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CITY OF DUNN

North Carolina

July 2005



Prepared By:  North Carolina Department of Commerce
Division of Community Assistance

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CITY OF DUNN **2030 LAND USE PLAN**

Prepared for
City of Dunn, North Carolina

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1

SECTION ONE: INTRODUCTION

Businesses and individuals make plans every day. Local governments often do the same – making plans for future city services, events and overall growth. Making plans say a couple of things about a place; 1) There is belief in and hope in a tomorrow, and 2) a belief that a positive difference can be made for the future. By planning, a municipality has determined change is occurring and a course of action must be calculated to develop the way it desires to grow. Planning is like going on a trip – you need to know where you are going, and a road map (or plan) to get there.

A few good reasons to plan:

- *A good, clearly articulated plan forms the basis of a community's vision of its future. Without it, regulatory controls can be legally challenged as arbitrary.*
- *A good plan ensures that a community can provide services like police, fire, and refuse collection efficiently while maintaining a relatively low tax rate for its citizens.*
- *A good planning process involves a wide variety of citizens and interests. Once a community reaches consensus, the vision created in the plan can make future decision-making easier and less politically charged.*
- *Resources provided by state and federal governments are increasingly tied to good plans and planning processes. Highway funds, water and sewer grants, and environmental clean-up funding is easier to bring to your community if you have a well-crafted plan that shows extensive community involvement.*

Source: NCAPA Citizen Planner Training Materials

It is important for local governments to be visionary and attempt to forecast future conditions and plan accordingly. This land development plan does exactly that. It looks at past and current development trends, analyzes demographic and economic data, captures a vision of what the community desires to be, and presents a plan of action to accomplish community desires in 2030 – a 25 year vision of what the future may hold for the City of Dunn.

What does the future hold for the City of Dunn? No one knows for sure. No one can predict how the City will function and what it will look like in 25 years. As you read this plan, how do you think the City should develop over the next two decades? Take a look at the following pages in this plan. Does it describe a future for Dunn that you desire? Hopefully, this plan will inspire you and City leaders to build a stronger and more prosperous city. It is just a plan. It is just a vision. Without action to implement, it will be just that – a plan on a shelf. With committed leadership it can help guide the future growth of the City of Dunn.

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SECTION TWO: CITY OF DUNN HISTORY

Incorporated February 12, 1887, the city of Dunn has come a long way since its settlement some 110 years ago as a logging town and turpentine-distilling center. Today Dunn claims industrious citizenry numbering 10,000 along with a growing economy that is firmly grounded in agriculture, manufacturing, distribution, and tourism.

Designated several years ago as an All-America City by the National Civic League, Dunn is the largest of five towns in Harnett County. Lillington, established on the west bank of the Cape Fear River, is the county seat.

Conveniently situated less than two hours from North Carolina's beautiful Crystal Coast and just five hours from the oldest mountains in the world, Dunn is ideally located in the heart of North Carolina's variety vacationland. With four distinct and beautiful seasons, the Dunn area boasts an annual temperature of 62 degrees. About 47 inches of rain and under three inches of snow fall each year.

Dunn offers its residents a variety of neighborhoods along with convenient shopping, excellent schools, churches and recreational opportunities. Because of its mild climate, outdoor activities and team sports are provided throughout the year at any one of Dunn's three city parks.

Over 30 churches, representing all major faiths, play a vital role in the lives of Dunn's residents. Dunn is also the home of two bible colleges, Heritage Bible College, and Foundations Bible College, as well as several conference headquarters.

Area culture thrives! In downtown Dunn, the Harnett Regional Theatre presents productions throughout the year at the newly renovated Stewart Theatre. Campbell University, located in Buies Creek just 10 miles away, regularly presents concerts, plays and musicals.

Located within an hour's drive of North Carolina's thriving Research Triangle, the Dunn area sits at a convergence of an extensive transportation network. North and south links include I-95, US-301 and the Seaboard System Railroad, while I-40 and US 421 provide east to west routes. Commercial air transportation is available at nearby Raleigh/Durham International Airports. Charter flights and private service are provided at the Harnett County Airport, a well-lighted, 24-hour facility with a 3,900-foot runway

The city of Dunn, known to its residents as an area of pride and progress, had humble yet memorable beginnings. Dunn's own able biographer, Mr. Herman P. Green, vividly paints a picture of Dunn and its birth in the following excerpts:

"In the middle or late 1870's, what is now the Town of Dunn was chiefly woodland broken here and there by small cotton fields and very occasionally a farm dwelling on every side, deep swamps formed almost an impenetrable barrier. Even today it is most difficult to travel as much as three to four miles from the center of town in any direction without crossing a river or swamp of some kind. Besides a small amount of farming, the chief occupation was turpentine and logging. Logs and turpentine were transported to a river landing near Averagesboro and rafted down the Cape Fear River to Wilmington. The rafts men then walked from Wilmington back home.

Logging camps sprang up. Rugged men occupied them. Barrooms also naturally appeared. Life was cheap, especially on weekends. Guns, knives, bootheels, bungstarters and other favorite weapons of the era were the order of the day. The town, according to records of the United States Postal Service, has only three official names. They are "Wade", "Lucknow", and "Dunn". It could very well have been called "Hell's Half Acre". "Tear Shirt" has also been mentioned in this manner. One night, a fight broke out at one of the famous barrooms involving some twenty-five or more men. One got his shirt ripped into shreds. When the disturbance quieted down, someone picked up the torn shirt and gave it to the barroom keeper. From then on, this place was known as "Tear Shirt Barroom"...

The name Dunn was in honor of Mr. Bennett R. Dunn, the civil engineer who laid out the roadbed and personally supervised the construction of the railroad between Wilson and Fayetteville.

Contact with the outside world centered through Averagesboro. It was here the old stagecoach or post road from Raleigh to Fayetteville converged with the road from Smithfield. Here also contacts were made by ferry with settlements "over the river". Also, somewhat limited contacts were made by pole boat navigation down the Cape Fear River by way of Fayetteville to Wilmington.

In 1885, a "short cut" railroad from Wilson to Fayetteville was begun and was completed on October 1, 1886. It was extended from Fayetteville to Rowland (43 miles) and was completed on March 28, 1892. Mr. Henry Pope deeded to the Wilmington and Weldon Railroad, Inc. a strip of land all the way across Harnett County 130 feet wide, 65 feet each side of the center of the track or roadbed. Since no limitations by metes and bounds were placed on the railroad by the deed, Mr. Pope, in effect told the railroad to select the right of way wherever they desired and after the rails were laid the metes and bounds would be already established.

The Dunn Depot was placed at the 50-mile post from Wilson. Question arises as to why the spot was selected. The railroad had a policy, at that time, of establishing depots approximately seven miles apart along new track. As evidence that this policy was carried out between Smithfield and Fayetteville, check the railroad mileage (not highway mileage) between Smithfield, Four Oaks, Benson, Dunn, Godwin, Wade, Beard's Station and Fayetteville.

Soon after the town was chartered, the commissioners ordered that the town be fenced in. There were not any stock laws at the time. The stock was branded for identification purposes and allowed to run freely. The purpose of the fence was to keep the wandering stock out of town. However, it was said by some that the fence served a double purpose. Practically every farmer has at least one cow and a pen of hogs. The second purpose of the fence was to keep the livestock of the town inhabitants inside the town. There were constant complaints of the unsanitary condition of a neighbor's hog pen.

The first and only street in Dunn at that time was Broad Street. It was little more than a winding hog path among shrubs and pine stumps. Of course there was only one railroad crossing. Urgent requests were made in September 1887 to the Town Commissioners and others to open Cumberland Street for at least two blocks each side of the railroad to provide additional crossing in due time this was done. The town was expanding..."

And expand it did. By 1980, Dunn had amassed a population of almost 9,000 residents, and six years later the city unveiled perhaps its most revered treasure. On June 6, 1986, the home of Dunn's favorite son, Major General William C. Lee was dedicated and opened to the public. Certainly, no summary of Dunn's history would be complete without the story of this remarkable man.

William Carey Lee was born in Dunn on March 12, 1895. He attended Wake Forest and North Carolina State Universities but left the latter to enroll as a second lieutenant in the U.S. Army. After serving 18 months in Europe and earning the rank of captain, Lee returned stateside, graduated from N.C. State and from the U.S. Army Officer's School two years later.

Upon returning from World War I, his enthusiasm for the parachute and glider troops he had seen in Germany led to the development of the Parachute Test Platoon. In March 1942, The Provisional Parachute Group, only a year old and led by Lieutenant Colonel Lee was reconstituted as the Airborne Command. Within the year, three parachute regiments were added to the army's airborne forces and the Airborne Command Headquarters relocated to Camp Fort Bragg, NC, the now Brigadier General Lee in command.

In August of 1942, the Army's first airborne divisions were formed, the 82nd and the 101st. Major General Lee was put in command of the new 101st Airborne Division. After a year of training General Lee and his paratroopers departed to England where they were, in General Lee's words, to have a "rendezvous with destiny."

In 1944, General Lee was awarded the Distinguished Service Medal. In February of that same year, he suffered a heart attack and retired from the Army shortly afterward. Sadly, he never realized the chance to jump into battle with his men.

Aside from the restoration of General Lee's home, the City of Dunn has proudly recognized the contributions of General Lee by sponsoring the General Lee Celebration, a week of activities and entertainment for all ages.

On May 18, 1989, General Lee and his famous museum shared the limelight with a celebration of a different kind. Several hundred of Dunn's citizens gathered outside the museum to officially honor Dunn's new title: "The All-American City." Only ten cities in the nation were awarded the prestigious All-American City Award. Evaluations were based on a ten-minute presentation followed by a ten-minute round of questions by a panel of judges. Hundreds of hours of preparations and practices, coupled with determination of the 39 participants and their supporters, convinced the judges of what the Dunn delegation already knew; Dunn is a city of great merit and hometown pride.

The climate the citizens of Dunn perpetuate is one, which reflects this attitude. Thus, others have viewed the area as an agreeable place to live. Businesses have followed suit, for Dunn has shown its strong commitment to industrial development. The combination of excellent manmade materials and plentiful natural resources have also enabled it to become a leading candidate for new industrial locations in North Carolina. This, in turn, has provided the residents of the city with an advantage regarding the quality and availability of job opportunities.

The citizens of Dunn have also benefited from the services available to them within a close proximity. Betsy Johnson Regional Hospital has provided the highest quality of health care since 1968. Furthermore, the Emergency-911 System has assured Dunn's citizens of the most expedient assistance should an emergency occur. Various other services, aside from those aforementioned, have worked together and independently to improve the quality of life for Dunn residents and will continue to do so.

Although this account of Dunn's history has been brief and various topics of the city's history examined, one theme is certainly prevalent. Hometown pride has made its history and its history has made its pride.

Source: City of Dunn Website - <http://www.dunn-nc.org/history.cfm>

A. POPULATION

To better understand the characteristics of the population, a thorough identification of the current and future conditions of the population needed to be completed. These data have been compiled into tables and analyzed in the tables and paragraphs that follow.

1. Size of Population

The City of Dunn has grown steadily over the last 100 years with the exception of a decrease during the 1980s. The City of Dunn turned the corner in total population during the 1990 - 2000 decennial census period with a total population of 9,196 in 2000. Population projections indicate Dunn may add 7,714 persons (16,910 total population) to its total population over the next 25 years. This projection is based on the assumption that Dunn will continue to grow at the rate it is growing as compared to the County's 2030 growth projections.

The main projection method used is the constant-share projection. Constant-share projections assume that the entity being studied accounts for a portion of the reference regions growth. In this plan, Dunn will be compared with Harnett County as the reference region. The constant-share formula reads as follows for 2010-2030 City Total projections:

$$\text{Dunn pop (2010)} = \frac{\text{Dunn pop (2003)}}{\text{Harnett pop (2003)}} \times \text{Harnett pop (2010)}$$

The NC Office of State Planning population figures for 2003 were used as the base year comparisons. The 2003 total population for the city was 9,665, while the county population was 97,794. The city population was divided by the county population to find the constant-share ratio. Next, the ratio figure is multiplied by the projected county population to arrive at the projected population for the city.

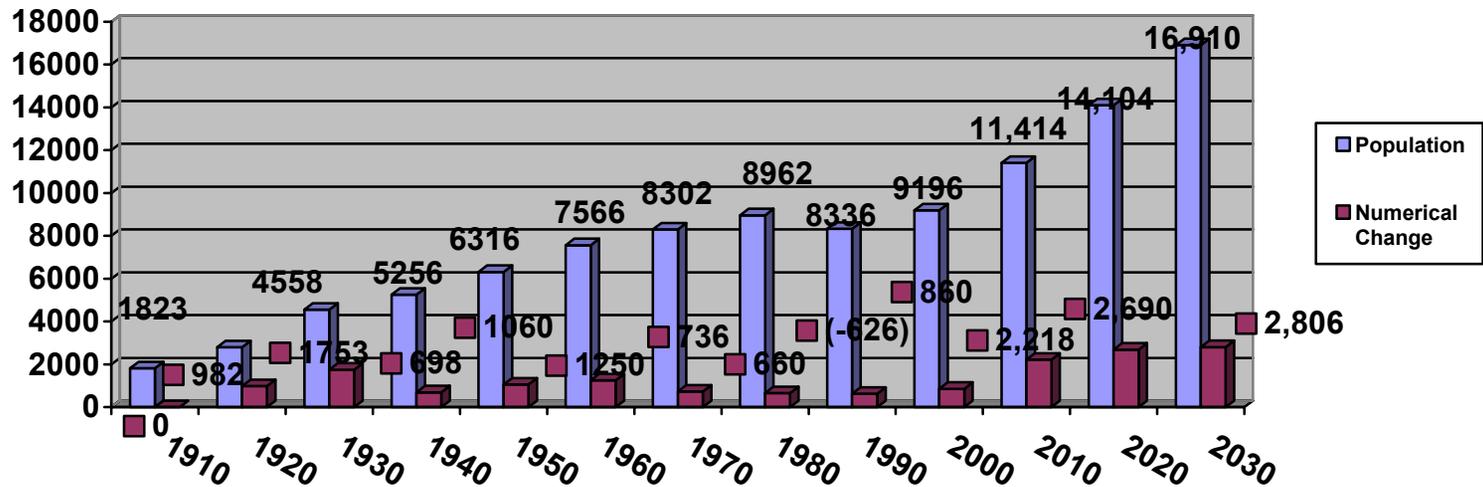
As a comparison, the Dunn total population was also projected using a linear projection method. The growth rate observed from 1990 to 2000 was used to calculate the growth rate through 2030 as well. The total projected population, using the linear growth rate for 2030 is 13,886 --an increase of 4,196 persons. It is expected through annexation and the continued growth overflowing from the Raleigh Urban Area, that the population should reach 11,414 persons by 2010 as projected using the constant-share method. The projection of 16,910 by 2030 does seem attainable.

Figure 3.1: Town of Dunn Population Figures, 1910 - 2000

Year	Population	Numerical Change	Percent Change
1910	1823	-----	-----
1920	2805	982	53.87%
1930	4558	1753	62.5%
1940	5256	698	15.31%
1950	6316	1060	20.17%
1960	7566	1250	19.79%
1970	8302	736	9.73%
1980	8962	660	7.95%
1990	8336	-626	-6.99%
2000	9196	860	10.32%

Source: U.S. Census.

Figure 3.2: Town of Dunn Population Figures, 1910 – 2030



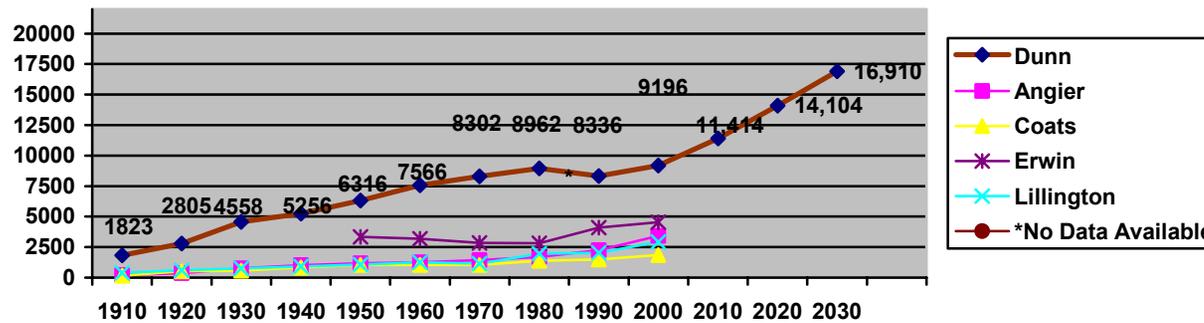
Source: US Census Bureau, NC Office of State Planning and the NC Division of Community Assistance

Figure 3.3: Town of Dunn Population Projections, 2010 & 2020 & 2030

Year	Population – Linear Method	Population – Constant-Share Method	County Projected Growth
2000(Actual)	9,196	9,196	91,025
2003 (Est.)	9,566	9,566	97,794
2010	10,759	11,414	115,490
2020	12,323	14,104	142,708
2030	13,886	16,910	171,102

Source: NC Office of State Planning and the NC Division of Community Assistance

**Figure 3.4: Population Projections Graph
(Includes Population Projections for 2010 and 2030 for Dunn only)**



Source: U.S. Census and N.C. Division of Community Assistance
No data available for Erwin 1910 through 1940

Figure 3.5: Population Figures and Projections Through 2030
for Harnett County, Dunn, Angier, Coats, Erwin, and Lillington

Population	Year													
	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2003*	2010	2020	2030
Harnett County	22,174	28,313	37,911	44,239	47,605	48,236	49667	59,570	67,822	91,025	97,794	115,490	142,708	171,102
# Change	-	6,139	9,598	6,328	3,366	631	1,431	9,903	8,252	23,203	6,769	24,465	27,218	28,394
% Change	-	27.69	33.90	16.69	7.61	1.33	2.97	19.94	13.85	34.21	7.4**	26.9	23.6	19.9
Dunn	1823	2805	4558	5256	6316	7566	8302	8962	8336	9196	9,665	11,414	14,104	16,910
# Change	-	982	1753	698	1060	1250	736	660	-626	860	469	2,218	2,690	2,806
% Change	-	1.86	1.60	6.53	4.96	5.05	10.28	12.58	-14.32	9.69	5.1	24.1	23.57	19.9
Angier	221	375	760	1028	1182	1249	1431	1709	2235	3447	3748	N/A	N/A	N/A
# Change	-	154	385	268	154	67	182	278	526	1212	329			
% Change	-	1.44	.97	2.84	6.68	17.64	6.86	5.15	3.25	1.84	9.6			
Coats	169	526	562	827	1047	1049	1051	1385	1493	1850	1951	N/A	N/A	N/A
# Change	-	357	36	265	220	2	2	334	108	357	106			
% Change	-	-.47	14.61-	-2.12	3.76	523.5	524.5	3.15	12.82	4.18	5.7			
Erwin	No data through 1940				3344	3183	2852	2828	4109	4537	4697	N/A	N/A	N/A
# Change					-	-161	-331	-24	1281	428	160			
% Change					-	-20.77	-9.62	-118.83	2.21	9.60	3.5			
Lillington	380	593	752	914	1061	1242	1155	1948	2048	2931	3005	N/A	N/A	N/A
# Change		213	159	162	147	181	-87	793	100	883	90			
% Change		1.78	3.73	4.64	6.22	5.86	-14.28	1.46	19.48	2.32	3.1			

Source: U.S. Census and N.C. Division of Community Assistance

*2003 Estimated Population

**Percent change calculated from 2000 not 2003.

2. Age Groups

Dunn's overall population characteristics changed significantly during the 1990 to 2000 decade. According to the United States Census figures, the percent of individuals under 21 remained constant as an overall percentage of the population, while it increased by 11.1% in the actual number. In the 21 to 29 year old age brackets, the overall percentages declined with a 34.9% decline in the actual number of persons in the 22 to 24 year old age bracket. The 35 to 39 year old age group declined significantly by 1.7% of the overall percentage of the population to a drop of 15.6% in the actual number of persons in the same bracket. The 40 to 45 year old age bracket saw an increase of 4.4% in overall percentage and 136.4% in actual number. The 65 to 69-age bracket saw a significant decline in overall percentage, down to 2.4% and actual number of persons, down by 31.3%. It appears a significant amount of the younger population may be leaving the City of Dunn as well as significant number of retirement age population leaving the City as well. On the other hand the under 21, the 30 to 34, and the 45 to 54 age groups were on the increase over the 10 year time period.

Figure 3.6: Town of Dunn Population by Age Groups, 1990 & 2000

Age in Years	Pop. 1990	Percent of Pop. in 1990	Pop. 2000	Percent of Pop. in 2000	Percent Change of the Percentage of Pop. 1990 - 2000	Percent Change of Actual Pop. 1990-2000
Under 21 Years	2485	29.80%	2760	30.00%	0.20%	11.1%
21 Years	125	1.50%	128	1.40%	-0.10%	2.4%
22 to 24 years	241	2.90%	157	1.70%	-1.20%	-34.9%
25 to 29 years	611	7.30%	603	6.60%	-0.70%	-1.3%
30 to 34 years	487	5.80%	543	5.90%	0.10%	11.5%
35 to 39 years	597	7.20%	504	5.50%	-1.70%	-15.6%
40 to 44 years	649	7.80%	702	7.60%	-0.20%	8.2%
45 to 49 years	321	3.90%	759	8.30%	4.40%	136.4%
50 to 54 years	440	5.30%	559	6.10%	0.80%	27.0%
55 to 59 years	417	5.00%	428	4.70%	-0.30%	2.6%
60 to 61 years	176	2.10%	153	1.70%	-0.40%	-13.1%
62 to 64 years	241	2.90%	284	3.10%	0.20%	17.8%
65 to 69 years	514	6.20%	353	3.80%	-2.40%	-31.3%
70 to 74 years	374	4.50%	466	5.10%	0.60%	24.6%
75 to 79 years	336	4.00%	385	4.20%	0.20%	14.6%
80 to 84 years	173	2.10%	246	2.70%	0.60%	42.2%
85 yrs and over	149	1.80%	165	1.80%	0.00%	10.7%
Totals	8336	100.00%	9,196	100.00%		10.3%

Source: U.S. Census, 1990 & 2000

3. Racial Composition

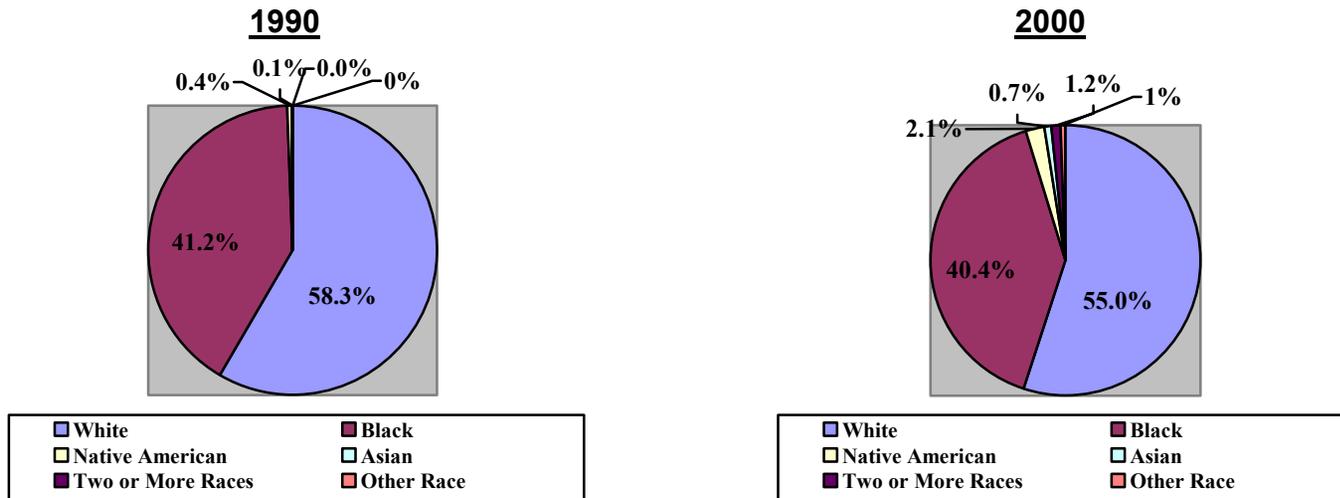
The City of Dunn primarily consists of the white and black segments of the population, making up 95% of the total population. The white and black segments also experienced the only declines in percentage of the overall population. Although small, the Native American, Asian, Two or More Races and Other race all experienced increases in the overall percentage.

Figure 3.7: Town of Dunn Racial Composition, 1990 & 2000

Race	Number 1990	Percent	Number 2000	Percent	Percent Change 1990-2000
White	4863	58.3%	5062	55.0%	-3.30%
Black	3435	41.2%	3711	40.4%	-0.80%
Native American	31	0.4%	197	2.1%	1.70%
Asian	7	0.1%	62	0.7%	0.60%
Two or More Races	0	0.0%	108	1.2%	1.20%
Other Race	0	0.0%	56	0.6%	0.60%
Totals	8336	100.0%	9196	100.0%	

Source: U.S. Census, 1990 & 2000

Figure 3.8: Town of Dunn Racial Composition Graph By Percentage, 1990 and 2000



4. Educational Attainment

The City of Dunn’s educational attainment is below state figures in every category as reported by the US Census. However, since 1990, the City of Dunn’s figures have improved in most of the categories. So, it appears that the overall educational attainment of the population is improving. For example, only 59% of the population had a High School Diploma or Higher in 1990 while 71% had accomplished this by 2000 – nearing the State figure of 78.1%.

**Figure 3.9: Town of Dunn Vs. N.C. Educational Attainment, 1990 & 2000
(Population 25 Years and Over)**

Persons 25 Years and Over	Dunn 1990	Percent 1990	Dunn 2000	Percent 2000	North Carolina 2000	Percent NC 2000
Less than 9 th Grade Education	1165	21%	651	11%	413,495	7.8%
9 th to 12 th Grade, No Diploma	1085	20%	1116	18%	741,229	14.0%
High School Graduate	1438	26%	1808	29%	1,502,078	28.4%
Some College, No Degree	795	14%	1168	19%	1,080,504	20.5%
Associates Degree	282	5%	371	6%	358,075	6.8%
Bachelor’s Degree	543	10%	782	13%	808,070	15.3%
Graduate or Professional Degree	177	3%	254	4%	378,643	7.2%
TOTALS	5485	100%	6,150	100%	5,282,994	100%
Percent H.S Graduate or Higher	3235	59%	4383	71%	4,127,370	78.1%
Percent B. A. Degree or Higher	720	13%	1036	17%	1,186,713	22.5%

Source: U.S. Census, 1990 & 2000

5. Occupations

Most of the City of Dunn's workers are employed in manufacturing (19.7%), retail trade (14.2%), and educational, health and social services (22.3%). Although, the manufacturing and retail trade categories experienced a decline in number of employees from 1990 to 2000. Educational, Health and social services experienced the largest increase in actual number of employees, while the Arts, Entertainment and Recreation services experienced a 431% increase from 1990 in total number of employees. Other increases included transportation, finance, insurance and real estate, other services and other professional and related services.

**Figure 3.10: Dunn Vs. N.C. Class of Worker for the Employed Civilian Population
1990 & 2000 (Employed Persons 16 Years of Age and Over)**

Industry Occupation	Dunn 1990	Percent 1990	Dunn 2000	Percent 2000	Number Change 1990-2000	Percent Change 1990-2000	N.C. 2000	N.C. Percent 2000
Agriculture, Forestry, Fishing & Hunting, & Mining	60	2%	40	1.1%	-20	-33%	61,185	1.6%
Construct.	293	9%	271	7.6%	-22	-8%	312,038	8.2%
Manufact.	806	24%	699	19.7%	-107	-13%	755,252	19.7%
Transport.	47	1%	119	3.4%	+72	153%	176,412	4.6%
Comm. & Other Public Utilities	68	2%	54	1.5%	-14	-21%	89,797	2.4%
Wholesale Trade	206	6%	143	4.0%	-62	-30%	131,330	3.5%
Retail Trade	739	22%	503	14.2%	-236	-32%	439,868	1.5%
Finance, Insurance, and Real Estate	126	4%	159	4.5%	+33	26%	231,222	6.0%
Other Services	184	5%	234	6.6%	+50	27%	176,908	4.6%
Arts, Entertain & Recreation Services	45	1%	239	6.7%	+194	431%	265,585	6.9%
Educational, Health & Social Services	530	16%	793	22.3%	+263	50%	733,440	19.2%
Other Professional and Related Services	161	5%	182	5.1%	+21	13%	296,075	7.7%
Public Admin.	124	4%	114	3.2%	-10	-8%	155,629	4.1%
Totals	3,389	100 %	3,550	100 %	161		3,824,741	100 %

Source: U.S. Census, 1990 & 2000

6. Income

The median household income in 1999 was \$28,550, which was less than North Carolina and all of the other municipalities in Harnett County with the exception of the Town of Coats. The per capita income for the City of Dunn in 1999 was \$19,178, slightly below the State per-capita of \$20,307. The City of Dunn also has a higher percentage of its population considered in poverty than the State and all of its surrounding municipalities.

Figure 3.11: Household Incomes in 1999

Income Levels	Dunn	Angier	Coats	Erwin	Lillington	North Carolina
Less than \$10,000	832	207	146	365	128	328,770
\$ 10,000 to \$ 14,999	366	107	48	159	72	201,123
\$ 15,000 to \$ 24,999	523	149	165	316	130	431,701
\$ 25,000 to \$ 34,999	379	201	69	209	118	435,975
\$ 35,000 to \$ 49,999	587	224	124	331	155	553,041
\$ 50,000 to \$ 74,999	589	272	109	286	143	608,777
\$ 75,000 to \$ 99,999	212	52	40	119	41	279,020
\$100,000 or more	246	81	35	159	42	294,875
Total Number Households	3,734	1,293	736	1,944	829	3,133,282
Median Household Income	\$28,550	33,849	26,023	29,521	30,670	\$39,184

Source: U.S. Census, 2000

Figure 3.12: Poverty Status in 1999 of Families for North Carolina, Dunn, Angier, Coats, Erwin, and Lillington

	Dunn	Angier	Coats	Erwin	Lillington	North Carolina
Total Number of Families	2,424	868	431	1,322	499	2,173,346
Number of Families with Incomes Below Poverty Level	475	92	52	217	62	196,423
Percent Poverty	19.6%	10.6%	12.1%	16.4%	12.4%	9.0%

Source: U.S. Census, 2000

7. Housing Units and Conditions

To provide a brief picture of the housing conditions within the city, a brief housing analysis was performed. Housing in Dunn is primarily an owner occupied stock, although the City's ownership rates are 10% lower than the State and County for 2000. Of the 8,988 persons living in the 3,797 occupied units in Dunn, 7,056 of those persons live in a single family detached home with 2.55 persons per household living there. In the mobile home category, there is a high of 3.80 persons per household. A thorough study of neighborhood conditions and ownership and rental issues may produce results that vary from the census information reported below.

Figure 3.13: Household Incomes in 1999

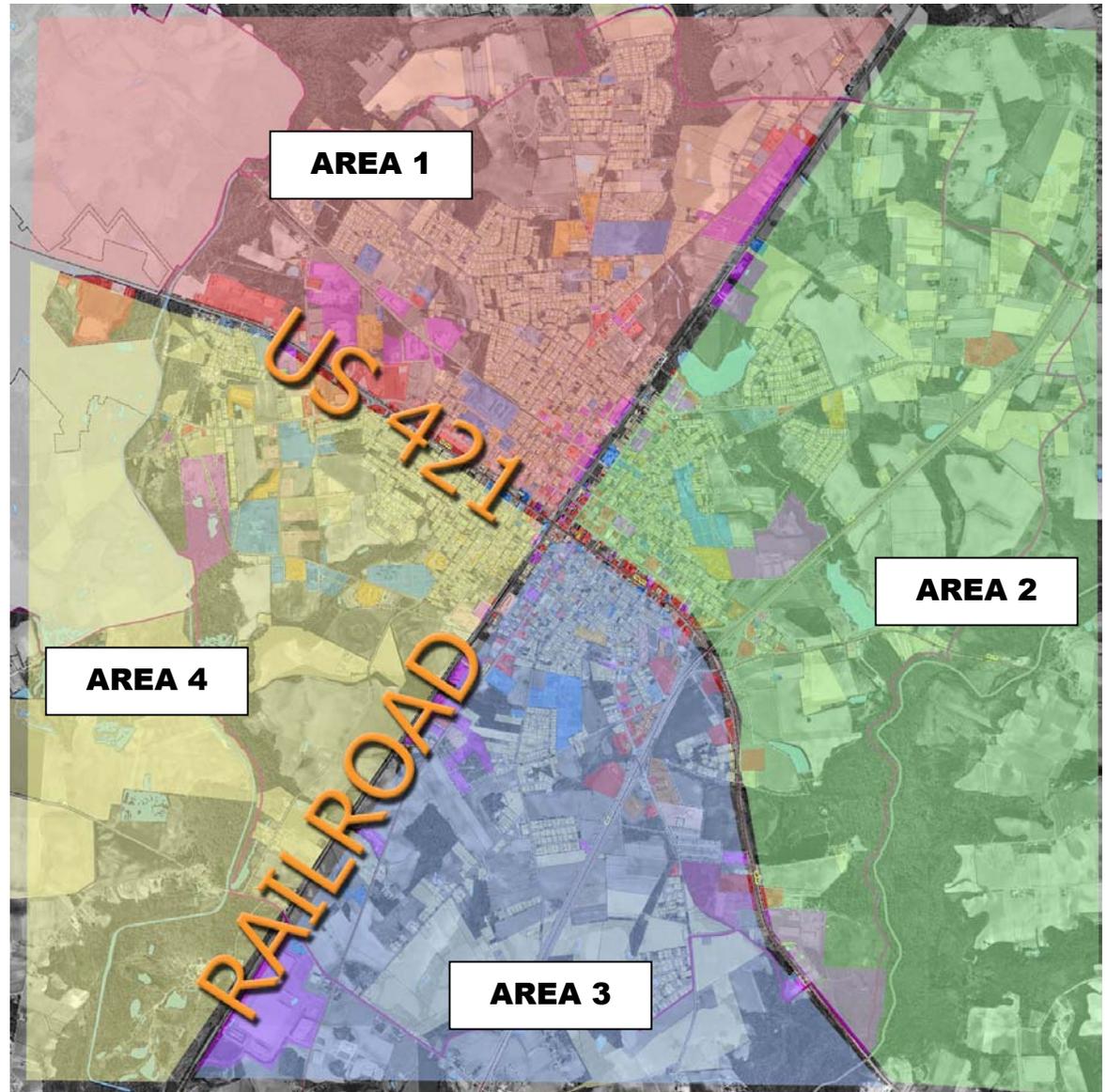
OCCUPANCY & TENURE				
	Dunn 1990	Dunn 2000	Harnett County 2000	State NC 2000
Total No. of Housing Units	3,638	4,100	38,605	3,523,944
Occupied Housing Units	3,343	3,797	33,800	3,132,013
Owner Occupied	1,882	2,115	23,753	2,172,355
Percent Owner Occupied	51.7%	51.6%	61.5%	61.6%
Renter Occupied	1,461	1,682	10,047	959,658
Percent Renter Occupied	40.2%	41.0%	26.0%	27.2%

Structure Details:	Totals	Persons Per Household	Persons in Owner Occupied	Persons in Renter Occupied
Total Persons	8,988	2.35	5,615	3,373
1-unit, detached	7,056	2.55	5,362	1,694
1-unit, attached	268	1.81	88	180
2 units	330	1.62	9	321
3 or 4 units	822	1.94	28	794
5 to 9 units	197	1.68	0	197
10 to 19 units	27	0.84	0	27
20 to 49 units	84	1.29	0	84
50 or more units	33	3.00	0	33
Mobile home	171	3.80	128	43

B. EXISTING LAND USE ANALYSIS

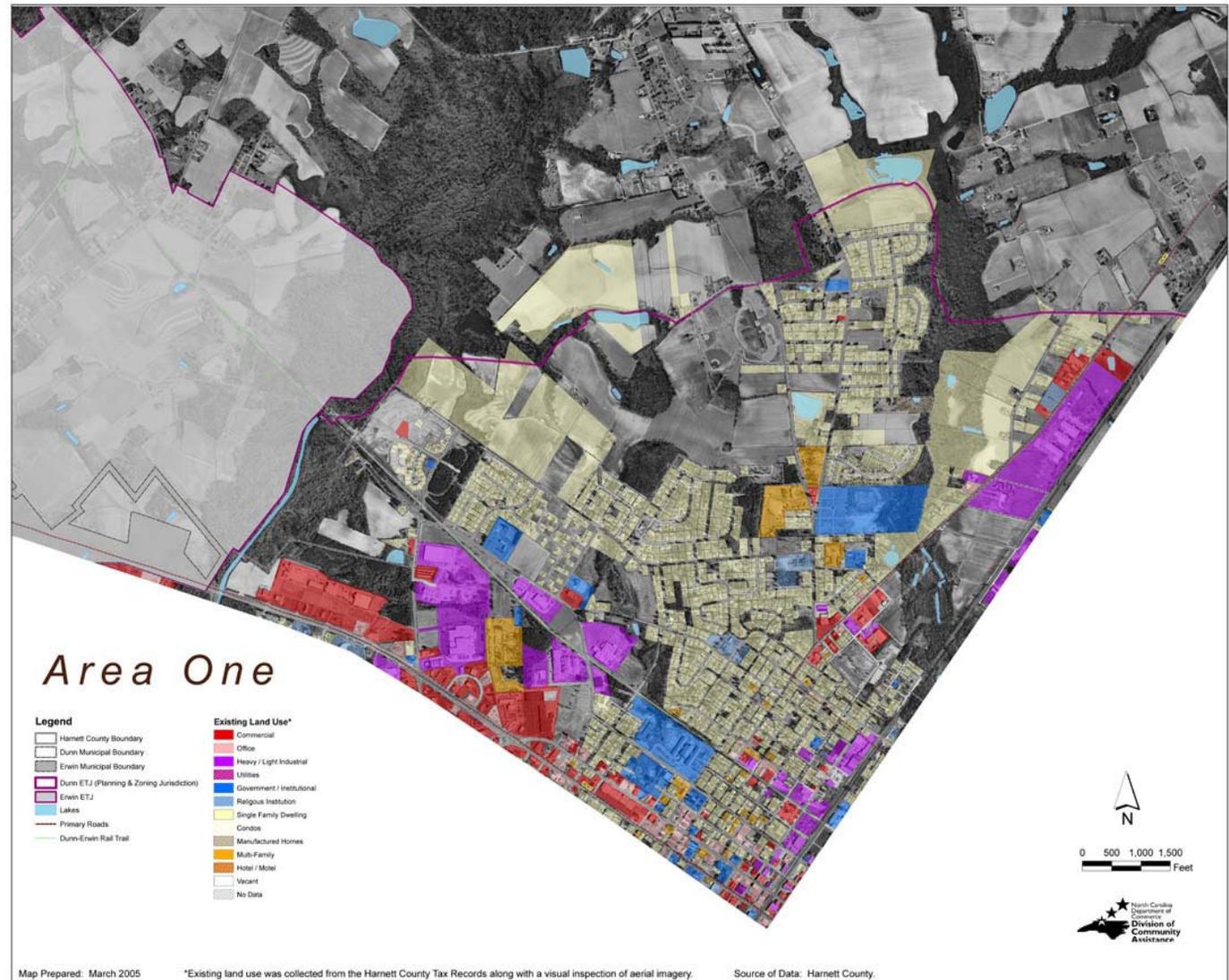
1. Photo Inventory Of Land Use Patterns

Numbers, charts and graphs say a lot about a place, but as they say, a picture is worth a thousand words. Below is a map that divides the study area into four sections. The sections are not designed to split areas into planning areas. The sections were created to quickly divide the area for the photo survey only. For example, the downtown area needs to be considered as whole unit. This map does not intend to say anything different. The intent of the four sections is only for organizational purposes for the photo inventory.



Area One

The image below depicts area one. As you can see the land use is primarily residential in this area with a strong commercial and Industrial presence along US 401 and US 301 North. The journey in area one begins along US 401 and then moves northeast towards Glen Eagles. The photos then follow development along the rail trail to US 301, ending at the northern end of US 301.





US 421 Commercial Uses



Vacant commercial along US 421



Tree lined shopping plaza along US 421



Vacant Commercial – Old Auto Parts Store



Glen Eagles Development and trail parking



Photo of church to the left and new residential in the background



Farmland for sale across from Glen Eagles and Rail Trail Parking



Tree line preserved along roadway



Residential neighborhood



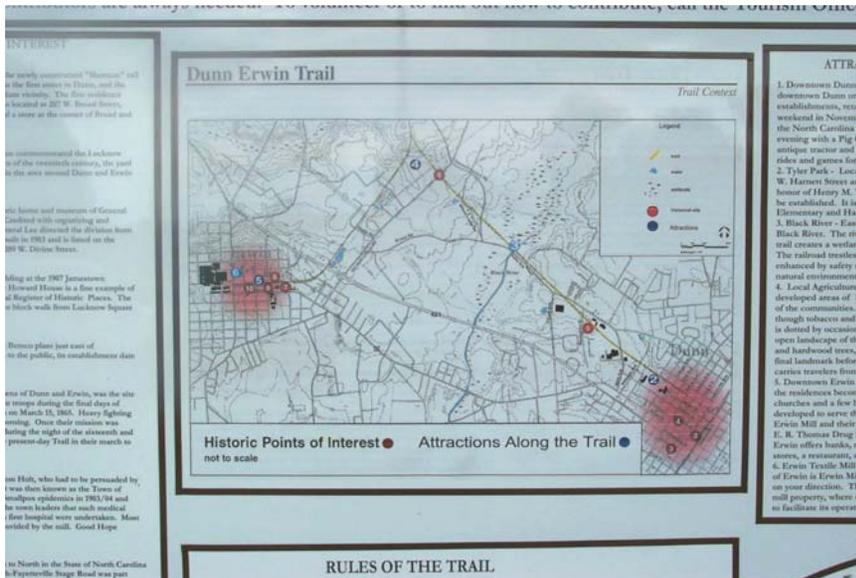
Dunn-Erwin Trail Logo



Dunn-Erwin Trail Parking and Sign



Actual Trail adjacent to Glen Eagles Development



Map of Dunn-Erwin Trail



Image of interior of Glen Eagles



Entrance to Glen Eagles Development



Rail Trail behind elementary school



Elementary School



Neighborhood near school



Traffic lining up to pick up children after school



Rail-Trail crossing along US 301 North



Traveling north on US 301



US 301 North Business



Grocery store heading north on US 301



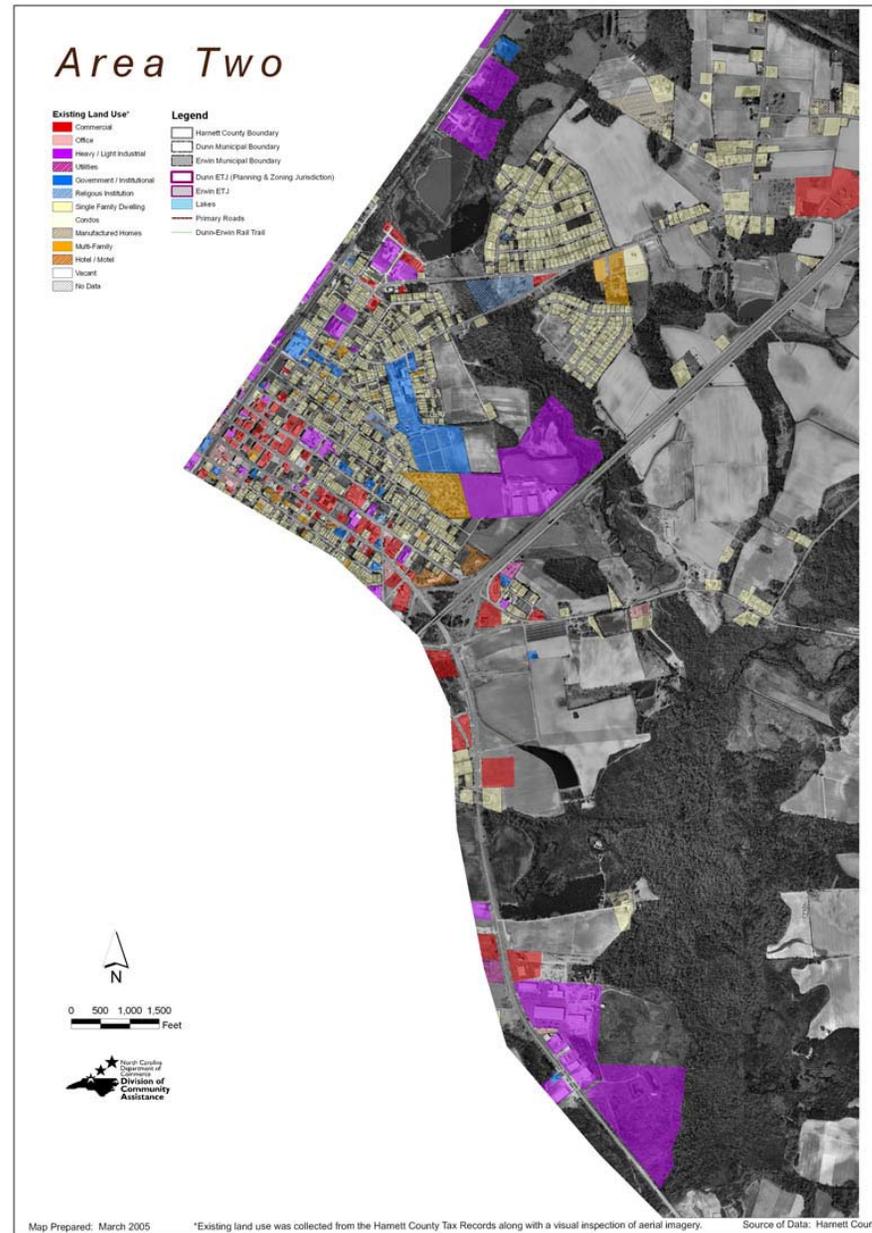
ETJ area near US 301 North

Area Two

Area Two contains most of the downtown area, several residential neighborhoods and some new development areas near I-95. This photo journey begins in the downtown area, moves through some residential areas and finishes east of I-95.



Banner in the downtown area





Commercial buildings downtown



Town Hall



Downtown businesses



Downtown Commercial Use



Neighborhood near downtown



Neighborhood moving from downtown towards I-95



Neighborhood



Nursing home/assisted care facility



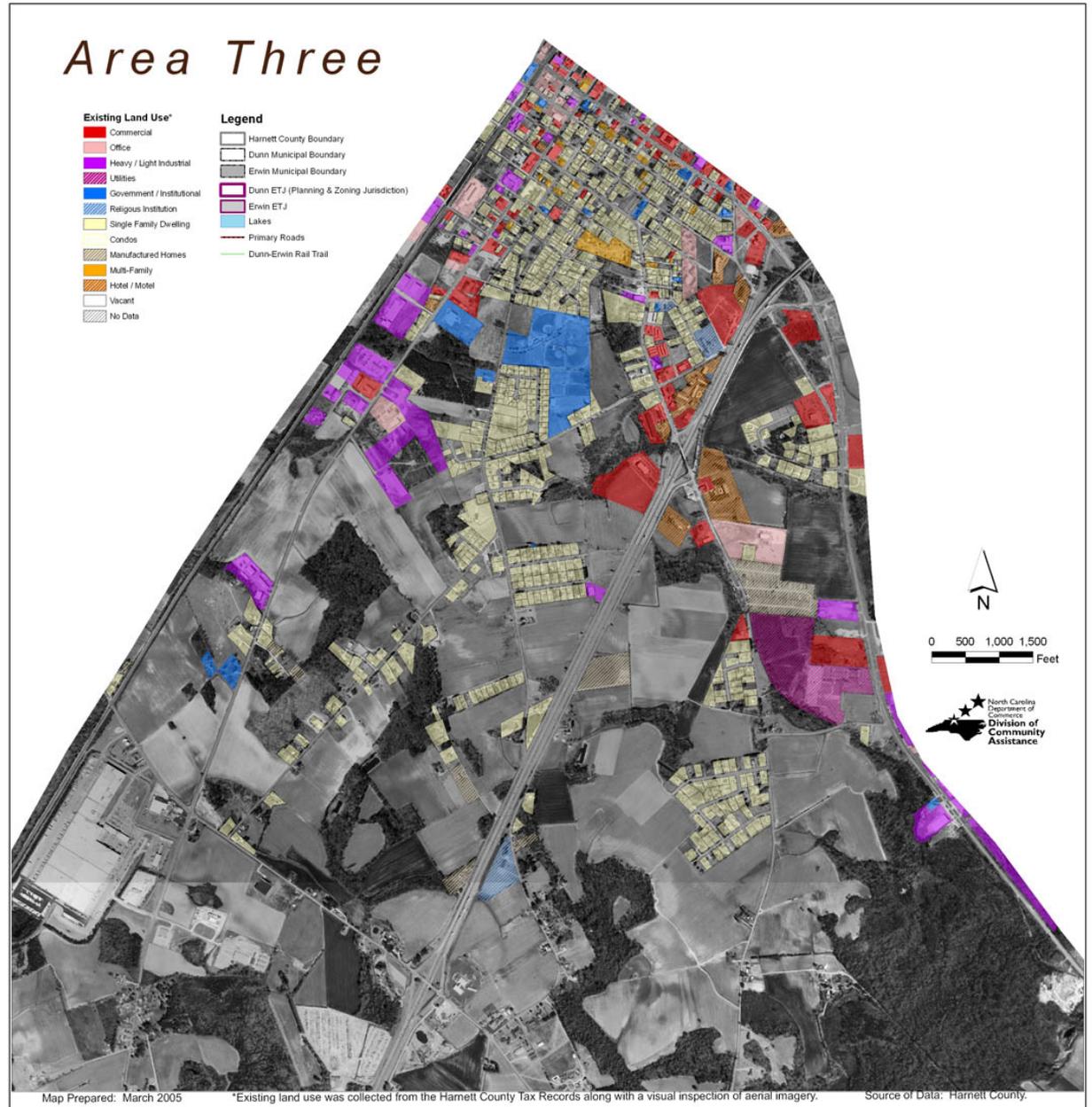
Welcome to Dunn – “A Great Place to be”



New Food Lion Development east of I-95

Area Three

Area three encompasses a great deal of farmland and areas of mixed use. The photo journey will begin in the middle of the city at the intersection of US 301 and US 421 and move east to I-95, moving through the middle of the area, ending near the industrial areas along the railroad.





US 421 and US 301 Intersection in the background



New commercial development at I-95



Welcome to Dunn adjacent I-95



View of Billboards along I-95



Double-decker billboards on I-95



Mini-Storage near I-95



Billboards on I-95



Commercial establishment near I-95, Exit 72



Dunn Community Building



Tree lined neighborhood street



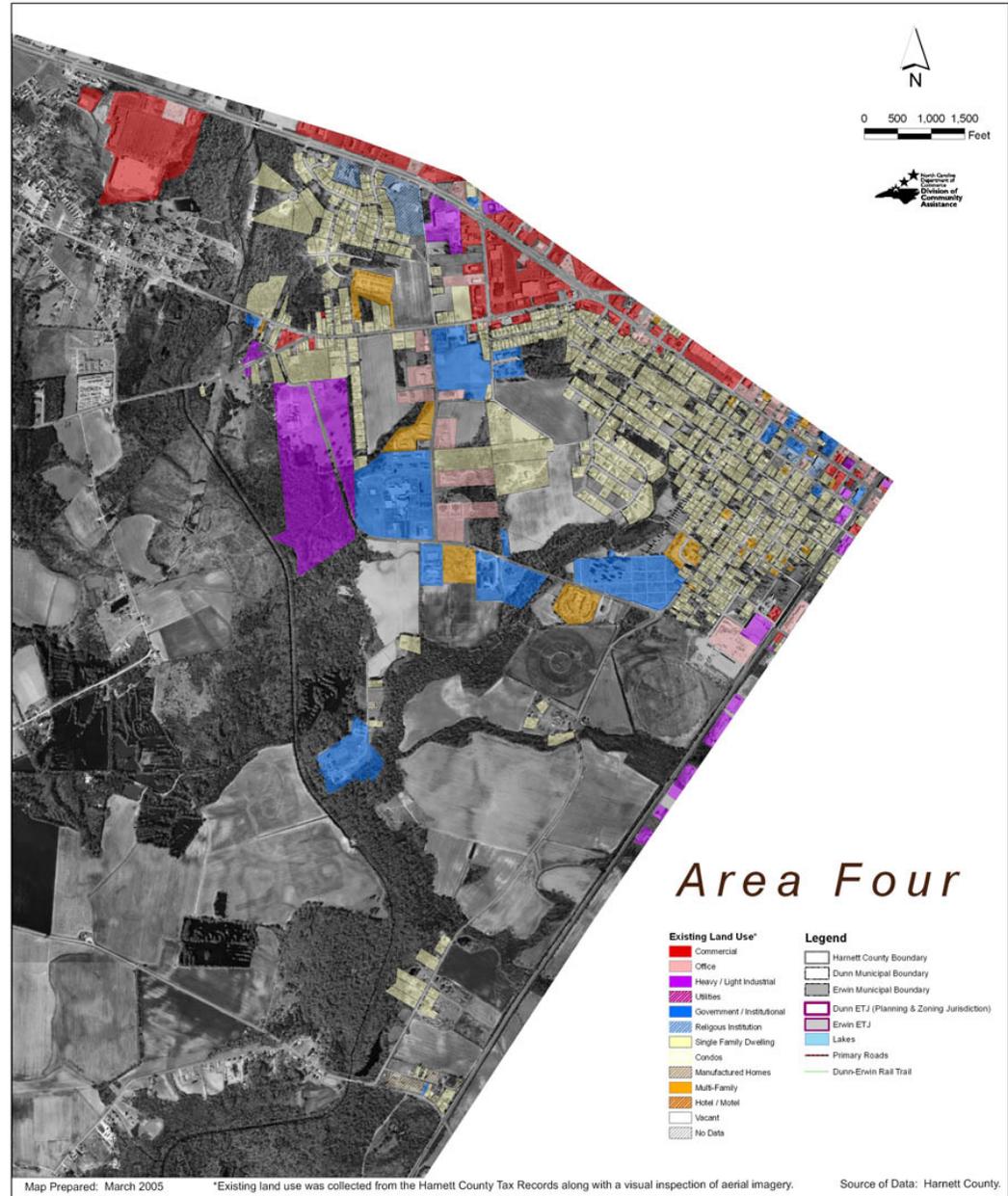
Ball Fields adjacent to Community Building



Mixed-use area of Industrial, Commercial and Residential

Area Four

The last photo excursion starts with neighborhoods near the railroad and travels westward through the medical center/hospital area ending at US 421 at the new shopping center. This area has separated commercial, medical, industrial and residential areas. This area does not exhibit a significant amount of mixed use – uses seem to be segregated.





A typical neighborhood street



View of older homes



Street cleanup



Neighborhood in the area



Street and utility work in neighborhood



Medical offices



New hospital addition



Medical office



Farmland for sale across from hospital



Signs at a commercial establishment along US 421



Neighborhood off US 421



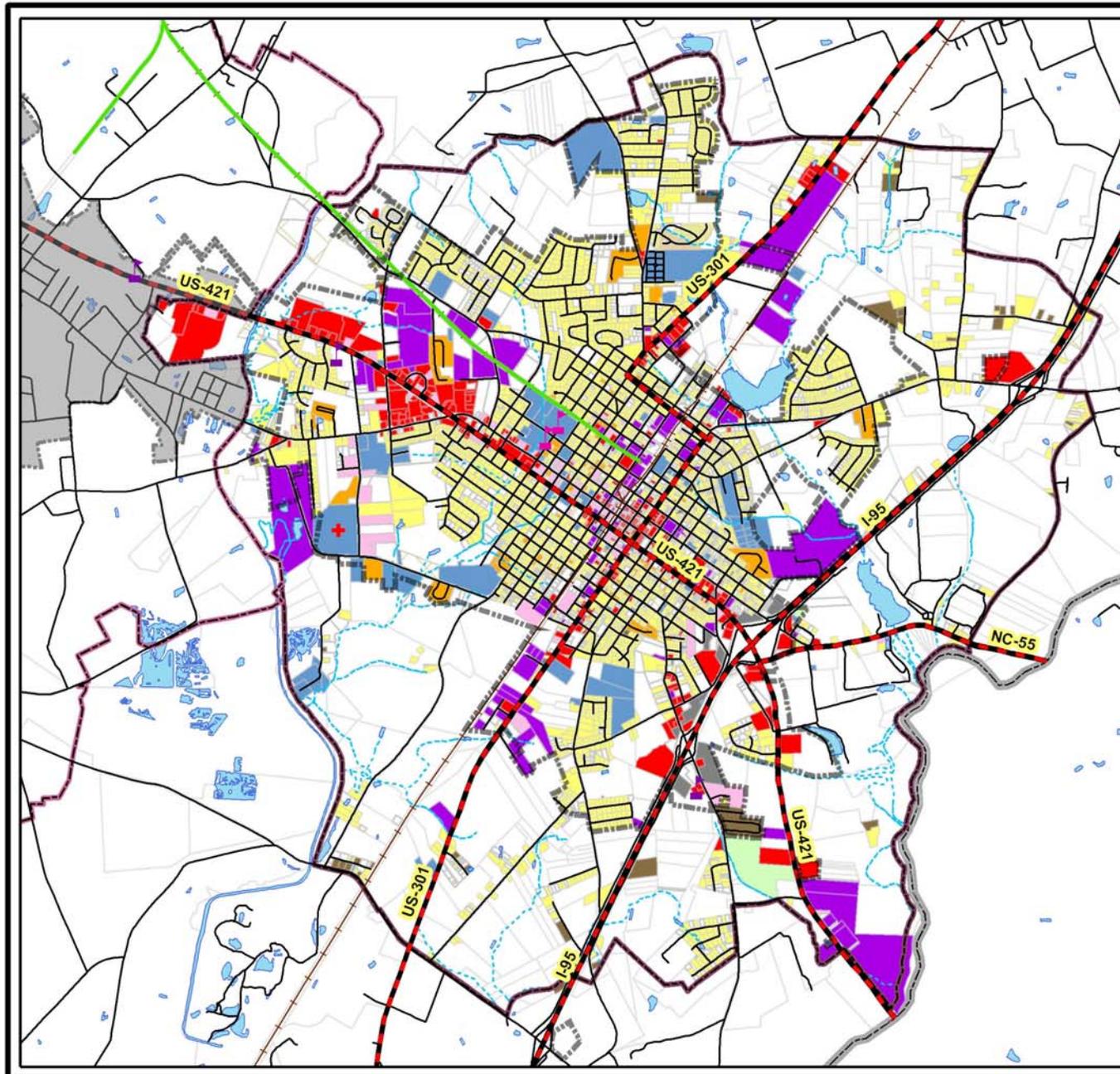
New shopping center across the Black River

2. Existing Land Use And Future Needs

In an attempt to better understand the actual acreage devoted to individual uses, the county tax data was examined. An existing land use map was created with the county tax parcel data as an overlay on top of the aerial photography for the City of Dunn. Using the tax data the acreage was calculated for individual land uses. The general land use patterns were identified and are described in the table below. The actual land use map follows on the next page.

Land Use	Acres	Percentage
Single Family Residential	1299.71	14.43%
Multi-Family Residential	111.46	1.24%
Condominium Residential	5.96	0.07%
Manufactured Homes (Residential)	69.08	0.77%
Agricultural / Rural (Displayed as vacant or white shaded areas on map)	5335.11	59.23%
Commercial	365.31	4.06%
Office	93.81	1.04%
Hotel / Motel	34.97	0.39%
Heavy / Light Industrial	489.65	5.44%
Government / Institutional	326.63	3.63%
Religious Institution	49.98	0.55%
Public Utility	35.99	0.40%
Vacant	683.28	7.59%
No Data	106.33	1.18%
Totals	9007.27	100.00%

Source: Harnett County Tax Records and Visual Survey.



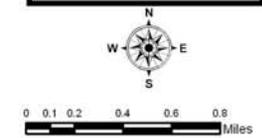
Dunn

Harnett County North Carolina

Existing Land Use Map

Map Legend

- County Boundary
- ETJ's**
- DUNN
- ERWIN
- Primary Roads
- City Limits**
- Dunn
- Erwin
- Active Railroads
- Lakes
- Streams
- Streets
- LandUse**
- Commercial
- Condos
- Government / Institutional
- Heavy / Light Industrial
- Hotel / Motel
- Manufactured Homes
- Multi-Family
- Office
- Single Family Dwelling
- Utilities
- Vacant
- No Data
- Dunn / Erwin Rail Trail



North Carolina
Department of
Commerce
**Division of
Community
Assistance**

Date Prepared: December 2004

a. Residential Land Use

Currently, residential represents approximately 16.5% of the land use within the planning jurisdiction of Dunn. The primary residential use is single family residential. Multi-family accounts for only 1.24%, with manufactured homes at 0.77% and only 0.07% for condominium development.

Future Needs

The table below describes the future housing needs and acreage to accommodate new housing by the year 2030. Two scenarios are presented based on a low projection of 13,886 and a high of 16,910 by the year 2030. The first set of tables display the projected units that will be needed by 2030 with and with out infill of existing vacant units. The second set of tables display the amount of acreage needed to support the new residential growth.

Currently, a sufficient amount of land exists within the Dunn Planning Area to support the projected growth. Over 5,000 acres are classified as agricultural or rural, which can be converted to residential use for the projected growth. The minimum amount of acreage needed will be 368 acres at an R-6 Density and infill, to just over 1,300 acres at an R-20 density with no infill of existing housing.

Figure 3.14: Future housing needs to accommodate new housing by the year 2030 (Constant Share Method)

Year	Projected Total Units	Projected New Units With Infill of existing vacant units	Projected New units without Infill
2010	4776	142	271
2020	5901	463	592
2030	7075	2672	2975

Figure 3.15: Future housing needs to accommodate new housing by the year 2030 (Linear Method)

Year	Projected Total Units	Projected New Units With Infill of existing vacant units	Projected New units without Infill
2010	4502	99	402
2020	5156	753	1056
2030	5810	1407	1710

Figure 3.16: Future acreage needed to accommodate new housing with and without infill (Constant Share Method)

Acreage needed to accommodate new housing with and without infill						
Year	R6 w/infill (acres)	R6 w/out (acres)	R10 w/infill (acres)	R10 w/out (acres)	R20 w/infill (acres)	R20 w/out (acres)
2010	19.55	37.32	32.59	62.21	65.19	124.42
2020	63.77	81.54	106.29	135.90	212.58	271.80
2030	368.04	409.77	613.40	682.96	1226.81	1365.93

Figure 3.17: Future housing needs to accommodate new housing by the year 2030 (Linear Method)

Acreage needed to accommodate new housing with and without infill						
Year	R6 w/infill (acres)	R6 w/out (acres)	R10 w/infill (acres)	R10 w/out (acres)	R20 w/infill (acres)	R20 w/out (acres)
2010	13.59	55.32	22.65	92.21	45.30	184.42
2020	103.72	145.46	172.88	242.43	345.76	484.87
2030	193.80	235.54	323.01	392.57	646.02	785.14

b. Commercial Land Use

The primary commercial areas are the developing I-95 node, the downtown and the US 421 corridor where the Erwin and Dunn Planning Boundaries meet. The I-95 site is experiencing a significant amount of activity that may lead to the further development of that site. In addition, the downtown of Dunn is undergoing many efforts to revitalize. An emerging node is the area near the hospital. This node is developing as a professional office area, however, it is expected some commercial development will follow the office developments. The commercial node on US 421 west of the Downtown is expected to continue to develop with hopeful infill of the existing vacant commercial buildings in the same vicinity.

Future Needs

The projection methods below display the future commercial needs to support the projected population. Combining the analysis below with the existing commercial land use inventory, a low of 730 acres to nearly 1,100 acres of new land needs to be planned for commercial by 2030. There appears to be sufficient land available over the next 25 years to accommodate this need.

2000 Population = 9,196

2000 Per Capita Income = \$19,178 (Actual 1999)

Total gross per capita income = 9,196 X 19,178
= \$176,360,888

Total sales per retail building square footage = $\frac{\$176,360,888}{\$20 \text{ SF}}$ = \$8,818,044 SF

Assume 90% capture within primary trade area = \$7,936,240 SF

Total acres = $\frac{\$7,936,240 \text{ Sales/SF}}{10,000 \text{ SF/Acre}}$ = **794 acres**

Ratio utilized for future projections based on 2000 data: $\frac{794 \text{ acres}}{9,196 \text{ pop.}} = .08634$

2030 Retail/Commercial Demand/Potential

Constant Share Method: $16,910 \times .08634 = 1,460 \text{ acres}$

Linear Method: $13,886 \times .08634 = 1,199 \text{ acres}$

c. Industrial Land Use

Industrial sites are scattered throughout the city. The main industrial park is located south of the city along US 301 with several industrial sites north of the city along US 301 as well. The areas adjacent to the downtown north and south include some industrial areas too. Industrial land makes up over five percent of all land uses, representing 490 acres.

Future Needs

It is difficult to project future industrial needs. As the US Economy has become a global one, the competition for industrial site location has increased significantly. With the increased competition has also come the complexity of new industrial uses. A “cookie cutter” format for developing industrial parks and shell buildings may not work any longer. The specialty needs of industry make it difficult to plan for the “right” facilities and the “right” location. Therefore it is difficult to project what the detailed future industrial needs of the City will be in 2030.

d. Open Space and Agricultural / Rural Uses

Agricultural / rural land is the largest land use within the Dunn Planning and Zoning Jurisdiction. Over 5,000 acres or nearly 60% of the total area is classified as agricultural / rural land. When you observe the existing land use map and aerial photo, the agricultural lands are very noticeable and are located mostly within the extraterritorial area.

Future Needs

A standard does not exist to project general open space and farmland needs. The City must decide if it wants to expand its open space and determine if it will preserve the existing farmland or transform some of the land into residential land over the next 25 years. The rural portions of the Dunn Planning Area will receive pressure to rezone and convert to residential or commercial use. This type of conversion has already occurred in the areas near I-95 and just across the Black River on US 421 North where some farmland was developed for the commercial node that includes the new Wal-Mart.

e. Parks and Recreation Facilities/Land

The City of Dunn has three area parks, the 5.3-mile Dunn-Erwin rail trail, the community building and the new Dr. P.K. Vyas, MD Recreation Center. The **C.B.CODRINGTON PARK / CITY SWIMMING POOL** is located on the eastern side of the City on Burke Street and houses the City swimming pool, playground equipment and a picnic shelter.

The **TYLER PARK / DUNN CIVIC CENTER** is located just west of Downtown on General Lee Avenue and has three tennis courts, playground equipment, picnic shelter, batting cage and two ball fields which are used for T-Ball and the 10 & under and 12 & under boys baseball.

The **CLARENCE LEE TART PARK** is located in the southern area of Dunn on South Elm Street and has 9 ball fields that are used for soccer, football, baseball and fast-pitch softball. There is a 1-mile walking track along with playground equipment and a picnic shelter.

The **DUNN COMMUNITY BUILDING** is a 6,478 sq. ft. building with a full size kitchen, cassette tape sound system and microphones. There is also a picnic shelter and small playground equipment located at the end of the parking lot. The Community Building is located adjacent to the Clarence Lee Tart Park.

The 5.3-mile **DUNN ERWIN RAIL TRAIL** is a major recreational asset to the community as well as an economic development tool that can potentially bring in tourist dollars from bicycle and hiking enthusiast alike. The trail follows an abandoned rail corridor from Downtown Dunn to Downtown Erwin. The two downtowns should work together to see how they might market their areas and the trail. For example, similar business can locate on each end of the trail that rent bikes. The bikes could be dropped off and picked up at either location.

The 17,000 square foot **DR. P.K. VYAS, MD, RECREATION CENTER** is a multi-function recreational facility offering an indoor gymnasium for basketball and walking, a racquetball room, a wellness fitness room, an indoor batting cage, gymnastics room and a multi-purpose room for smaller meetings and special occasions. It is located adjacent to the community building.

Future Needs

The National Recreation and Park Association recommends 6.25 – 10.5 acres of Park Land/Open Space per 1,000 in population. According to this standard, Dunn will need from 106 to 177 acres of recreational open space by 2030. The City must decide if it wants to expand its parks over the next 25 years. As the population grows, the citizens will need quality places to recreate. Below from the National Recreation and Park Association, are some general guidelines for making future parks plans.

The National Recreation and Park Association (NRPA) recognizes the importance of establishing and using park and recreation standards as:

- 🌟 A national expression of minimum acceptable facilities for the citizens of urban and rural communities.
- 🌟 A guideline to determine land requirements for various kinds of park and recreation areas and facilities.
- 🌟 A basis for relating recreational needs to spatial analysis within a community-wide system of parks and open space areas.
- 🌟 One of the major structuring elements that can be used to guide and assist regional development.
- 🌟 A means to justify the need for parks and open space within the overall land-use pattern of a region or community.

The purpose of these guidelines is to present park and recreation space standards that are applicable nationwide for planning, acquisition, and development of park, recreation, and open space lands, primarily at the community level. These standards should be viewed as a guide. They address minimum, not maximum, goals to be achieved. The standards are interpreted according to the particular situation to which they are applied and specific local needs. A variety of standards have been developed by professional and trade associations, which are used throughout the country. The standard derived from early studies of park acreages located within metropolitan areas was the expression of acres of parkland per unit of population. Over time, the figure of 10 acres per 1,000 population came to be the commonly accepted standard used by a majority of communities. Other standards adopted include the "percent of area" approach, needs determined by user characteristics and participation projections, and area use based on the carrying capacity of the land. The fact that some of the standards have changed substantially is not an indication of their obsolescence. Changes are a measure of the growing awareness and understanding of both participant and resource (land, water, etc.) limitations. Parks are for people. Park, recreation, and planning professionals must integrate the art and science of park management in order to balance such park and open space resource values as water supply, air quality

ACTIVITY/ FACILITY	UNITS PER POPULATION	SERVICE RADIUS	LOCATION NOTES
Badminton	1 per 5000	¼ -1/2 mile	Usually in school, recreation center or church facility. Safe walking or bike access.
Basketball	1 per 5000	¼ - ½ mile	Same as badminton. Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
Handball (3-4 wall)	1 per 20,000	15-30 minute travel time	4-wall usually indoor as part of multi-purpose facility. 3-wall usually outdoor in park or school setting
Ice Hockey	Indoor – 1 per 100,000	½ - 1 hour travel time	Climate important consideration affecting no. of units. Best as part of multi-purpose facility.

	Outdoor – depends on climate		
Tennis	1 court per 2000	¼-1/2 mile	Best in batteries of 2-4. Located in neighborhood/community park or adjacent to school
Volleyball	1 per 5000	¼ - ½ mile	Same as other court activities (e.g. badminton)
Baseball (Official and Little League)	1 per 5000 Lighted 1 per 30,000	¼ - ½ mile	Part of neighborhood complex. Lighted fields part of community complex.
Field Hockey	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
Golf-driving Range	1 per 50,000	30 minutes travel time.	Part of a golf course complex. As separate unit may be privately owned.
¼ Mile Running Track	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.
Softball	1 per 5,000 (if also used for youth baseball)	¼ - ½ mile	Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.
Multiple Recreation Court (basketball, volleyball, tennis)	1 per 10,000	1-2 miles.	
Trails	1 system per region	N/A	
Archery Range	1 per 50,000	30 minutes travel time	Part of regional or metro park complex.
Combination Skeet and Trap Field (8 Stations)	1 per 50,000	30 minutes travel time	Part of regional/metro park complex
Golf	--	½ to 1 hour travel time	9 hole course can accommodate 350 people/day. 18 hole course can accommodate 500-550 people/day. Course may be located in community or district park, but should not be over 20 miles from population center.
1. Par 3 (18 hole)	1/25,000		

2. 9-hole standard 3. 18-hole standard	1/50,000		
Swimming Pools	1 per 20,000 (Pools should accommodate 3 to 5% of total population at a time.)	15 to 30 minutes travel time	Pools for general community use should be planned for teaching, competitive and recreational purposes with enough depth (3.4m) to accommodate 1m and 3m diving boards. Located in community park or school site.
Beach Areas	N/A	N/A	Should have sand bottom with slope maximum of 5 % (flat preferable). Boating areas completely segregated from swimming areas.

Reference: Lancaster, R.A. (Ed.). (1990). Recreation, Park, and Open Space Standards and Guidelines. Ashburn, VA: National Recreation and Park Association.

f. Historical Uses, Properties and Districts (Source: NC Dept. of Cultural Resources – State Historic Preservation Office)

Dunn has several historically significant areas, properties and homes. In July of 2004, the NC Department of Cultural Resources – State Historic Preservation Office, completed a thorough inventory of the existing historical properties. The inventory identified two potential National Register Districts, the Dunn Commercial Historic District, roughly bounded by Cumberland Street, Fayetteville Avenue, East Harnett Street and Elm Avenue, and the Central Dunn Residential Historic District, roughly bounded by West Divine Avenue, South Ellis Avenue, West Pope Street and Lucknow Road. The NC National Register Advisory Committee approved the two districts on June 10, 2004 for addition to the Study List for the National Register of Historic Places. The preliminary and approximate boundaries are displayed on the Proposed/Potential Sites Map.

The extension of the Wilmington-Weldon through Harnett County led directly to the development of the city of Dunn, named after an engineer for the railroad, Captain Bennett R. Dunn. Lots for the new town were auctioned off from a caboose starting in October 1886. Initially laid out in a circular plan, Dunn quickly developed into a major commercial center, servicing northeastern Cumberland, northwestern Sampson, and southwest Johnston counties. Although Harnett County remained largely rural, Dunn grew to become an important commercial center with warehouses and a well-developed “Main Street” near the Atlantic Coastline railroad tracks.

The **Dunn Commercial Historic District (Downtown)** is comprised of 61 buildings that represent the core of the city’s commercial area and include several well-known local interest such as the Daily Record Building (formerly the Dunn Post Office), the former Cottondale Hotel, the Johnson Brothers Clothiers and Cotton Company, the Machine and Welding Company, and the buildings that once served Dunn as movie theaters, automotive garages, drug stores and hardware stores from 1890 through 1950. The majority of the commercial buildings are one and two-story brick structures with flat or parapet roofs, and have altered storefronts. Most have retained their historic facades, however, particularly the decorative brickwork around the cornice and window framing. The district includes the former Atlantic Coastline Railroad tracks, which runs through

the proposed district between Lucknow Road and Railroad Street. The rail line, first known as the Wilmington and Weldon Railroad, was the impetus for the city's organization and development in the late 1890s.

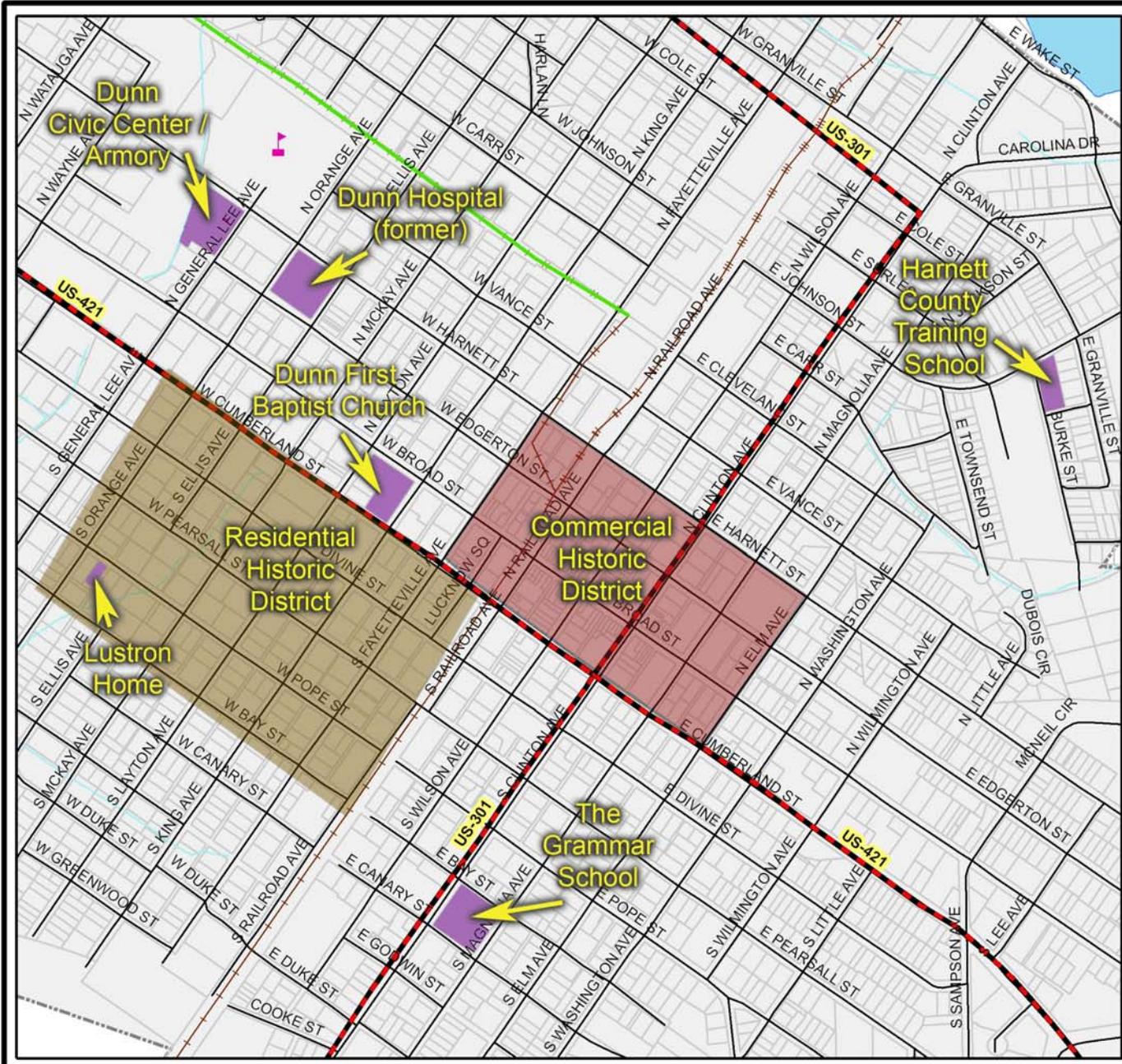
Several large, elaborate residences in downtown Dunn are a testament to the wealth that some were able to acquire at the turn of the twentieth century and are part of the proposed **Dunn Residential Historic District**. Along residential Pearsall and Divine streets in Dunn, several extant Neoclassical Revival style houses suggest the prominence of this neighborhood, including the William C. Lee House, and the C.L. Wilson-S.A. Kozma House, the Kenneth House, and the house located directly across from it at 309 West Pearsall. The cluster of these residences, built by prominent and successful citizens, created a feeling of sophistication and wealth. In fact, Sanborn maps show that 309 West Pearsall was built before 1925 with a small portico at its entry and that this was enlarged to its present full-height with Doric columns sometime after 1940, perhaps in an effort to keep up with the neighbors.

The popularity of two other styles, Tudor Revival and Colonial Revival, emphasizes a sense of conservative feeling in Harnett County's suburban architecture. These were also the most common housing styles in the later part of this period, during the 1930s and 1940s. As with the Neoclassical Revival, architects and builders used Tudor and Colonial Revival elements to give a sense of age to new buildings and neighborhoods, to suggest a connection to European taste, and to impart a feeling of wealth. Examples of these styles abound in Dunn, including the particularly distinct Tilghman-Pope House, built by contractor Sam Pitman. Other houses on Harnett, Ellis and West Pearsall streets repeat these styles with variations. Common features of the Colonial Revival on larger examples include a two-story side gable form with one-story wings, supported by Doric columns. Smaller examples often use the arched porticos and gable dormers. Tudor Revival houses employed a front chimney, steeply sloping roof, and a preponderance of brick arches over porches and entry doors.

Other significant buildings include the former Armory (Dunn Civic Center), located at the southwest corner of N. General Lee and W. Harnett St., the former hospital located at the west side of Ellis St. between Harnett St. and Edgerton St., the Grammar School on Magnolia Ave., the Harnett County Training Schools on Surles St., and the Lustron Home at 607 W. Pope Street.

Effort should be made to work with property owners in the two districts and property owners of the significant buildings to preserve and retain the character of the properties. If the properties receive designation by the National Register, the redevelopment and maintenance of the properties may produce tax relief benefits through the national and state historic tax credit programs.

The NC Department of Cultural Resources – State Historic Preservation Office, who has the original copies of the historical surveys, can answer any questions and provide technical advice on historic preservation topics of interest.

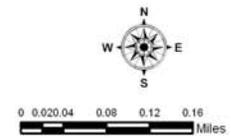


Dunn

Harnett County North Carolina

Proposed/Potential National Register of Historic Places Historic Districts and Historic Buildings Map

Source: NC Department of
Cultural Resources -
State Historic
Preservation Office



Date Prepared: December 2004

C. NATURAL FEATURES ANALYSIS

Natural features are located throughout the Dunn Planning Area. As future plans are being prepared, these important lands need to be identified and inventoried. The map below displays the overall study area. A brief description of all of the natural features maps precedes the actual maps.

1. Current Land Cover

The current land cover map displays a land use pattern that is consistent with the existing land use map. The dense urban lands are contained within the city boundary of Dunn, while much of the surrounding extraterritorial area is farmland with scattered sites of development and significant vegetative features.

2. Topography

The Dunn Planning Area does not have significant changes in topography. The low areas can be found near the swamps, rivers, and creeks, surrounding and running through Dunn. The high ground is downtown and north of the city as can be seen on the contour and elevation map.

3. Flood Plains and Wetlands

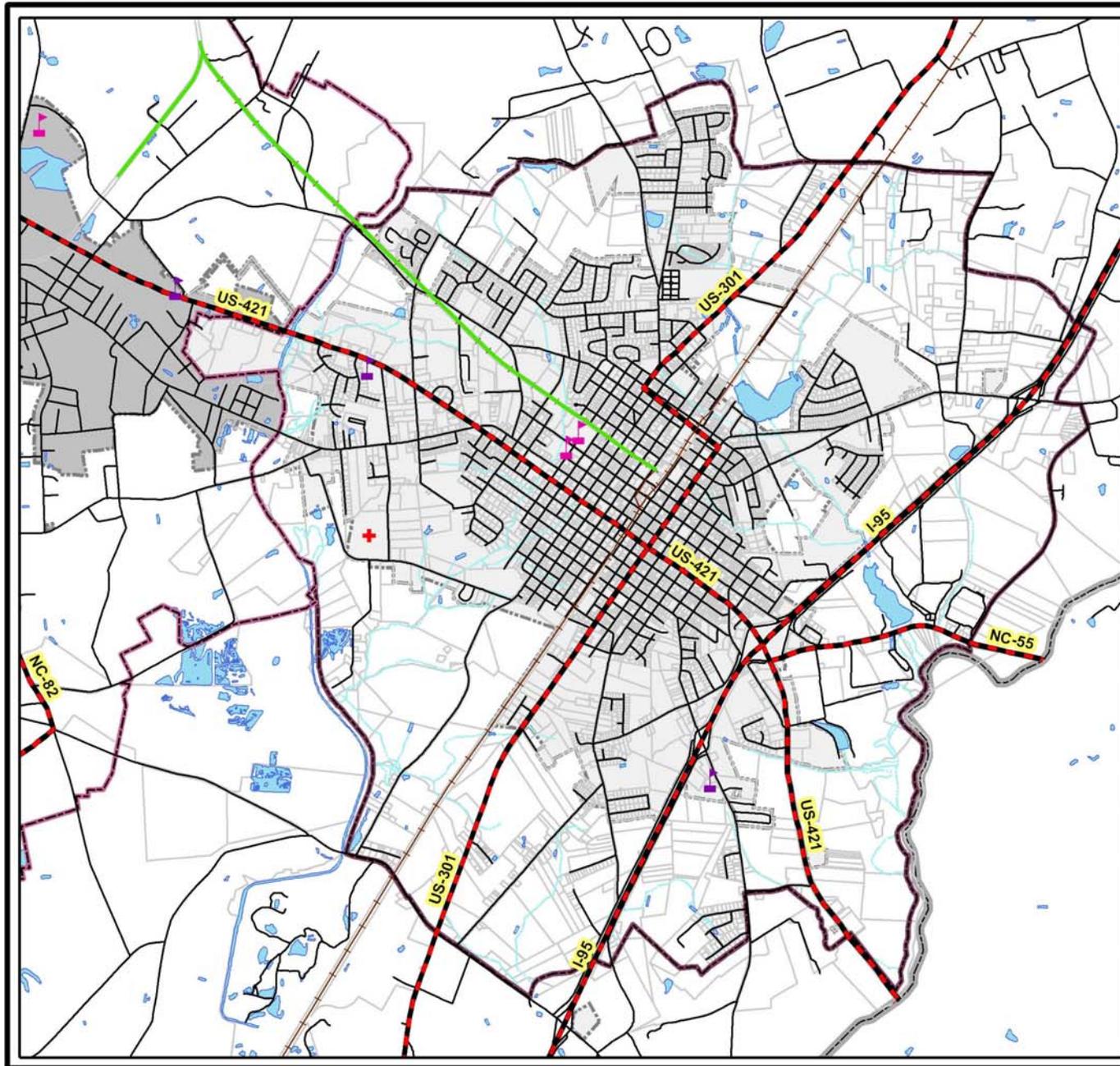
The flood plains and wetlands are delineated on the Flood Plains and Wetlands Map. Following the previous maps, the areas of flood hazards are apparent. The areas should be protected from much development to prevent floods and potential damage to the water/stream quality. The current flood plain and storm water management may need to be studied more closely to determine potential hazard mitigation strategies for surface flooding or other possible water quality or environmental issues.

4. Soils

Most of the soil within the Dunn Planning Area does not exhibit wet qualities. However, as noted on the Hydric Soils Map, several areas exist, especially within the low lying, flood prone areas, land that exhibits extremely wet properties, denoted as Hydric A and lands that have some wet properties, shown as Hydric B on the same map.

5. Prime Farmland

As noted in the existing land use analysis, over 5,000 acres in the Dunn Planning Area is classified as farmland. The aerial photo of the planning area reveals the footprint of the agricultural use especially within the extraterritorial planning area. On the Prime Farmland Map, the USDA has classified much of the soil outside of the Dunn City Limits as prime farmland.



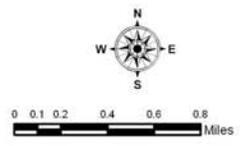
Dunn

Harnett County North Carolina

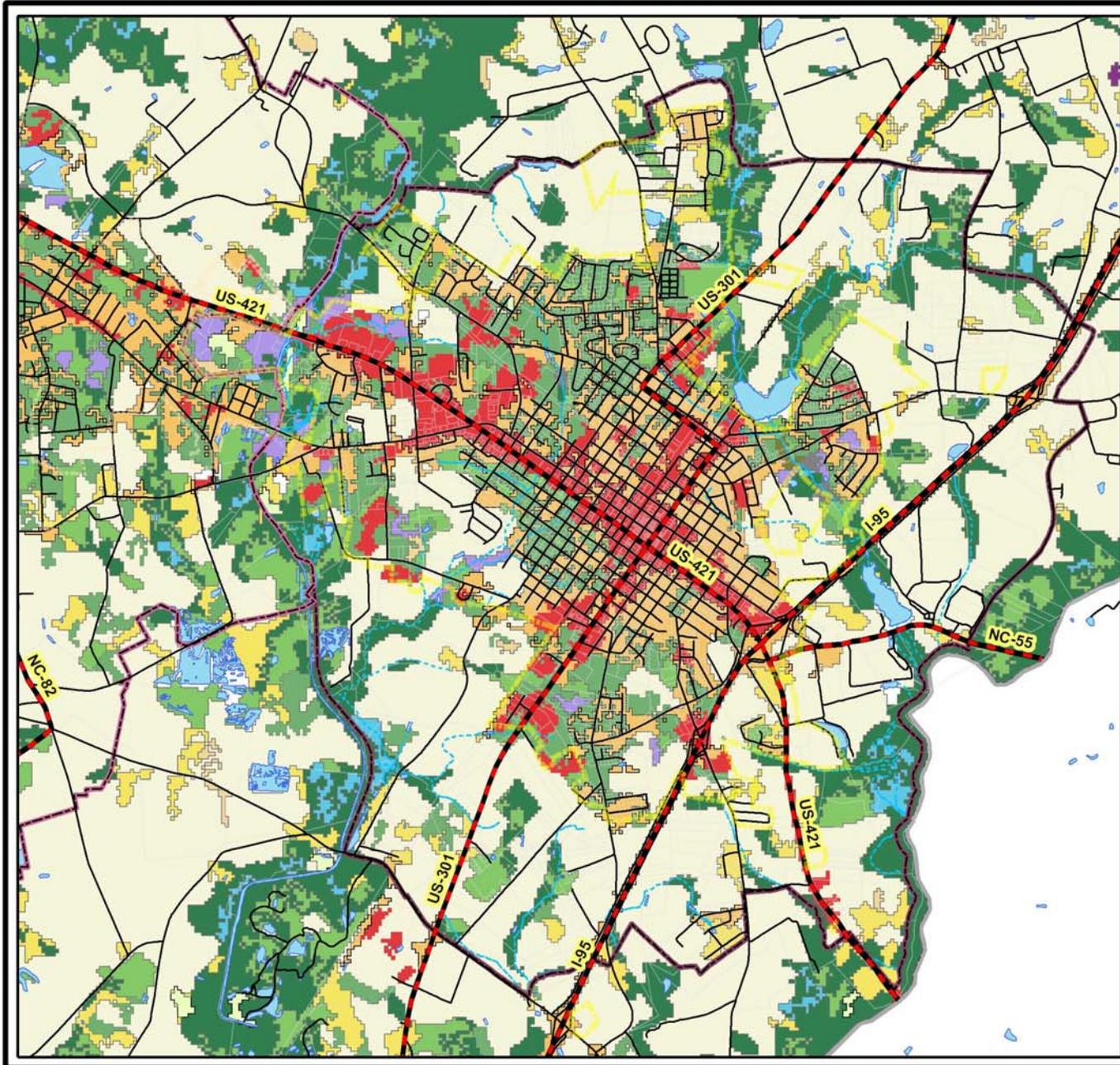
Overall Map

Map Legend

- County Boundary
- ETJ's**
- DUNN
- ERWIN
- Primary Roads
- Active Railroads
- Lakes
- Streets
- Streams
- Dunn / Erwin Rail Trail
- City Limits**
- Dunn
- Erwin



Date Prepared: December 2004



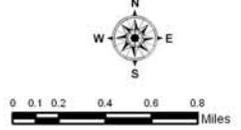
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Harnett County North Carolina

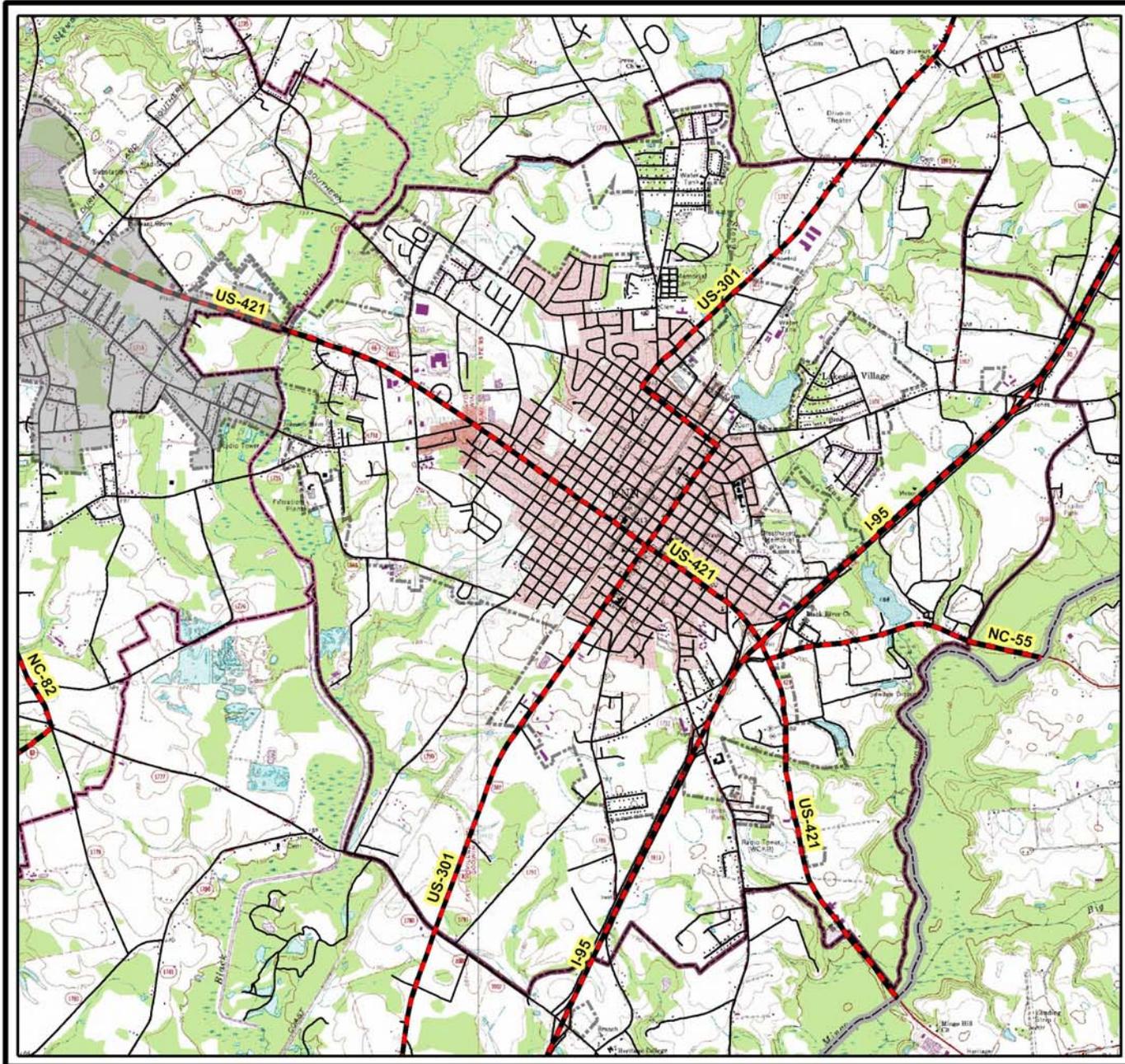
Current Land Cover Map

Map Legend

- County Boundary
- ETJ's
- DUNN
- ERWIN
- Primary Roads
- City Limits**
- Dunn
- Erwin
- Lakes
- Streams
- Current Land Cover**
- Bottomland Forest/Hardwood Swamps
- Broadleaf Evergreen Forest
- Cultivated
- Deciduous Shrubland
- Evergreen Shrubland
- High Intensity Developed
- Low Intensity Developed
- Managed Herbaceous Cover
- Mixed Hardwoods/Conifers
- Mixed Shrubland
- Mixed Upland Hardwoods
- Needleleaf Deciduous
- Oak/Gum/Cypress
- Southern Yellow Pine
- Unconsolidated Sediment
- Streets



Date Prepared: December 2004



Dunn

Harnett County
North Carolina

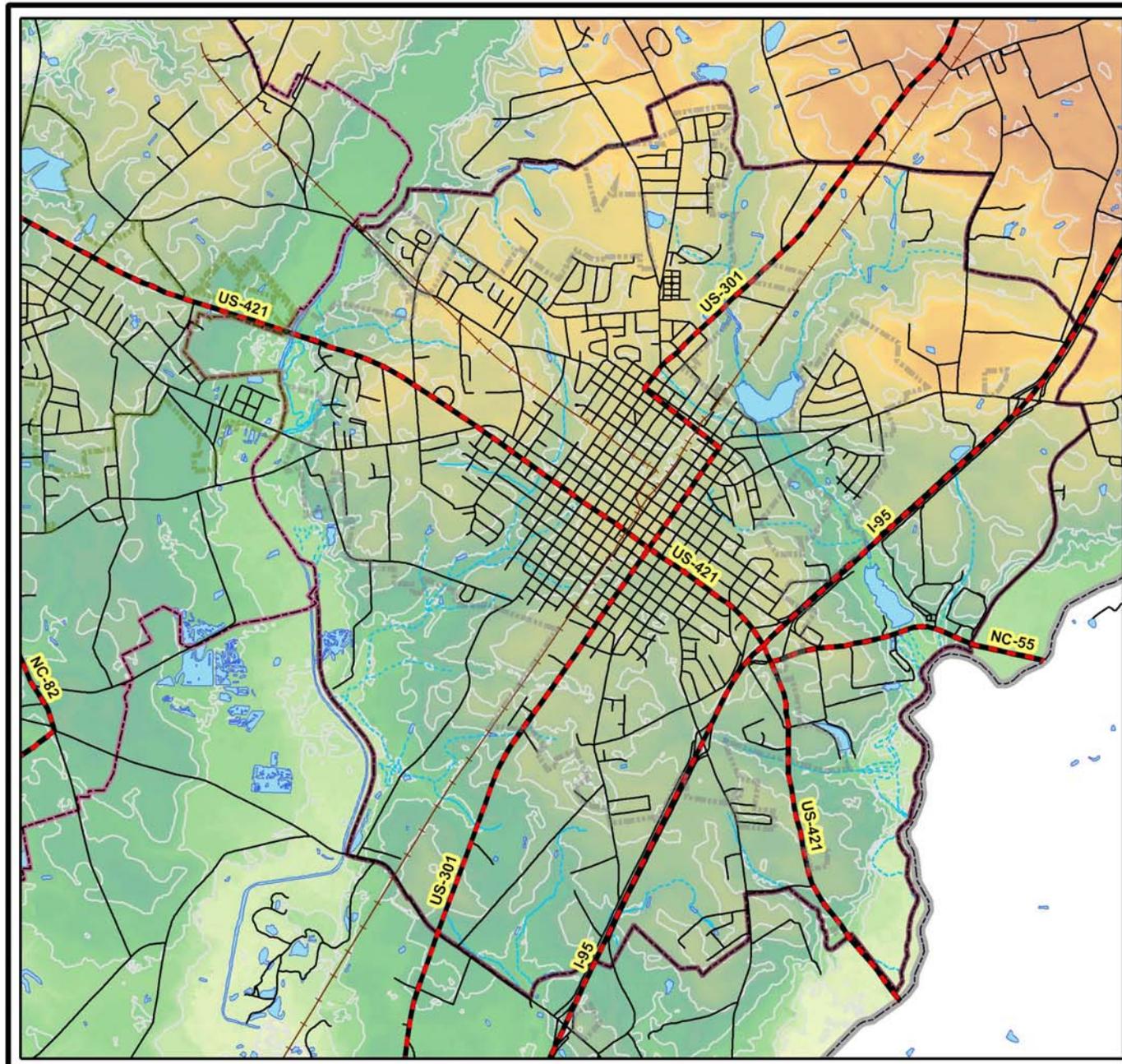
USGS
Topographic
Map

Map Legend

-  County Boundary
- ETJ's**
-  DUNN
-  ERWIN
-  Primary Roads
- City Limits**
-  Dunn
-  Erwin
-  Streets



Date Prepared: December 2004



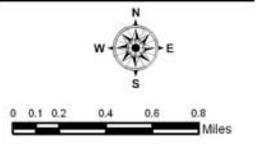
Dunn

Harnett County North Carolina

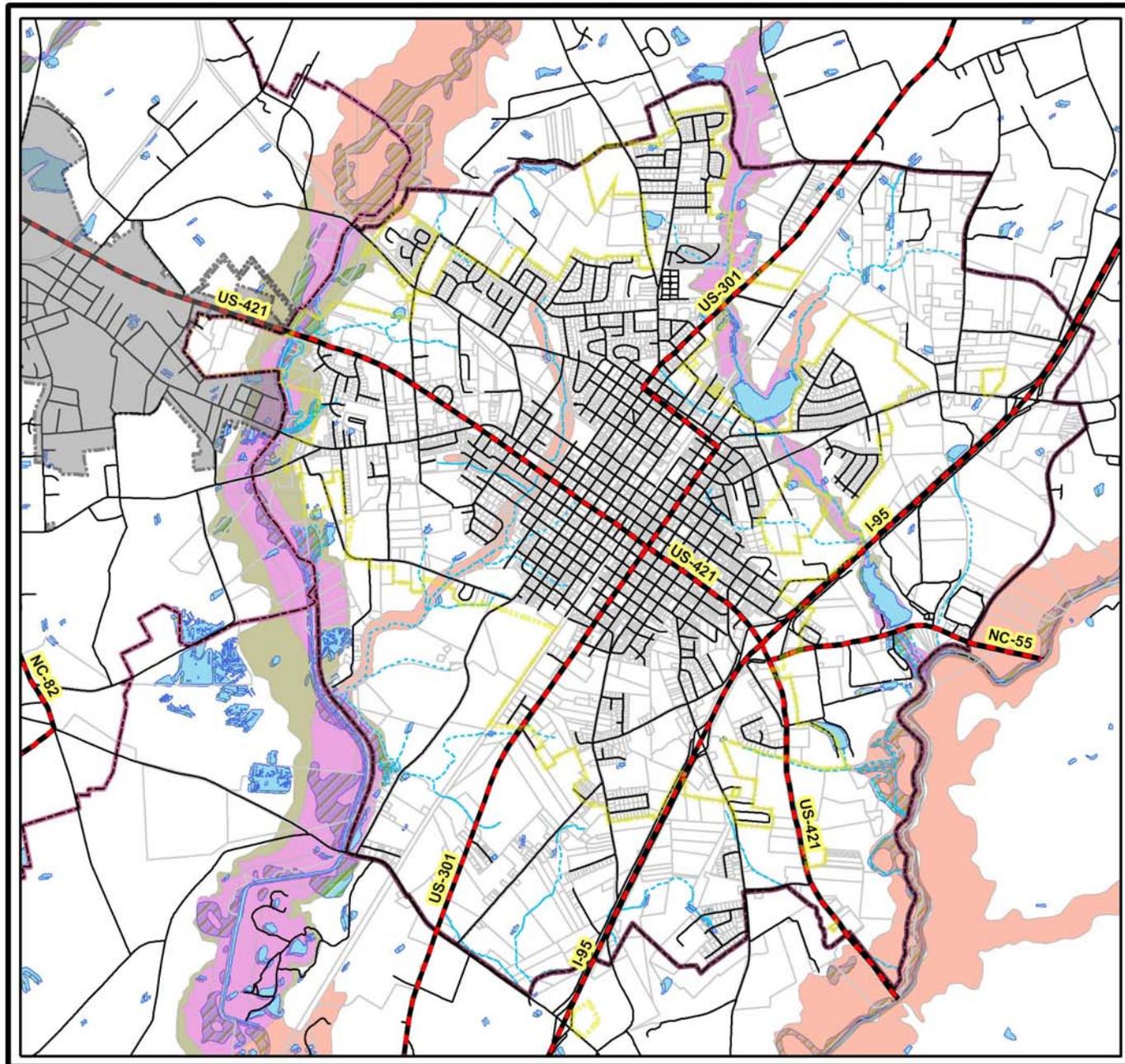
Elevation and Contour Map

Map Legend

- County Boundary
- ETJ's**
 - DUNN
 - ERWIN
- Primary Roads
- City Limits**
 - Dunn
 - Erwin
- Active Railroads
- Lakes
- Streams
- Elevation**
 - High
 - Low
- Streets
- 5 ft. Contour Lines



Date Prepared: December 2004



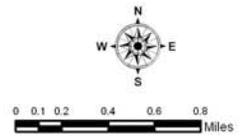
Dunn

Harnett County North Carolina

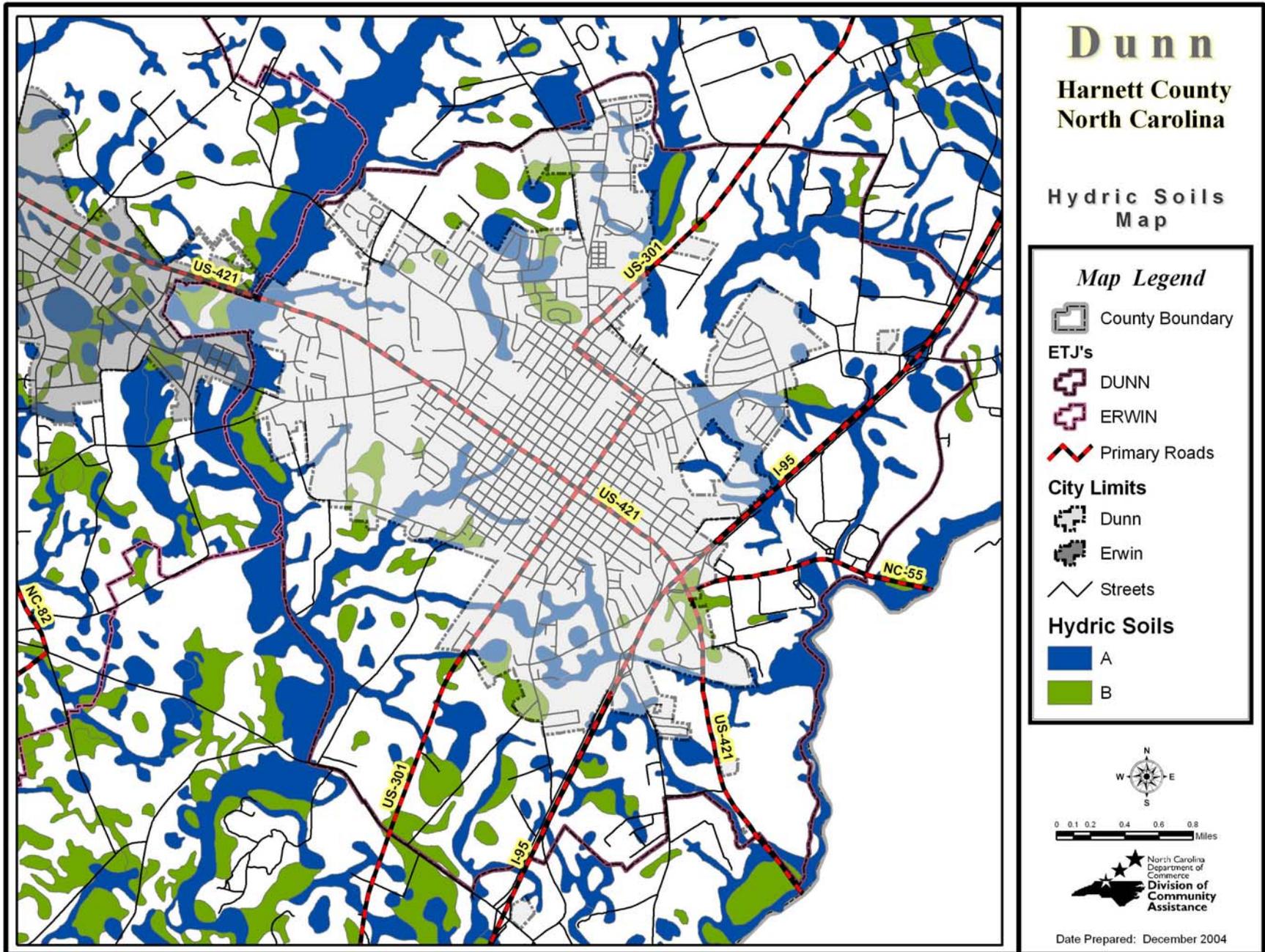
Flood and Wetlands Map

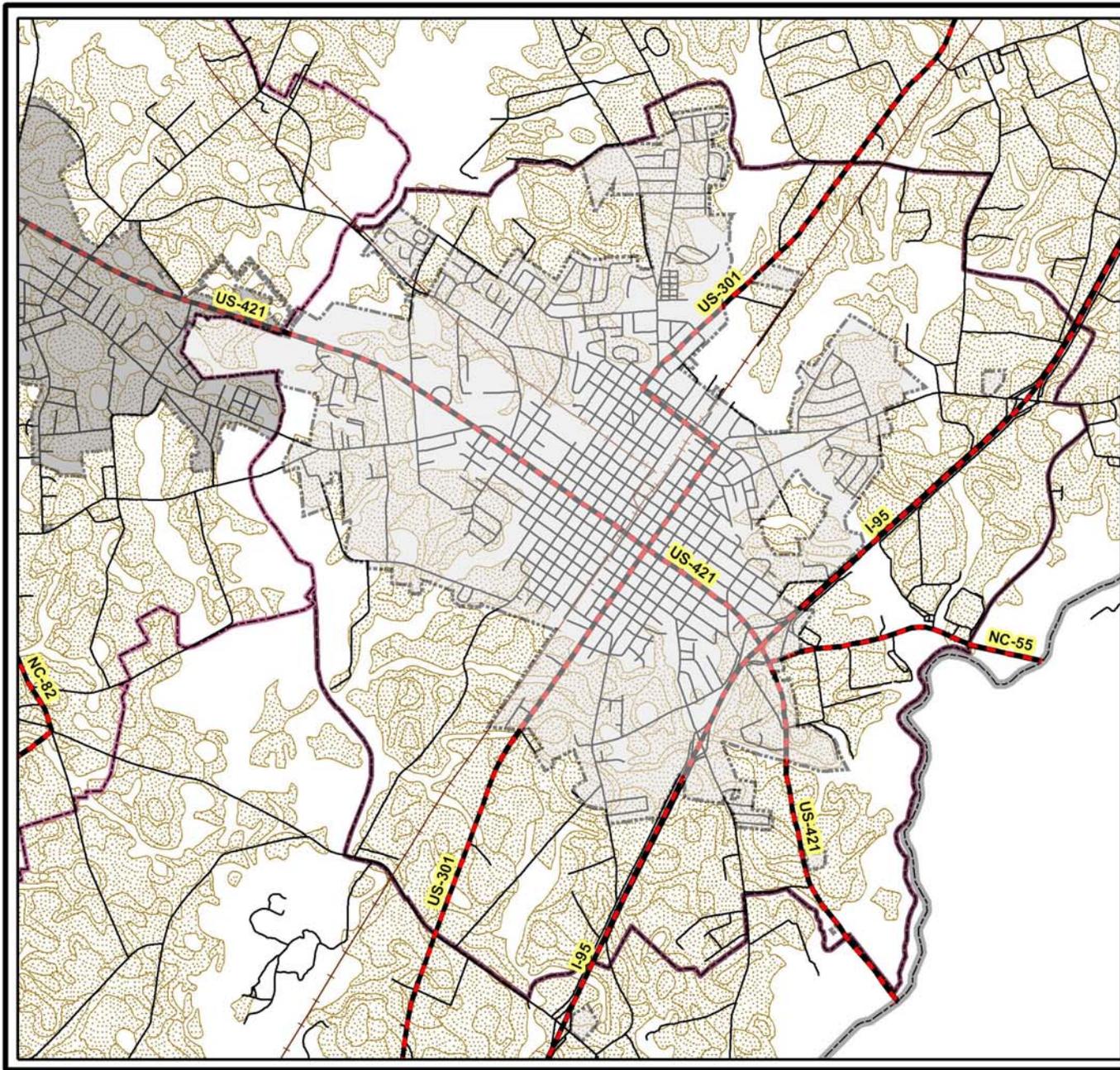
Map Legend

- County Boundary
- ETJ's**
 - DUNN
 - ERWIN
- Primary Roads
- City Limits**
 - Dunn
 - Erwin
- Lakes
- Streams
- Streets
- Flood Plains**
 - A
 - AE
 - X500
 - Wetland Inventory



Date Prepared: December 2004





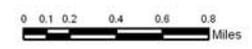
Dunn

Harnett County North Carolina

Prime Farmland Map

Map Legend

-  County Boundary
- ETJ's**
-  DUNN
-  ERWIN
-  Primary Roads
- City Limits**
-  Dunn
-  Erwin
-  Active Railroads
-  Streets
-  Prime Farm Land



Date Prepared: December 2004

D. PUBLIC UTILITIES AND TRANSPORTATION RESEARCH

1. Public Water System

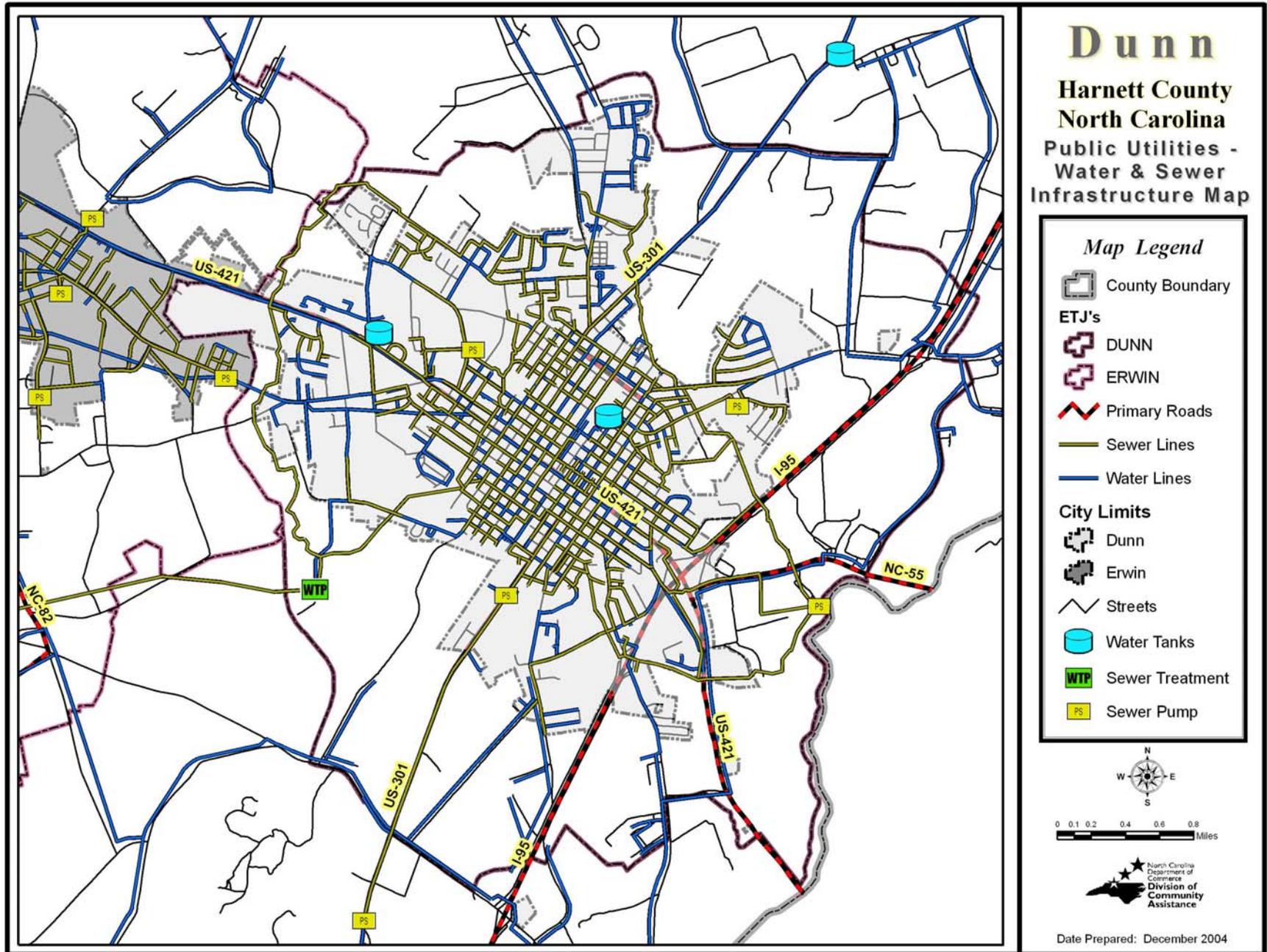
Water lines are located throughout the Dunn Planning Area to make available high quality water to city residents and citizens living in the extraterritorial area. The water is distributed from the water plant located on the Cape Fear River in Erwin. The water plant is capable of treating 8 MGD per day. It currently produces about 3 1/2 to 4 MGD (million gallons per day) with 350,000-400,000 gallons to Erwin, Benson, Sampson County, Falcon, and Harnett County. The City of Dunn uses approximately 2 MGD. At this time, expansion is not necessary. However, in the next twenty-five to thirty years an expansion may be necessary.

Currently, 2 MGD serves a population of 9,196 and related businesses and industry. It is anticipated between 3.5 and 4 MGD will be needed to support Dunn's population (16,910) and businesses by 2030. It is also expected that Dunn will continue to supply water at increasing rates to other communities over that time period as well.

The population and business growth within the community and surrounding communities should be monitored to better plan the expansion to the facility. The status of the water system should continue to be examined each year with full evaluations every five years to insure expansion plans are made well in advance of when it is actually needed.

2. Public Sewer System

Major sewer outfalls surround the City with major lines that are in good condition. A few random streets exist that do not have sewer. Expansion off the existing sewer line system would not be an issue for future growth. However, the capacity of the wastewater treatment facility is only 3.75 MGD. Currently 2 MGD can be treated. The system begins to experience significant problems when it rains due to overflow. The inflow and infiltration (I & I) is where the problem lies. Grants and loans have been received to upgrade and build a basin to contain overflow by the spring of 2006. Long term, the facility cannot handle a significant amount of industrial growth without major upgrades, although, the current wastewater treatment system should be able to handle the new population growth, which is approximately an additional \pm 7,500 people by 2030.



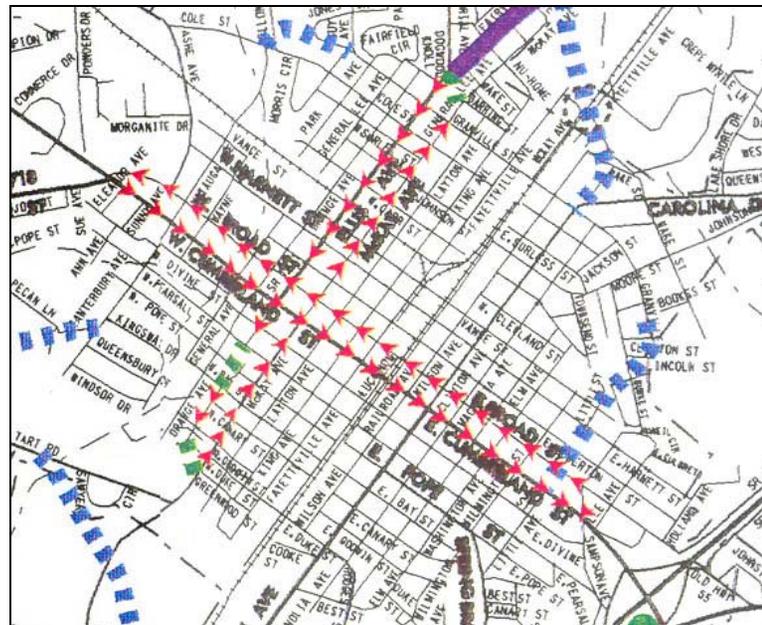
E. TRANSPORTATION SYSTEM

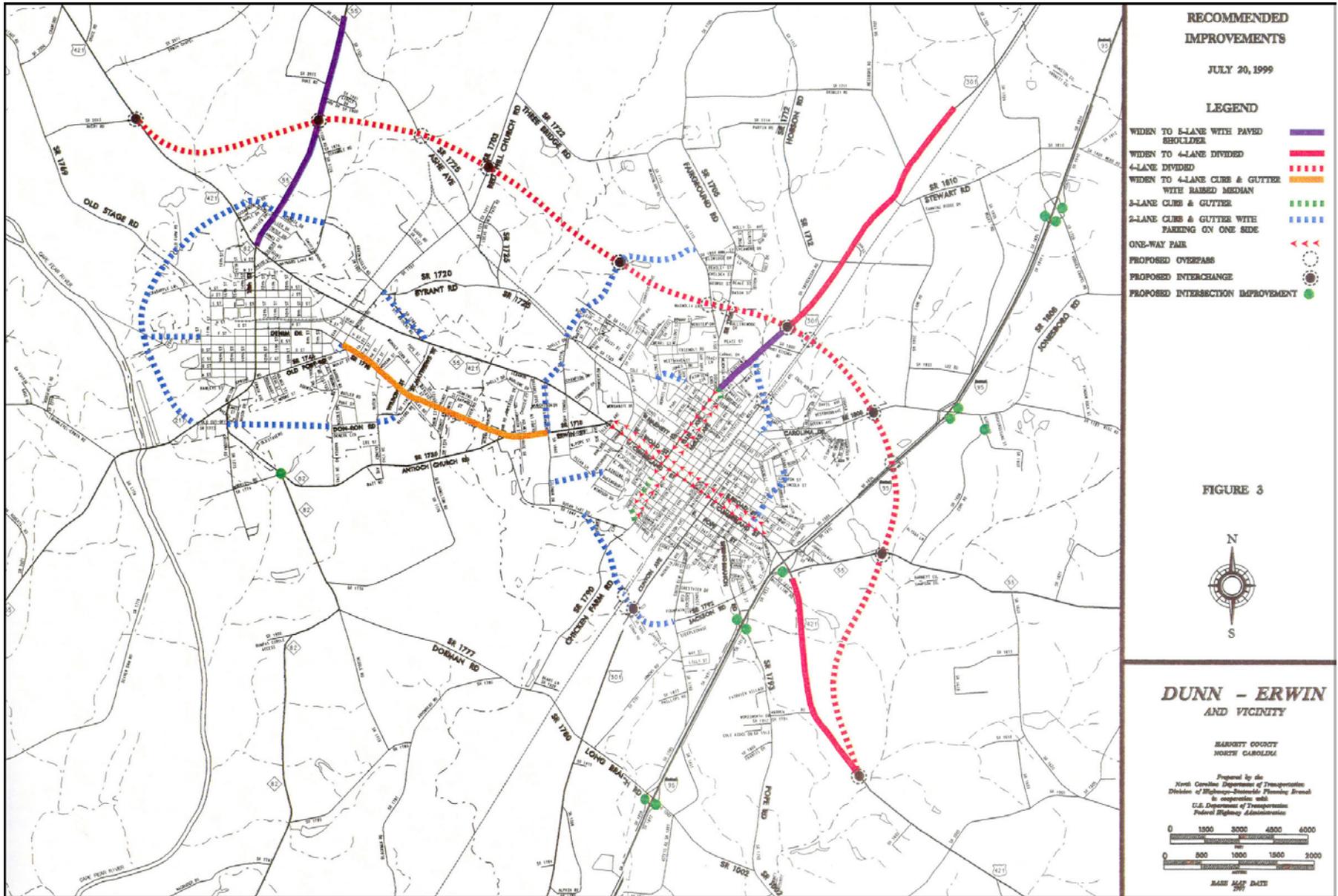
The main transportation issue in the City at this time revolves around the intersection of US 421 and US 301 through the middle of the city. Entering into the downtown area near the US 421 and US 301 intersections, traffic begins to bottle-neck, due to the lack of dedicated turn lanes. Currently enough space is not available to install traffic turn lanes without reducing the total number of lanes. Alternatives suggested by NCDOT and adopted by Dunn and Erwin in the Transportation Improvement Plan 2002 includes one way streets on opposite ends of downtown that would help alleviate the “bottle-neck” effect at US 301 by enabling turn lanes on the one way routes through downtown along the current US 421 (Cumberland Street) and Broad Street as noted on the map to the right. McKay and Ellis are noted as one-way streets running north and south, but may not be appropriate, as it will cut through older and potentially historic residential neighborhoods.

Alternatives to the one-way street plan may include a US 421 bypass, which would not eliminate all traffic from the middle of town, but will

redirect large trucks and pass through traffic. The US 421 bypass is proposed from the county line on the east side of I-95 to follow along the northern edge of the Dunn City limits crossing I-95, US 301, passing near the back side of the new Glen Eagles development near the Dunn-Erwin Trail, across Red Hill Church Road in Erwin’s ETJ, across NC 55, finally, connecting back into US 421 on the west side of Erwin. This would be a major undertaking that would significantly impact the traffic movement through town. Please see the map on the following page that displays all proposed transportation improvements.

Currently, the City of Dunn does not have any major projects listed in the TIP. The TIP has several minor bridge improvements and studies scheduled, but the major projects, including the bypass and the proposed one-way streets through the downtown are not on the approved list or the most recent candidate list submitted by the Mid-Carolina RPO in January of this year. The Mid-Carolina Rural Transportation Planning Organization reviews and forwards recommendations to NCDOT each year and meets throughout the year.





Travel Time, Mode of Travel and Place of Work

Other interesting transportation issues include travel times and methods of travel. According to the US Census, in 1990, worker's 16 years and over mean travel time to work was 16.7 minutes – increasing to 24.2 minutes in 2000. In addition, carpoolers' dropped from 505 in 1990 to 458 in 2000. The number of workers utilizing public transportation stayed about the same and those working at home was reduced from 96 in 1990 to 68 persons in 2000. One positive increase was the number of those who chose to walk to work from 107 in 1990 to 127 in 2000.

The county where people worked significantly changed from 1990 to 2000 as well. Only 67% of the total workforce in 2000 traveled within Harnett County to their jobs. 77% traveled to work within Harnett County in 1990. The number of workers leaving Harnett County to work in another county increased from 766 persons in 1990 to 1,131 persons in 2000. In 1990, 13 worked out of the State and 12 persons in 2000.

4 SECTION FOUR: FUTURE VISION

To better understand the desires of the City’s residents, several steps were taken to obtain public input into formulating the future vision for the development of the City of Dunn. Several public meetings were held as well as planning sessions with the City Council and Planning Board. Also, surveys were distributed during the annual Denim Days celebration from a booth advertising the plan and the process. The following pages detail the public input results and the collaborative vision for the future development of Dunn.

A. SWO ANALYSIS

On November 9th, the Planning Board held a community meeting at the Dunn Community Building to solicit input from citizens. The event was advertised in advance on the community channel and in the paper. However, the meeting did not draw many people from the community. At the meeting, participants were asked to write down the strengths, weakness and opportunities (SWO) for the City of Dunn over the next twenty-five years. The results are listed in the tables that follow.

<u>STRENGTHS</u>	<u>Number of Respondents</u>
Proximity to Raleigh, the coast, and the mountains	4
Small town charm; Openness / Friendliness of people	5
Stable neighborhoods	4
Population; good size compared to surrounding towns	2
Good highway connections; several major highways; I-95, Hwy 421, Hwy 50, Hwy 55, Hwy 301	10
Strong downtown	2
Reasonable real estate prices	1
Strong manufacturing	2
Good schools	4
Potential for growth	4
Available land for development	4
Dependable and affordable water & sewer capacity	4
Good traffic flow	2
Centrality to 4-county area; Cumberland, Sampson, Harnett, Wake	3
Locally owned businesses	2
Good health care	3
Regional population - within 15 mile radius - 150,000 people strong	2
Bike Trail	1
Excellent services (Police, Fire, Rescue, Utilities, Trash))	2

<u>WEAKNESSES</u>	<u>Number of Responses</u>
Local infighting	2
Lack of citizen involvement in local government	3
Lack of recreational activities for young people (15-40)	3
Growth potential obstacles - Benson to North Black River - swamp - Cape Fear River	2
Lack of RR Right-of-way maintenance and road maintenance	3
Vacant / dilapidated bldgs. - under utilized	3
Lack of ordinances - ie. Noise, nuisances, light, signs, appearance neglected properties, junk on porches	6
Sidewalks - inconsistency - some good, some bad, some areas none	4
Horrible / ugly signs & too many - cluttered	2
Lack of good thoroughfares - need more thoroughfares thru town	4
Lack of grant pursuit, missed opportunities for certain development	3
Curb & gutter - lack of - on one or both sides of the street	1
Poor school ratings	2
Lack of diverse eating establishments; need more specialty restaurants	1
Some neighborhoods need work (Infrastructure)	1
Overhead powerline clutter	2
Poor layout - development - fringe - downtown businesses open and close quickly	2
Railroads through middle of town; separates town; don't stop in town, property holdings; won't release, lack of maintenance	2
Poor drainage / flooding	3
Lack of residential development on east side of town, some other areas as well - Rate of growth	3
Lack of aesthetic quality at entrances to town and in town	3
Lack of staff, poor public services - debris and trash pickup poor	2
Hwy 421 width inadequate; lack of turn lanes	1
Mixed Zoning / no control access	1
Lack of skilled jobs, educated workforce, training	3
Distance from Raleigh; too far for bedroom community / business	1
Lack of public transportation	1

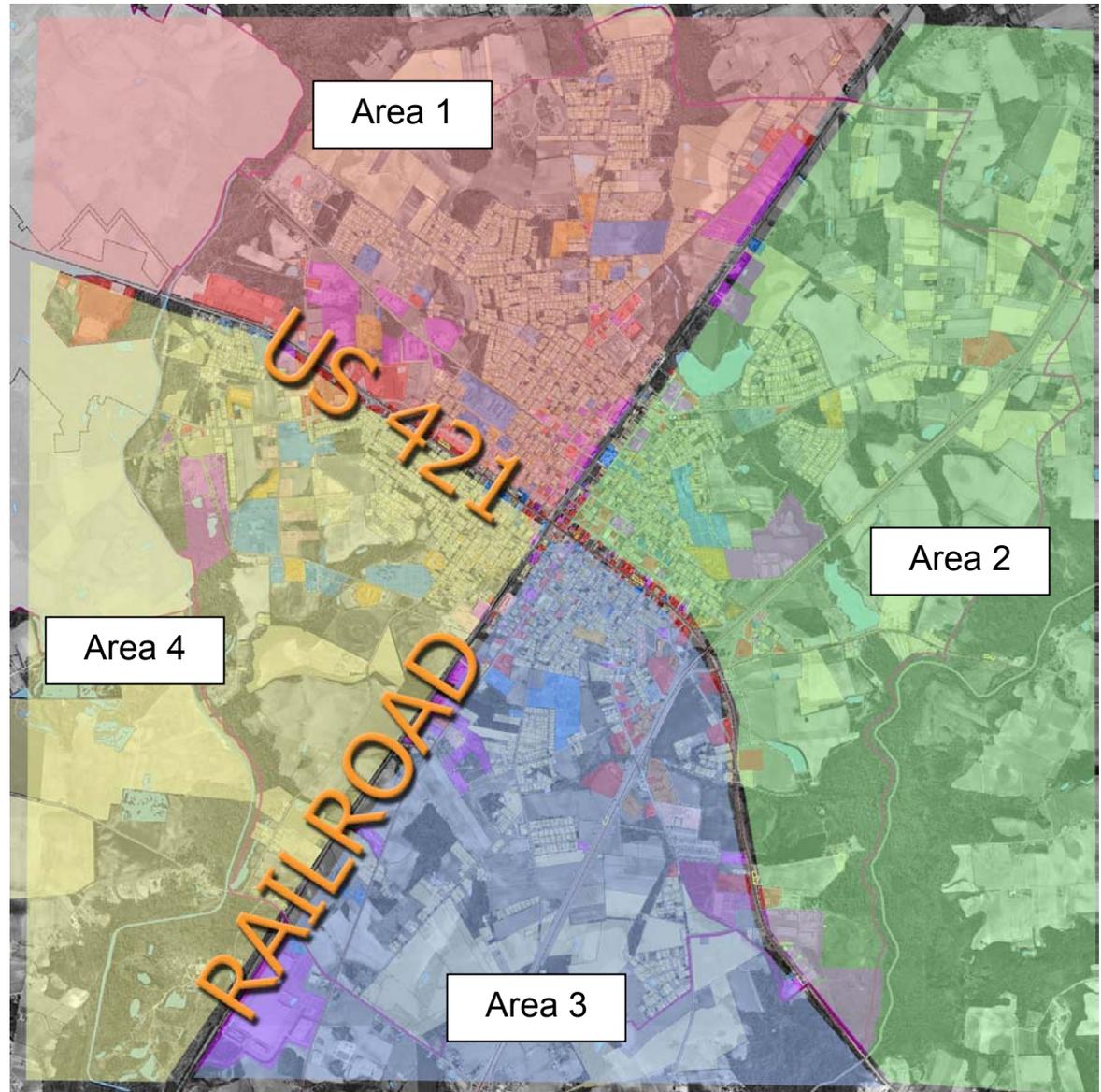
<u>OPPORTUNITIES</u>	<u>Number of Responses</u>
Plenty of water	2
Opportunity for well-planned development	3
Take advantage of tourism by creating better landscape; opportunity for attraction	1
Vacant industrial & commercial bldgs could be used for development	6
Take advantage of what the town does have vs. advertising other areas	1
Retirees - close to beaches, mountains, and health care	2
Joint city / county economic development - private economic development group exists	3
Contracts with county and other local governments - aid each other	1
Expand international contact (Sweden)	2
Local history	2
Advertise on I-95 the good things in Dunn (Averasboro Battlefield) vs. advertising for other places - ie. S.O.B.	2
Promotion of tourism attractions - General Lee Museum, Averasboro Battlefield, Bike Trail & Cape Fear River - boating, camping / access points	1
Potential for industrial growth due to I-95 and Hwy 421	3
Good opportunity to meet Ft. Bragg housing needs	3
RR is opportunity for park land & conversion of old bldgs along tracks (RR Spur)	3
Opportunity to develop; land / empty bldgs - infill development opportunity	3
Develop Cape Fear River opportunities - boating	1
Additional visioning sessions with property owners & other civic groups	1
Growth in retailing and growth in health care	1
Consider public transportation	1

B. COMMUNITY MEETING

On February 25th, at the City Council Planning Retreat, Council was briefed by Commerce Staff on the results of the 1st public meeting and asked to provide input. In addition, a community meeting was scheduled March 15th to gather additional input.

At the Community Meeting in March, a brief presentation was given as an introduction. Then, meeting participants were asked to walk around the room to various stations that were setup to provide their input. Each station included a land use map and pictures on the wall with a table below that had a citizen comment questionnaire. The four stations followed the four areas mentioned earlier in the photo journey portion of the existing land use.

On the next page is a summary of the public input received from the meetings on November 9, 2004, February 25, 2005 and March 15, 2005. The results are broken out by area as shown on the small map to the right. The results fell into three categories, Land Use, Community Appearance, and other or overall improvements.



C. SUMMARY OF PUBLIC INPUT

November 9th, 2004 – Visioning Session/Community Meeting

February, 25th, 2005 – City Council Planning Retreat

March 15th, 2005 – Community Meeting

Types of Land Use

Area One

- Industrial on 301 in ETJ (Keep Residential and Industrial separate)
- Industrial development along Railroad Track Areas (Area One)
- (Opportunity - Undeveloped and empty residential lots)
- (Opportunity - Large empty warehouses in the Railroad track area)

Area Two

- Proper mix of office/retail/eating and restaurants
- Commercial, retail, restaurants on east end of town – some residential / mixed use with offices on the east end
- Planned development
- New commercial development on the east end of town

Area Three

- More businesses open after 11 pm on East Side of town -- Restaurants and convenience stores for tourist as well as local citizens -- Exit off 73 and they find nothing open and get back on I-95 – Losing business to other communities
- 301 South of Town – may be great area for commercial (Fields headed toward Edgerton Park)

Area Four

- Commercial, mixed use, office & residential in appropriate areas with some development standards (esp. landscaping)
- Positive development around the hospital
- Strong potential for future commercial/medical growth & addition to tax base
- Availability of land ideal for development
- Commercial growth in commercial areas
- Municipal involvement in occupancy and use of shopping center areas
- Mixed use at hospital

Downtown

- Commercial, Retail, restaurants downtown
- Downtown will not get large tenant shopping – So, work to attract arts/theater/small shops (antiques?)/restaurants with marketing plan
- Housing in Downtown Dunn – renovation of upper floors

East of I-95

- Business, Commercial, professional and service entities, including better retail and restaurants
- Greenways
- Multifamily, office and institutional
- Paths
- Landscaping
- Park like settings -- Particularly around pond
- Mixed commercial and residential – properly planned
- Area is “ripe” because of previous lack of development
- I-95 controlled development – shopping center, restaurant, fast food

Overall

- Parks Development
 - Rail Trail
 - Tie in thematically the rail trail setup with other area trails connections
 - state bike trail
 - NC Civil War Trails
 - Paddle trails initiative
 - Averagesboro historic byway
 - Averagesboro battlefield scenic byway
 - Setup a significant/attractive Rail Trail entry site in the vicinity of the old station / ice plant / cotton gin area Rail Trail – Trail Head – buildings where you

- could put an ice cream shop, etc.. to have a great starting point for trail
- Neighborhood parks for children
- Greenways
- Growth of Business along US 421
- Industrial growth to be in current industrial areas along I-95, 301 and a t industrial parks with planned residential growth in closed proximity (single & multifamily)
- Infill housing
- Reuse and Redevelopment of vacant properties and buildings – Revitalize older areas
- Business and entertainment catering to young adult population

Community Appearance

Area One

- Better maintenance of medians city wide – more flowers and shrubs in medians
- “Darksky” lighting (2)
- Continued demolition of eye sore properties
- More Street trees

Area Two

- Landscape requirements/ordinance
- Proper lighting in all areas “Darksky” lighting
- Continued demolition of eye sore properties
- Signs directing tourist traffic to General Lee Museum and Averagesboro (Brown Highway Signs provided by NCDOT)
- Trees
- Greenspace
- Low profile signage entering city on Hwy 421 from I-95
- Keep billboards down (low) and limit # along I-95

Area Three

- Move quickly on repairs to East & West Broad St. infrastructure
- Sidewalks, street trees and greenspace

Area Four

- Clean-up the clutter
- Add character so that the commercial development doesn't look the same as all other small towns in NC
- Landscape requirements
- Require buried utilities in all new developments by developer of property
- More attractive lighting in the median on US 421 from W. Broad St. to Wal-Mart Shopping Center
- Better signage for businesses like the low profile signs

Downtown

- Downtown signage on all buildings identifying type of business
- Canopy or shelters anchoring all downtown businesses

- Redevelop downtown with buried utilities, brick pavers and landscaping
- Clean up of present buildings in downtown area
- Get a plan of what we can make downtown look like after repairs are made
- Financing for downtown should be by city as a whole not just downtown tax district
- Downtown underground utilities, antique lighting, new sidewalks, greenspace, improved parking, etc...
- Better use of older buildings, improvement in the area of streets and sidewalks
- Renovation of downtown – buried utilities, green space - Historic district - Development standards
- Downtown – sidewalk improvements, trees, shops, restaurants, underground power lines, etc...

Overall

- Beautify entranceways / gateways into City
- Improve landscaping along the roadway – especially north of US 421 / I-73 interchange
- Signage – low, well made, quality signs vs. bigger signs
- Trees – eliminate ugly, plain, non-landscaped parking lots
- Citywide landscape ordinance requirements
- Greenspaces
- Landscape right-of-ways and other public areas
- Reasonable sign regulations – ban temporary signs without a permit – only allow “flags” at grand openings, etc.. temporary only

- Require all new development to have underground utilities paid for by developer
- We have to decide what type of city we want to be. I do not believe we are a tourist town by a city with “character” is good, but we cannot put too many regulations on the businesses at too high a cost.
- We need to protect the taxpayer so that some businesses receive the benefit of good growth but the cost is borne by the taxpayer, many who do not receive the benefit of the tax money spent.
- We want beauty, but our planning forbids planting of bushes and trees on the area between the proposed sidewalks and streets. We need for our planners and council to be more citizen friendly. This means do not regulate beauty out and do not regulate good business growth out.
- Landscape ordinance
- Ordinance to require commercial properties to keep up parking lots and roads (especially vacant commercial properties – minimum standards)
- Signage
 - Business friendly – don’t want to be over burdensome – don’t want to be Cary
 - Signage requirements different in downtown vs. US 421 business areas
- Improve overall aesthetics

Other Improvements / Issues

Area One

- Improve drainage and sewer systems in residential areas
- Public Transportation
- More sidewalks, walkable community

Area Two

- Sidewalks
- Curbing and gutter in residential neighborhoods
- Controlled smart growth without unreasonable restrictions

Area Three

- Public transportation because the city is growing so fast
- Alleviation of massive vehicular congestion on US 421 through town

Area Four

- Sidewalk required
- Improved arrangements for handling increasing traffic volumes

Downtown

- Possible historic district downtown
- Parking

Overall

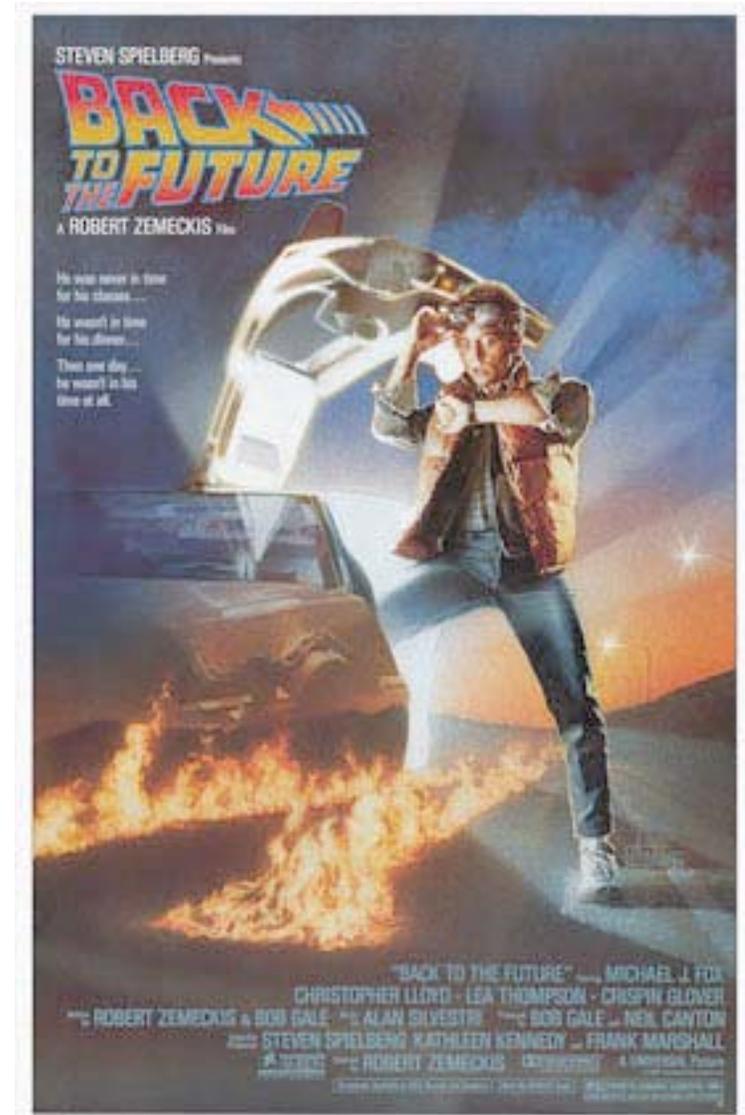
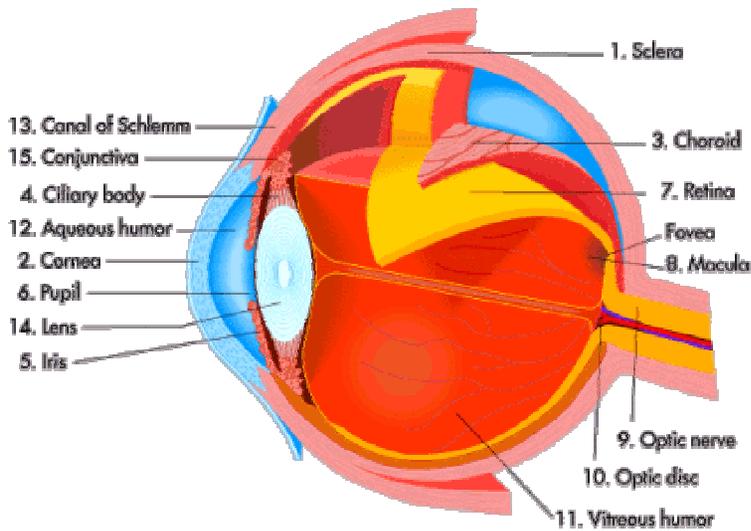
- Sidewalks

- Require all new development to have underground utilities paid for by developer
- Relate Dunn to surrounding areas (along I-95, US 421, NC 82, Erwin thru Averagesboro to Goodwin, to Fayetteville, to Interstate and Smithfield)
- Expand as high priority General Lee Museum, Averagesboro Battlefield Museum and back other potential attractions
- Consider seriously and practically a way to alleviate US 421 congestion through town while not impairing potential customers
- Historical preservation and tourist attraction potential of downtown and older classical residential areas
- Combination of parking and greenspace
- Parking and enhancing “bump outs”
- Traffic calming – street elements
- What would be impacts of a bypass
- Concerns – drainage, storm water, sidewalks in neighborhoods
- Develop connection to Cape Fear River
- Develop recreational opportunities for young people (15–40)
- Improve overall transportation system
- Access control needed for business and commercial development

D. THE VISION – DUNN 2030

Vision is very important because it enables us to see where we are going and how to negotiate the way to get there. The “eye” helps us to see the path. As you can “see” in the image below, our eyes are complex. Many different parts make up the eye and many different things influence the health of our eyesight. A plan can be the eyes of community growth – visualizing where a community wants to go in the future.

If you could go “back to the future,” or “back in time,” what would you have done differently to plan for the future of Dunn? What things would have been planned for? Looking ahead, what will the City of Dunn be like in 2030?



In 2030, the **land use in** Dunn will be...

- Planned and Attractive
- Older properties redeveloped
- New areas for business growth
- A revitalized and thriving downtown
- A regional medical facility
- Expansion of parks and greenspace
- High quality infrastructure
- Revitalized neighborhoods
- Infill residential
- Clustered development – village setting

In 2030, the **community appearance** in Dunn will be...

- Aesthetically pleasing
- Landscaped entrance corridors
- Vacant properties well kept
- Underground Utilities
- Buffering and screening of certain uses
- New developments are landscaped
- Historic neighborhood districts preserved
- Signs that are pleasant and in-scale
- Lighting meets “dark sky” standards

In 2030 the **transportation** in Dunn will be...

- More efficient
- New one-way traffic pattern through the city – no more “bottle necking”
- New US 421 Bypass
- Better connections across southern end of the city with new travel routes
- Public Transit more accessible and viable
- Curbing and guttering along major roadways

In 2030, the City will have...

- Improved drainage
- Better sidewalks
- Cleaner streets and properties
- Improved urban infrastructure
- More recreation opportunities

In 2030, Dunn will be...

- A sought after place to live and work
- An attractive community to young entrepreneurs
- A place people will want to retire
- A tourism destination for those seeking history and recreation in a small town atmosphere
- A sub-regional retail hub and medical center

In 2030, Dunn will be... ...a great place to be!



E. GOALS AND ACTIONS

The ideas and suggestions, offered by citizens and community leaders, served as the basis for the following goals and actions. They are offered to assist in the development of Dunn’s long-range comprehensive plan and implementation strategies.

Goal 1: Develop, adopt, and enforce well thought-out planning and land use control regulations.

Policies and Actions

- Maintain the small town atmosphere, while allowing for growth.
- Schedule regular annual public forums to keep Dunn’s population engaged in the planning process.
- Update the land use plan on an annual basis with a complete review in five years
- Planning Board and City Council should develop recommendations and make decisions consistent with the plan
- A code enforcement position should be included in an expansion budget for the planning department
- “Growing Greener” and Conservation subdivision options should be developed and adopted
- A landscape ordinance should be developed and adopted
- New planning laws are being considered by the general assembly that may need to be included in revisions
- Encourage development that is mixed use and integrated at centralized nodes of development
- Consider updates and enforcement of existing sign regulations



Example of a storage facility before screening



Storage facility after with screening and in-scale signage

Goal 2: Implement a strategy for well-planned and aesthetically pleasing retail sector growth and development.

Policies and Actions:

- Recapture Dunn’s unique architectural, commercial, and natural character through development of sensitive zoning and other ordinances.
- Develop landscape regulations for the City of Dunn.
- Preserve open space along Dunn’s highway corridors – especially in the commercial areas.
- Complete a detailed retail analysis and business development plan to assist local business owners and new entrepreneurs.
 - Develop small area plans for the Downtown and New Commercial areas based on results of the Business Development Plan
- Pursue National register designation for the Dunn Commercial Historic District (Downtown)

Goal 3: Maintain, enhance, and expand Dunn’s system of parks and recreational areas to better serve the needs of its diverse and growing population.

Actions:

- Review recommended park standards to identify recreational needs.
- Construct additional bike and nature trails in Dunn that interconnect with the Dunn-Erwin Rail Trail where possible.
- Create a greenway system that connects Dunn’s parks with other city greenways.
- Consider a facility and activities for the young adult population over 18.
- Plan for and rehabilitate an existing structure or construct a new multipurpose facility.

Goal 4: Successfully recruit, retain, and expand the number of high paying jobs in Dunn’s employment sector.

Policies and Actions:

- Work with the Harnett County Economic Developer to provide new work opportunities.
- Take advantage of the nearby Fayetteville and Raleigh markets.
- Develop neighborhoods that will assist in attracting young entrepreneurs and other businesses and industry.
- Enhance recreational and open space lands that improve quality of life and marketability for new business
- Develop a detailed marketing plan

Goal 6: Develop, adopt, and enforce a well thought-out appearance and beautification plan for Dunn.

Policies and Actions:

- Clean-up and revitalize areas throughout the City.
- Develop guidelines to improve and maintain basic appearances on vacant properties.
- Review, revise, and strengthen Dunn’s Landscape Regulations.

Goal 7: Develop a well-maintained, aesthetically pleasing, and efficient transportation system that serves all areas of town and its extra-territorial planning area.

Actions:

- Improve traffic control devices and enforce existing speed limits.
- Advance the adopted proposed transportation improvements.
- Study a public transportation system.
- Continue to work with NCDOT to maintain and provide landscaping along existing and future roadways

Goal 8: Advance the ongoing efforts to beautify and fully revitalize Dunn’s downtown business district.

Actions:

- Attract unique businesses to the downtown.
- Develop a downtown park that will be connected with the Dunn Erwin Rail Trail.
- Improve the parking areas with better layouts, landscaping areas, and new paving surfaces.
- Complete a detailed retail analysis and business development plan to assist local business owners and new entrepreneurs.
 - Develop small area plans for the Downtown and New Commercial areas based on results of the Business Development Plan
- Pursue National register designation for the Dunn Commercial Historic District (Downtown)



Before Downtown Enhancement



Downtown After - with restored facades, windows, new lighting, underground utilities and street trees.

The purpose of a town's comprehensive land development plan is to encourage growth and new development that is compatible with existing development, affordable, esthetically pleasing, environmentally sensitive, and sustainable. This plan has thoroughly reviewed numerous aspects of Dunn's built and natural environment -- as well as its cultural and economic data. Based on that analysis, the following development plan is offered to protect Dunn's sensitive natural areas and to guide its projected residential, commercial, industrial growth for the next twenty years.

A. RESIDENTIAL DEVELOPMENT

According to estimated building development and current development trends, it is expected the City of Dunn will receive a significant amount of new residential growth and development over the next 25 years. This new development may require an investment in water, sewer and road improvements. The land identified as residential takes into consideration the growth projections as identified in Section 3: Background Research.

An emerging development strategy called "conservation subdivisions" may be an appropriate development pattern for some new development within the City of Dunn. The pressure for potential growth in the area, and the desire of residents to preserve the rural character/open space of the area appear to be in probable conflict. Alternatives to the current way of subdividing and developing land may need to be explored.

The scenarios described in this section were developed using some of the ideas from the research of Randall Arendt on Conservation Subdivisions. The basic concept can be traced to Ian McHarg's 1969 work, "Design with Nature." The two works embody the concept of identifying what is important to preserve on a site and developing the suitable portions of the site. Examples include preserving farmland, watershed areas, historic buildings and other site features, staying away from steep slopes and preserving the scenic view from the roadway by placing development in the background of the site. The examples on this page are from Randall Arendt's book titled, "Conservation Design for Subdivisions."

In conservation subdivisions you begin with a site that will be developed (Example A). The site displayed is typical of many parcels of land within the extraterritorial area of Dunn. Illustrations B and C are examples of typical subdivision layout. The lots cover the entire parcel of land. Proponents of "One-acre Zoning" often believe that large lots will preserve the farmland and open space. However, as the illustrations demonstrate, large lot zoning actually promotes the devastation of rural character.

Figure 5.1
Existing Site



Figure 5.2
Typical Layout

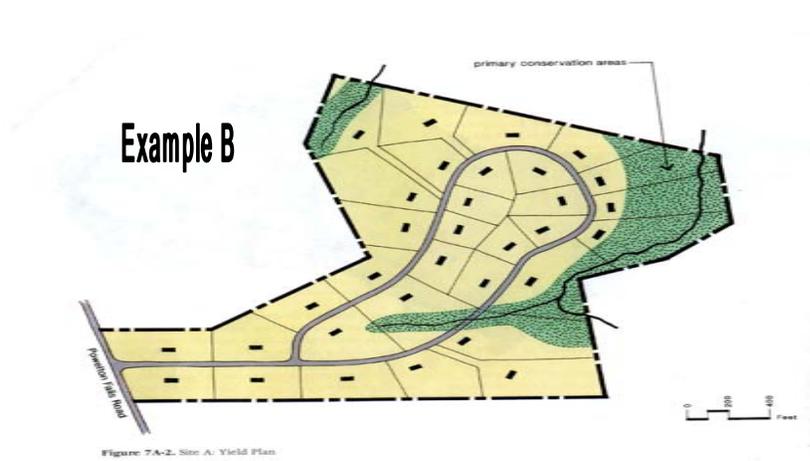


Figure 5.3
Typical Layout – Aerial View



This page demonstrates the conservation subdivision concept. The same number of developed lots from the previous page is equal to the number of lots below. The exception is the arrangement of the lots on the site. The lots in the conservation subdivision example are clustered in a way to preserve the woodlands, farmland and rural character of the entire site. This type of development increases property values and preserves the rural landscape that is desired by the surrounding community. It is a “win, win” scenario for the developer and community. The developer makes his profit from the sell of lots and the community retains its pleasant atmosphere.

Figure 8.4 The conservation subdivision concept



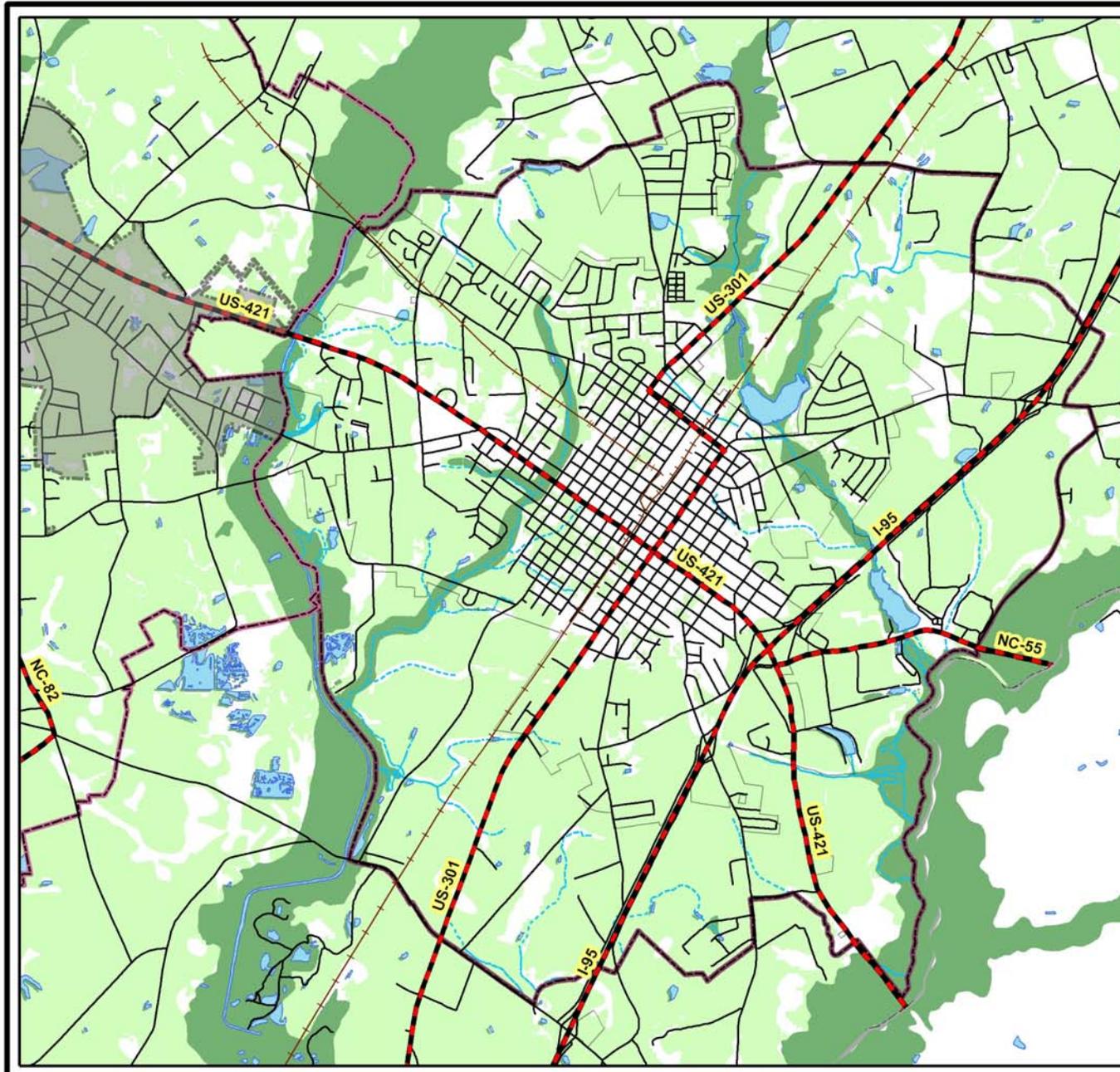
Figure 7A-9, Site A, Zoning in the Lot Lines
Source: Randall Arendt, Conservation Design for Subdivisions



Example Conservation Subdivision

Source: Randall Arendt, Conservation Design for Subdivisions

This type of development will allow the City of Dunn to maintain its character while allowing for new growth. A map is displayed on the following page showing potential primary and secondary conservation areas. The primary areas include floodplain and wetlands. The primary areas should be protected from any development. The secondary areas include woodlands and prime farmland soils. Efforts should be made during the development process to preserve the primary and secondary areas where possible. The Conservation Areas Map can be utilized during the land development process and review to ensure that sensitivity is exercised when developing on and near these lands. “Growing Greener” and “conservation subdivision” concepts can encourage development and preservation to achieve development and preservation goals.



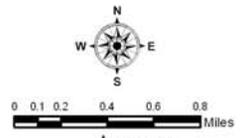
Dunn

Harnett County North Carolina

Conservation Areas Map

Map Legend

- County Boundary
- ETJ's**
- DUNN
- ERWIN
- Primary Roads
- City Limits**
- Dunn
- Erwin
- Active Railroads
- Lakes
- Streams
- Conservation Areas**
- Primary Areas
- Secondary Areas



Date Prepared: December 2004

B. COMMERCIAL DEVELOPMENT

According to a brief commercial development analysis, the City of Dunn will need to plan for 834 to 1,100 new acres in commercial property. The 2020 growth strategy (short-term) should be to encourage infill commercial within the city limits where approximately 230 acres of vacant commercial lands and 100 acres of vacant office lands are designated in the future land use plan. 2030 and beyond, commercial nodes should be developed as transportation and infrastructure improvements are in the process of being completed. The commercial nodes proposed primarily in the ETJ should be developed as the improvements are made and the I-95 commercial node should be developed as possible now and in the long-term as mixed use where appropriate. Development at the nodes should be integrated with residential and other uses to encourage better traffic movement and promote well-designed street patterns with preserved open space where applicable.

C. INDUSTRIAL DEVELOPMENT

A detailed analysis was not conducted to project future industrial needs because a predictive model at this time does not exist because of the ever-changing industrial site selection process. However, the future land use plan proposes 260 new acres of industrial land by 2030. Short-term through 2020, only 25 acres are available within the existing city limits. 2030 and beyond, industrial needs will need to met within areas currently located within the ETJ. Industrial nodes like the commercial nodes are suggested as transportation and infrastructure improvements are mad available. The nodes should be integrated into the existing environment and street networks, while preserving open space in an aesthetically pleasing way.

D. OPEN SPACE AND AGRICULTURAL / RURAL USES

The Future Land Use Plan designates 3,548 acres for open space and agricultural use in 2030, which is a reduction of over 1,500 acres of existing farmland and open space. In the short-term, the City should encourage infill development within the city limits and consider adopting “growing greener” and “conservation subdivision” strategies to preserve farmland/open space, while allowing development in the new growth areas in the long-term.

E. PARKS AND RECREATION FACILITIES/LAND

By 2030, the City should develop 106 to 177 acres of area parkland. A thorough parks and recreation plan should be completed to determine locations and the types of activities that will occur. In addition a bicycle and pedestrian plan should be completed that incorporates new trails with the existing trails. An opportunity exists to create a joint recreation center at the old industrial site near the new hospital. The site could be developed as a regional Health-Plex or YMCA serving both Dunn and Erwin. Finally the overall parks plan should be considered when developing “conservation subdivisions” to allow for community parks, open space, and trails.

F. HISTORICAL USES, PROPERTIES AND DISTRICTS

Two historic districts have been identified by the State Historic Preservation Office and added to the study list of potential National Register of Historic Places. The Dunn Commercial Historic District and the Dunn Residential Historic District should be pursued for national registration. The National Registration will help protect the character of the areas and allow property owners within the districts to take advantage of federal and state tax credits. In addition, the city should consider adopting regulations to protect the historical areas as well.

Also, several buildings were identified by the State Historic Preservation Office and have been added to the study list too. The owners of these properties should be encouraged to preserve the integrity of these buildings where possible. The preservation of these historical properties can be utilized as potential cultural heritage tourism sites, bringing in tourism dollars to the local economy.

G. NODE DEVELOPMENT

The “node” development concept is to develop areas near major transportation intersections to maximize the use of the facilities without spreading development along major arterials, which increases the number of access points and can increase the number of accidents, as well as slow traffic flow down significantly. Clustering development in the central locations allows better control of the access to roadways and helps keep traffic flows running smoothly. At these nodes, areas of mixed use also provide the opportunity for residents to frequent businesses without having to drive.

Medical Mixed Use Node

The area surrounding the hospital presents a wonderful opportunity for clustered medical office space and residential uses. The development at this node may be an attractive place for retirees, who want to live close to quality health care and outdoor and indoor recreation opportunities. The streets should be well connected in these new developments allowing residents to walk freely and access area businesses, parks and recreation facilities. The medical mixed-use node is the area where the regional health-plex or YMCA is proposed.

Commercial Mixed Use Nodes

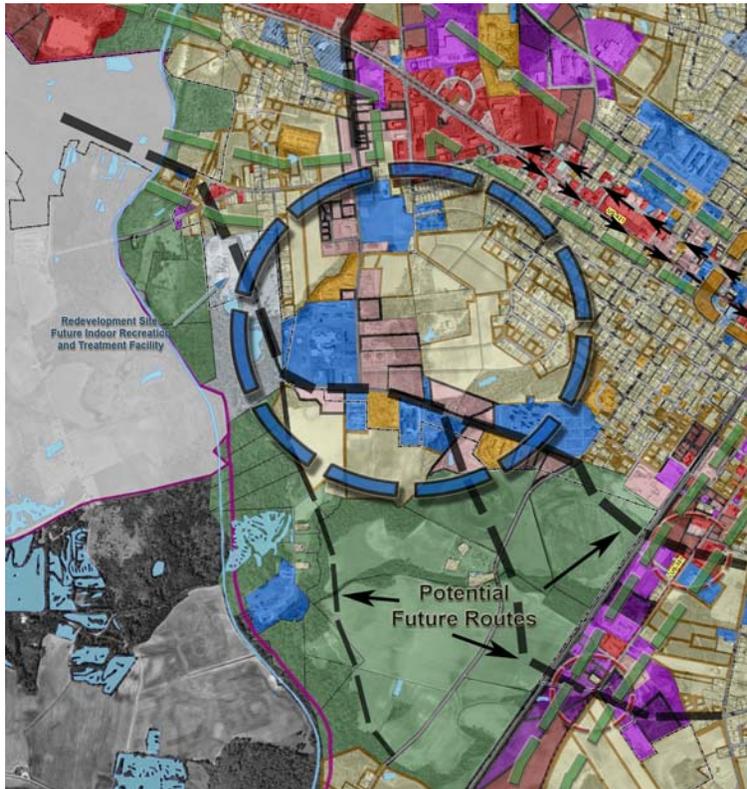
Activities around the commercial nodes should include retail and office integrated with adjacent residential neighborhoods. The quality of life benefits will be greatly increased by having accessible, attractive, well-planned commercial areas near residential neighborhoods.

Industrial Nodes

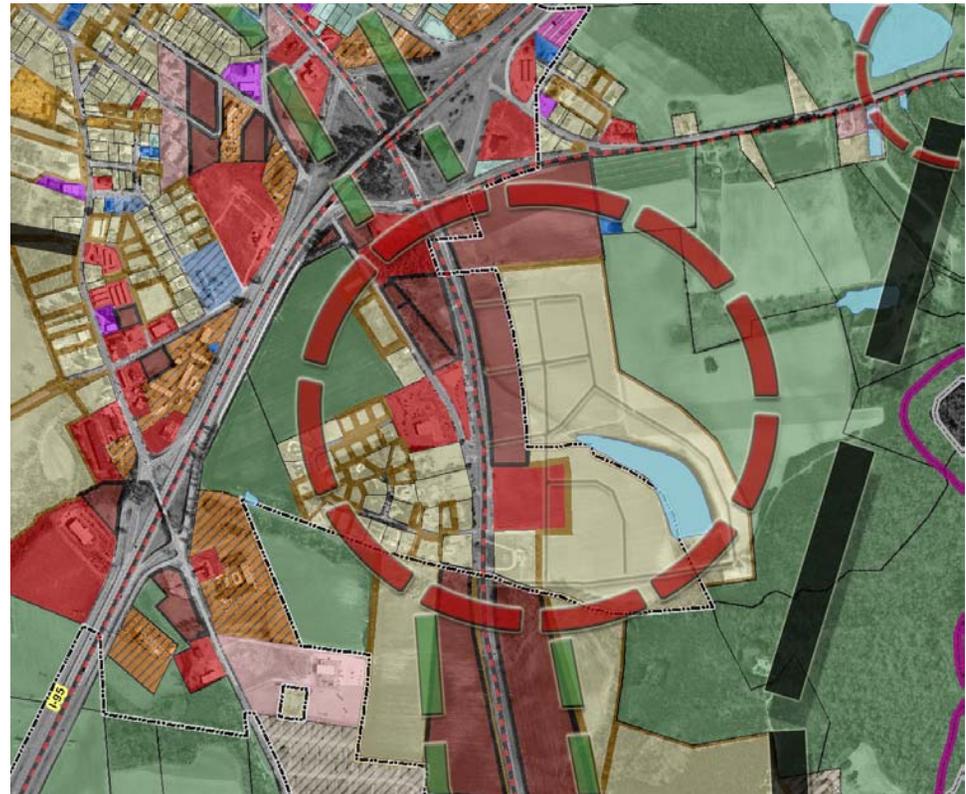
Industrial nodes are proposed near existing industrial areas where new transportation connections are proposed and can be best utilized. The areas should develop with an awareness of the surrounding land uses and should preserve existing views and open space as much as possible.

Downtown Node

The downtown is currently undergoing revitalization efforts. This area should be redeveloped as mixed use, encouraging residential in the upper floors and retail / commercial in the spaces below. The downtown should be integrated into the surrounding neighborhoods and well connected to the Dunn-Erwin Trail.



Medical Mixed Use Node – Surrounding Hospital
(Note potential new roads and connections)



Commercial Mixed Use Node – Adjacent I-95
(Note potential new roads and connections)



Vacant field diagonally across from Hospital



Vacant field with proposed medical office development



Redevelopment Site – Old Industrial Site near Hospital



Site with Improvements – Regional Health-Plex or YMCA

H. ENTRANCEWAYS

It is proposed that landscaped improvements, signage regulation, transportation, and overall enhancements be made to all entrance corridors into the city, specifically, US 421 and US 301.



Existing entrance adjacent I-95



Proposed Entrance/Welcome Sign to Dunn adjacent I-95



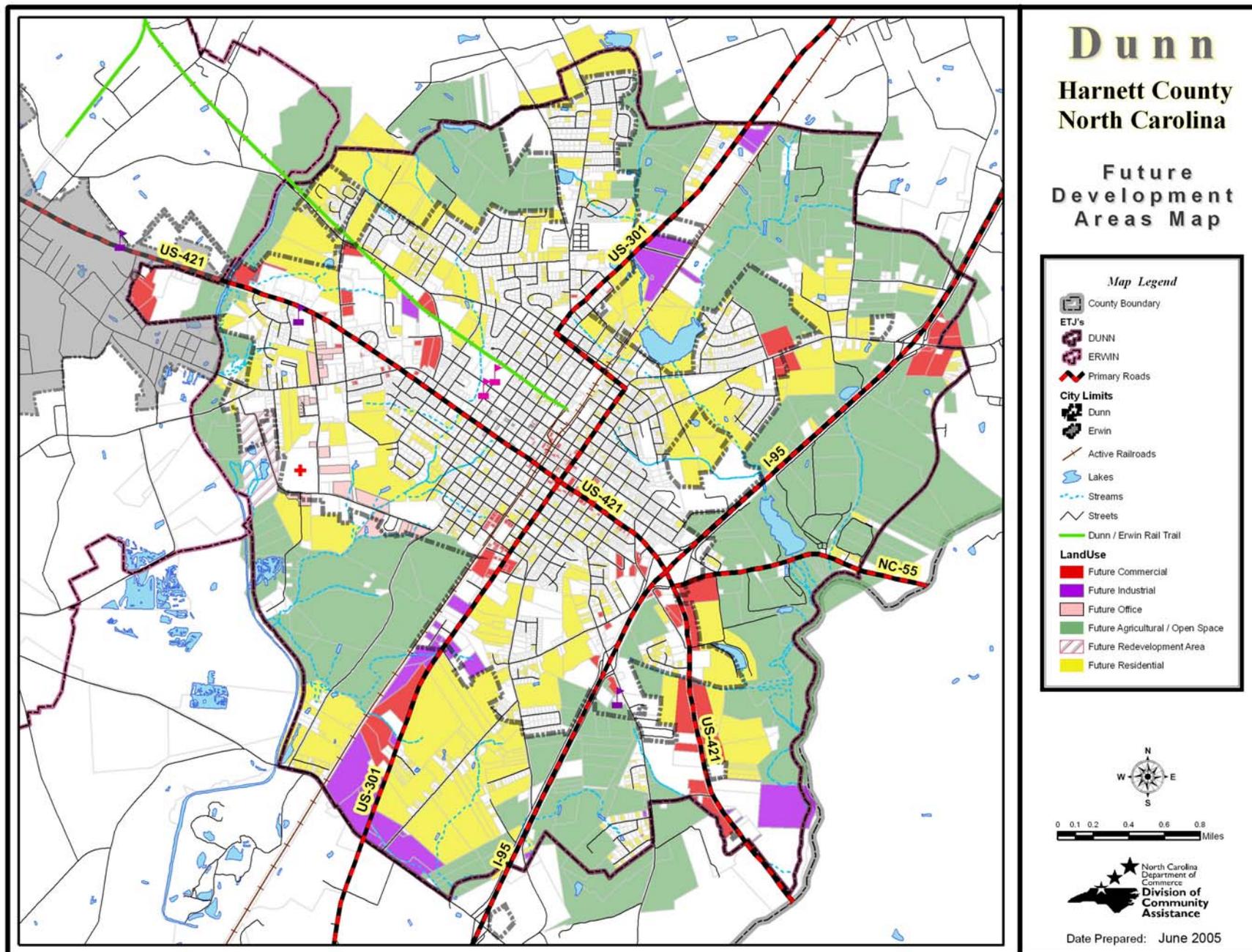
US 421 – Existing

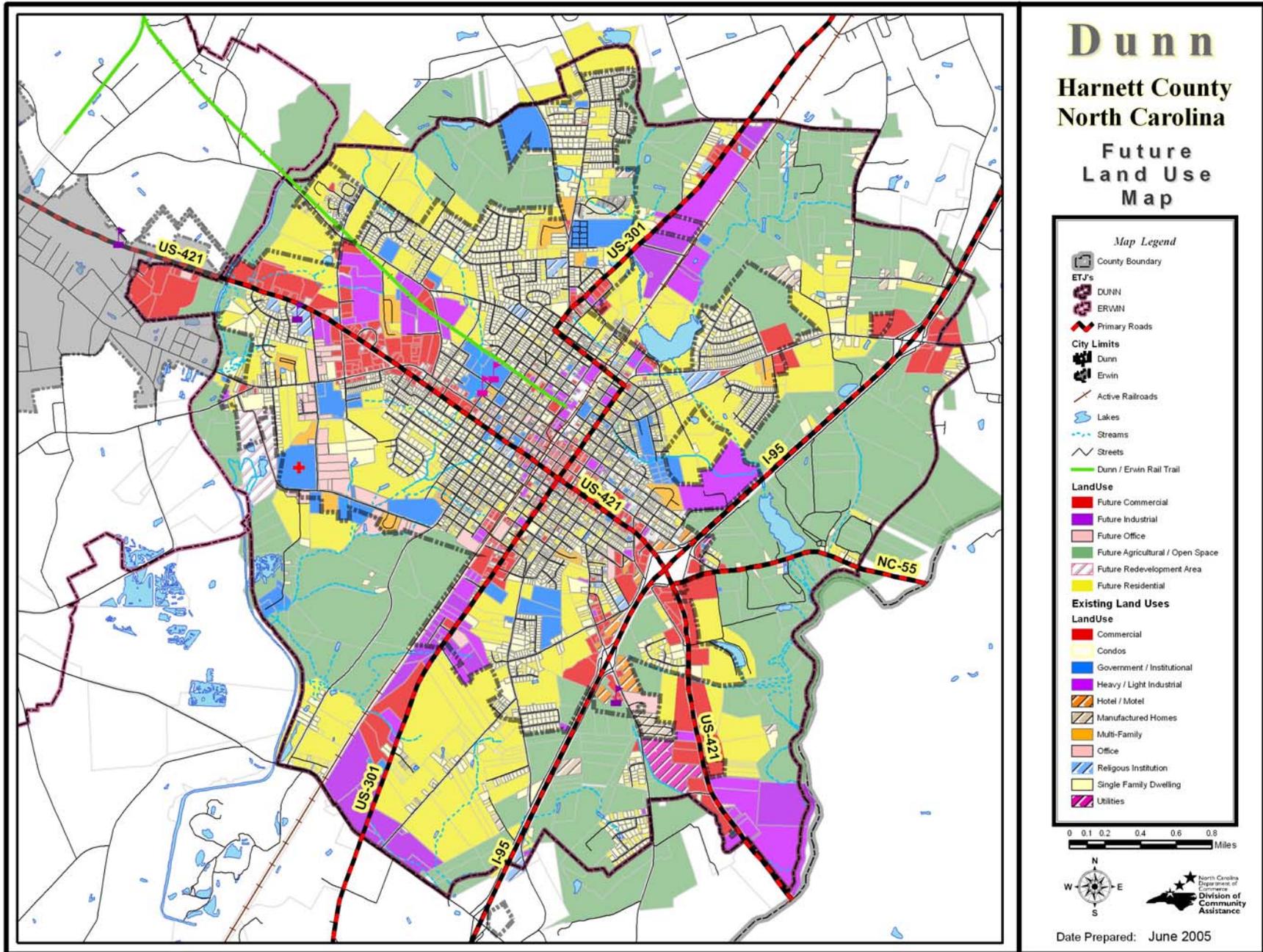


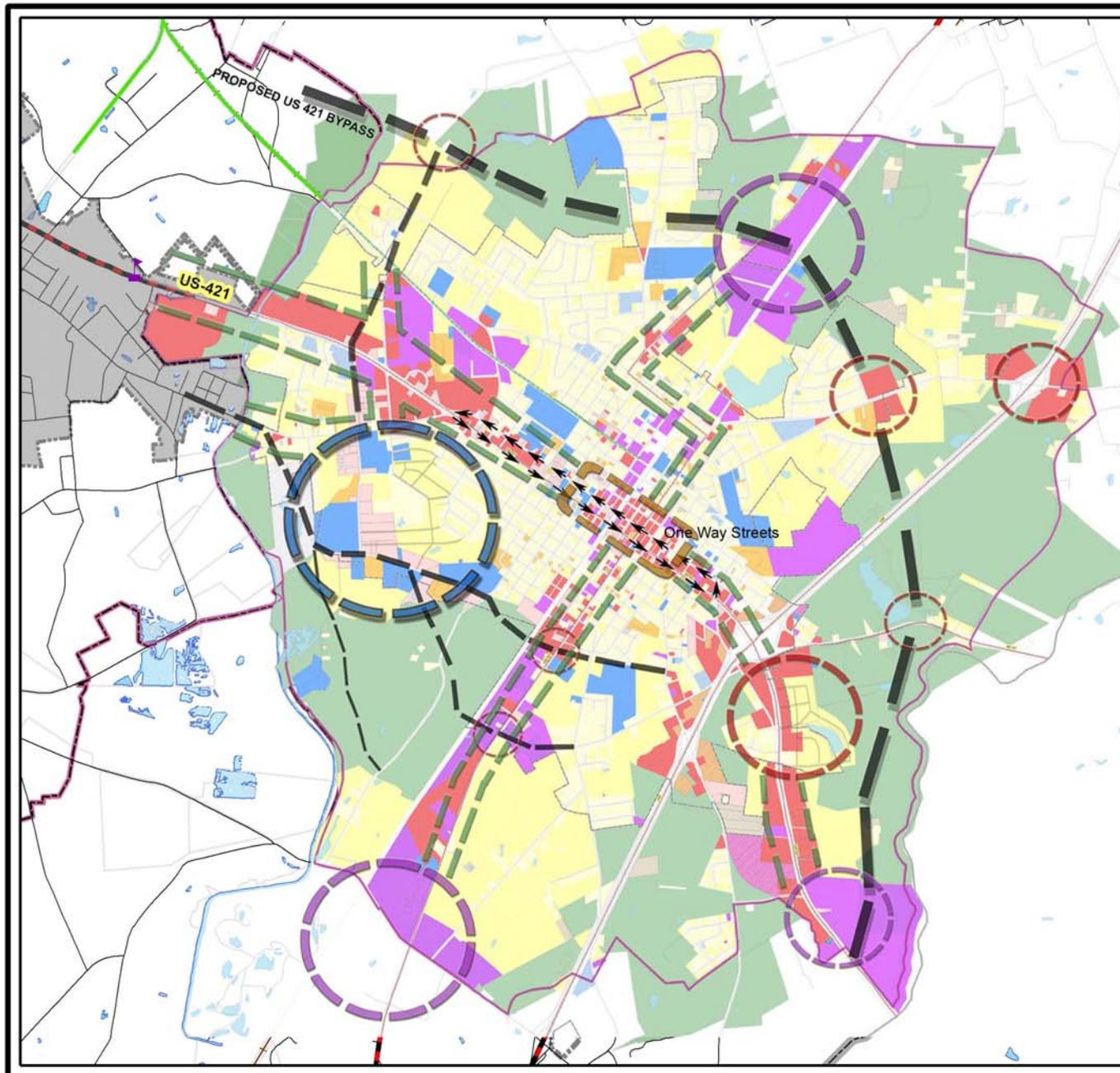
Landscape, Sidewalk, Lighting and utility improvements along US 421

I. LAND USE PLAN MAPS

The maps on the following pages graphically represent the land use plan recommendations. The first map depicts the future development areas, displaying the areas that are already developed in white. The Future Land Use Plan Map displays the 2030 land use development pattern. The final Future Land Use Map displays the transportation improvements, development nodes and entranceways.







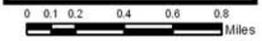
Dunn

Harnett County North Carolina

Future
Land Use and
Development Nodes
Map

Map Legend

- County Boundary
- ETJ's**
- DUNN
- ERWIN
- Primary Roads
- City Limits**
- Dunn
- Erwin
- Active Railroads
- Lakes
- Streams
- Streets
- Dunn / Erwin Rail Trail
- LandUse**
- Future Commercial
- Future Industrial
- Future Office
- Future Agricultural / Open Space
- Future Redevelopment Area
- Future Residential
- Mixed Use and Development Nodes**
- Medical Node
- Commercial Node
- Industrial Node
- Downtown Node
- Entrance Corridors**
- Entrance Corridor
- Transportation Improvements:
US 421 Bypass and other connectors**
- Transportation Improvement



Date Prepared: June 2005

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SECTION SIX: NEXT STEPS AND RECOMMENDATIONS

Land Use Plans sometimes end up on a shelf, collecting dust until the next plan or update is developed. In order for this process to be a success, several recommended courses of action are listed below.

- A. Adopt the Plan
 - 1. Commitment must be made by Council to implement the plan, its ***vision and goals***.
 - 2. Provide opportunities for citizen input into molding and refining the vision contained in this plan as the city continues to grow and develop.

- B. Prepare and adopt land use ordinance revisions consistent with plan
 - 1. General updates are needed to ordinances
 - 2. New Planning Laws may be adopted this year by the NC General Assembly
 - 3. Develop Landscaping and buffering regulations
 - 4. Develop “growing greener” and “conservation subdivision” standards with a goal of 35% open space within new developments in the City and 50% open space in new development in the rural ETJ areas.
 - 5. Cluster Development standards / options for other land uses.

- C. Utilize the plan as a guide for future development
 - 1. The plan should be followed to guide land use decisions. If future development proposals are not in keeping with the spirit of the plan, the plan should be amended.
 - 2. The plan should be used by the School Board, Recreation, Public Works and other such organizations and entities when planning capital improvements and new facilities.

- D. Enforce existing and future land use ordinance regulations
 - 1. The land use regulations lose their meaning and purpose if not properly enforced
 - 2. Plan and budget for a code enforcement position to enforce existing and new regulations

- E. Prepare a Downtown Revitalization Plan
 - 1. Should include the four point Main Street approach
 - 2. Should include a business development plan

- F. Nominate proposed Historic Districts for the National Register of Historic Places
 - 1. Hire consultant to prepare nomination packets
 - 2. Submit packets for nomination

- G. Prepare a comprehensive Parks and Recreation Plan
 - 1. Hire consultant to prepare a plan that will meet the future recreation needs of the city
- H. Neighborhood Housing Survey / Study
 - 1. Public input suggested a study might be needed to assess the physical condition of some residential neighborhoods and understand homeownership potential and ability to pay current and future rental rates.
 - 2. Grants may be available to conduct such a survey – possibly utilizing the University of North Carolina at Chapel Hill’s Center for Urban and Regional Studies.
- I. An Economic / Business and Development Plan should be prepared
 - 1. As mentioned in the downtown, a business and development plan should be developed to help existing businesses better understand the potential market and also assist in recruiting new business entrepreneurs.
 - 2. Plan may identify appropriate sites and outline the improvements and schedule for preparing a potential site.
 - 3. Identify training needs and potential facilities or sites for training
 - 4. Identify and recruit military related industry to serve the existing military bases/operations in eastern North Carolina
- J. Prepare a tourism development plan
 - 1. A tourism plan is needed to better understand the potential connections with the Cape Fear River, the Averagesboro Battle Field and other local attractions.
 - 2. The plan can help identify potential markets from Fayetteville and Raleigh Urban Areas.
- K. Work closely with the NCDOT Mid-Carolina Rural Planning Organization (RPO)
 - 1. To ensure new roads and other NCDOT improvements are completed on time, projects need to be approved through the local RPO.
 - 2. Explore synchronization of lights as an interim and possible long term solution to traffic issues on major roadways
- L. Develop Partnership Opportunities with the Town of Erwin
 - 1. Communities that partner together for the good of both can build off of each others assets to attract new industry, new people and new business to the local area.
 - 2. Investigate the potential of developing a regional Health-Plex or YMCA through a partnership with Erwin.
- M. Implement a Capital Improvement Planning Process to fund infrastructure improvements
 - 1. Dedicate funds and plan ahead five years with all departments for needed improvements.

- N. Involve School Board in the planning process
- O. Conduct educational workshops with citizens
 - 1. It is important to keep the plan in front of the citizens of Dunn
 - 2. Allow input and concerns to be communicated on a regular basis to keep the plan “alive”
- P. A Community Appearance committee may need to be established to study areas where improvements are needed and to provide input on potential landscaping improvement projects.
- Q. A thorough evaluation of the storm water and flood plain management systems should be completed
 - 1. Even though the city is not within a major watershed, it is imperative to manage these areas to help preserve a high water quality
 - 2. Stream buffers should be incorporated into the zoning ordinance and be enforced in the site plan and development review process.
 - 3. A Hazard Mitigation study may help with identifying the more sensitive areas and surface flooding potential as it relates to the flood plain and storm water management.
 - 4. New state laws are being developed to tighten regulation of storm water run-off and management of the run-off.
- R. Monitor, Evaluate and Update Plan
 - 1. Review each year at annual Council and Planning Board retreats at a minimum
 - 2. Thoroughly review and update plan in 2010 at the five-year benchmark
 - 3. Update plan as development trends and patterns may change.