtown and Gateways & Corridors areas.
- 4.2: Consider infill incentive programs in Downtown, Traditional Neighborhood, and Gateways & Corridors areas. This can include an infill incentive program to offset development fees or construction costs for projects meeting certain criteria in areas with existing infrastructure and services.
- 4.3: Conduct a small area plan or corridor study for Gateways & Corridors areas to identify opportunities for redevelopment, transportation improvements and aesthetic improvements, with special emphasis on US 421 between US-301 and I-95.

Policy 5: Promote location and intensity of development that mitigates impacts to transportation infrastructure while maintaining mobility needs for people and goods.

- 5.1: Focus higher density growth in Downtown and Gateways & Corridors.
- 5.2: Require vehicular interconnectivity between existing and future adjacent development.
- 5.3: Require development to integrate sidewalks internally and provide pedestrian connections to existing and future adjacent development and/or destinations.
- 5.4: Prohibit isolated, mid-block, or strip commercial development which negatively impacts existing infrastructure, traffic flow, and neighborhood characters.

Policy 6: Encourage a range of housing types based on the availability of infrastructure, proximity to services and amenities, and compatibility with existing development as described in the Future Land Use map.

- 6.1: Encourage or require a mix of lot sizes and/or housing types (2+) in new subdivisions.
 - Target areas could be Medium Density Residential and Traditional Neighborhood areas and associated zoning districts.
 - Criteria could be established related to minimum lot size and variations.
- 6.2: Within larger development, encourage higher density housing types to be located in those areas with closest proximity to services, amenities, and infrastructure.
 - Allow the highest density developments in the Downtown and Gateways & Corridors areas.
 - Allow for house-scale multi-family structures in the

Traditional Neighborhood area.

- Consider allowances for higher density development in Gateways & Corridors if certain conditions exist or standards are met.
 - » Conditions could include proximity to downtown, within walking distance and with accessible walking route to commercial areas, near existing or future transit.



PARKS AND CULTURAL RESOURCES

Policy 7: Utilize river and stream corridors for active and passive recreation.

- 7.1: Create a publicly accessible kayak launch on the Black River.
- 7.2: When available, take advantage of opportunities to protect lands in and adjacent to stream corridors, including Stony Run and Juniper Run.

Policy 8: Invest in improvements to Codrington Park.

- 8.1: Build off the many African American cultural resources in the neighborhood to redevelop the park in a way that celebrates the African American community while serving the entire northeast quadrant.
- 8.2: Consider City-wide parks and recreation gaps, such as the absence of a public garden or nature center, to create new facilities and programs that better serve the community.
- 8.3: Develop an access management plan to improve

access and visibility of park facilities.

Policy 9: Complete the Park-to-Park sidewalk trail system.

- 9.1: Complete trail sections between Tyler Park and Codrington Park and between Tart Park and Codrington Park.

Policy 10: Expand the Dunn-Erwin Rail Trail

- 10.1: Conduct feasibility study for extension of Dunn-Erwin Rail Trail east to Fayetteville Avenue.

Policy 11: Invest in protection of vulnerable cultural resources.

- 11.1: Prioritize community assets, including historic sites important to Dunn and the region, that need ongoing preservation investment.



NATURAL RESOURCES

Policy 12: Minimize land disturbance in wetlands, floodplains, and stream corridors, and encourage riparian buffers.

12.1: Monitor surface water conditions in targeted locations to document improvements in water quality due to increased wetland/stream protections.

12.2: Reduce property losses due to flooding.

Policy 13: Support agriculture activities in Harnett County and surrounding jurisdictions.



TRANSPORTATION

Policy 14: Work with partners to develop detailed Interstate interchange master planning, particularly Exits 72 and 73.

14.1: Incorporate enhanced landscape design and branding to present a welcoming face to interstate traffic.

14.2: Refine access management strategies to reduce traffic congestion and enhance safety, improve access to commercial sites, and encourage, as much as practicable, pedestrian connectivity.

14.3: Define circulation patterns.

Policy 15: Promote non-motorized bicycle and pedestrian facilities, such as sidewalks and the Dunn-Erwin Rail Trail, and legitimate transportation alternatives.

15.1: Sponsor community events, such as group bicycle rides, walk/bike to work days, and cycling education outreach.

15.2: Encourage employers to reward bicycling and walking to work (thereby freeing up a parking space).

15.3: Refocus the role of the Dunn-Erwin Rail Trail as an economic development tool and identify potential links and spurs that could improve connectivity between destinations.

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