

The City of Dickinson developed its zoning ordinance to improve its ability to predict and manage the development and use of land in the community. The City intends to establish a framework in which land development and redevelopment practices will contribute to an economically vital, environmentally aware and more livable community. Well-managed and orderly growth also leads to more effective use of limited public funds to provide adequate public services and needed capital improvements. Through effective land use planning, design and regulation, a City fulfills its paramount responsibility to promote the public health, safety and welfare while also providing predictability in the development process.

The following is a statement of the City's adopted policies regarding ongoing and future land use in Dickinson. These policies reflect a consensus vision for the growth and improvement of the community in the coming decades, particularly in terms of the type, scale, location and density of future development. Together with the goals and objectives outlined below, the policy statements will serve as a guide for decision making by the Planning and Zoning Commission and City Council as they consider development proposals and implement the City's ordinances, particularly when reviewing requests for zoning classification changes ("rezonings").

Through the involvement and input of Dickinson's residents and leaders, the following goals, objectives and policies were formulated to provide direction toward improved land use management:

GOAL 1:

Achieve a balanced and desirable pattern of land uses within the City.

Objective A:

Provide a range of different land use types in suitable locations, densities and arrangements, responsive to market trends and demands and consistent with local values and sound land use planning principles and practices.

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- Policy 1: Land uses should be arranged to minimize situations in which development on certain properties detracts from the enjoyment and value of surrounding and nearby properties.
 - Policy 2: Mixing of incompatible uses on individual parcels in close proximity should be avoided. Mixed use developments, where practical, should be planned and coordinated so as to seek harmony in the physical appearance of the development and to appropriately coordinate a blend of uses in a compatible manner.
 - Policy 3: Development patterns should provide for transitions and buffering between various land use intensities, such as targeting small offices or multi-family housing in the area between single-family residential uses and higher-intensity commercial districts. Where incompatible land uses abut, there should be additional physical and visual separation through

- increased setbacks and buffering (e.g., fences, earthen berms, landscaping).
- Policy 4: Land use compatibility and potential adverse impacts to other land use types should be considered in the City's development review and approval process (including factors such as noise, odor, pollution, excessive light, traffic, etc.).
- Policy 5: New development or redevelopment on "in-fill" parcels in established developed areas should maintain compatibility with existing uses and the prevailing land use pattern in the area.
- Policy 6: The City's land use pattern should focus new development and significant redevelopment where adequate public services and utility capacity are already in place or projected for improvement, including streets, water, wastewater and drainage infrastructure.
- Policy 7: Long-term land development trends should not detract from an efficient street network. Land uses with heavier traffic generation should be located on higher-capacity roadways to ensure safe and appropriate transportation access and circulation.
- Policy 8: Future development and redevelopment should be planned and implemented with appreciation for the physical environment and natural features of the community and with recognition of potential physical constraints to ensure appropriate siting of various types of development.
- Policy 9: Urban development should not encroach into floodplain areas unless there is compliance with stringent floodplain management practices to maintain adequate capacity for storage and conveyance of flood waters.
- Policy 10: Floodplains and other environmentally sensitive or valuable areas should be reserved as natural areas and "greenbelt" preserves for wildlife and recreation whenever possible and used as open space buffers between incompatible land uses whenever appropriate.
- Policy 11: Parks and recreation areas should be evenly distributed throughout the City and include larger community parks and smaller neighborhood parks, some of which may serve as buffers between different land use types. An effective location for neighborhood parks is adjacent to elementary schools to maximize "green space" within neighborhoods.
- Policy 12: Community facilities should be centrally located in easily accessible areas within the City, adjacent to major streets to accommodate traffic, well buffered from nearby residential areas, and on adequate-size parcels to accommodate future expansion.
- Policy 13: Elementary and middle schools should be located toward the center of neighborhoods along collector and local streets, within close walking distance for most children.
- Policy 14: Senior high schools and larger middle schools should be located adjacent to arterial streets to improve access and limit adverse impacts of this higher-intensity use on residential neighborhoods.
- Policy 15: Public safety facilities such as police and fire stations and substations should be located to minimize travel and response times within their service areas.
- Policy 16: Land uses with unusual characteristics or a higher likelihood of raising compatibility issues should be subject to more focused review and

approval through a special use permit approach under the City’s zoning ordinance. Reasonable conditions or permit provisions should be applied on a case-by-case basis to mitigate potential adverse impacts to nearby properties and uses.

GOAL 2:

Meet the housing needs of Dickinson residents by developing and maintaining safe, attractive and high-quality neighborhoods.

Objective A:

Provide suitable areas for a variety of residential types and densities.

- Policy 1: Appropriate locations for single-family and multi-family residential development should be provided based on accessibility, site suitability, utility availability and environmental factors.
- Policy 2: A variety of housing types should be encouraged to promote an affordable and diverse community.
- Policy 3: Portions of the community should be reserved for uniform development of a specific housing type (e.g., detached single-family dwellings, duplexes, town homes, patio homes, apartments, manufactured homes) while blending of residential uses should be allowed in other areas to suit the differing tastes of housing consumers, but with reasonable development standards to ensure compatibility.
- Policy 4: Manufactured home parks and subdivisions should be accommodated in suitable locations to encourage clustering of this residential land use type and provision of recreation space and other amenities.
- Policy 5: A portion of the community should be reserved for development of single-family homes on larger than typical lots, especially where lower residential density and limited road improvements will contribute to preservation of environmental assets, scenic vistas or valued agricultural land or where individual wells and on-site treatment systems will remain the primary means of water and wastewater service.

Objective B:

Maintain the integrity and preserve the character of existing and future neighborhoods by protecting them from encroaching incompatible uses that may detrimentally affect the value and enjoyment of residential properties.

- Policy 1: Residential development should be oriented away from major highways and primary streets whenever possible and situated within the roadway network and relative to other land uses so as to minimize high volumes of through traffic.
- Policy 2: Residential areas should not be situated next to current or future industrial areas without provisions for increased separation and buffering.
- Policy 3: Residential development may occur near or adjacent to commercial development if adequate buffering is provided and any necessary

performance standards are applied to mitigate adverse impacts of commercial activity.

- Policy 4: Multi-family housing should be developed at a density and scale that is compatible with the surrounding neighborhood and available utilities and roadway capacity.
- Policy 5: Larger multi-family developments should be located on sites with adequate space for off-street parking, accessory structures and recreational activity and toward the edge of single-family residential areas where higher traffic generation and taller building heights can be better accommodated.
- Policy 6: Small-scale, limited-impact commercial development should be accommodated at selected locations within or at the edge of residential neighborhoods to address retail and personal service needs of nearby residents in a convenient and accessible manner.
- Policy 7: Schools, parks, golf courses and community facilities should be located close to or within residential neighborhoods for accessibility and to provide a focal point for effective and cohesive neighborhood design.
- Policy 8: Manufactured homes should be accommodated on individual lots amid conventional site-built homes in areas where this mixed residential land use pattern already exists and is acceptable to neighborhood residents, especially where smaller-size lots are prevalent.
- Policy 9: Uses that commonly have moderate to large-scale assemblies of people such as churches, funeral homes, membership organizations and other institutions should be appropriately located on adequate size parcels with sufficient space to accommodate the off-street parking and accessory needs. Such uses should be located so as to minimize any adverse or undue significant burden on adjacent or adjoining land uses as well as that portion of the street network.

GOAL 3:

Encourage viable, vibrant and well-designed commercial areas with a variety of uses to serve community-wide as well as more localized needs.

Objective A:

Locate new commercial developments near existing commercial areas or clustered in newly-developing areas to serve consumer demand and ensure accessibility while buffering nearby residential uses from adverse impacts.

- Policy 1: Portions of the community should be reserved strictly for commercial activity to accommodate a variety of wholesale, retail, service and offices uses where the highest traffic volumes and greatest utility demands can be served and more extensive signage and outdoor display of materials will be expected and permitted.
- Policy 2: Commercial development should be concentrated in nodes at major intersections and other appropriate locations along highway frontages and primary roadways as opposed to scattered and/or "strip" development and to encourage more pedestrian-oriented commercial settings.

- Policy 3: Small-scale neighborhood retail and service uses should be located at intersections of collector and arterial streets and at the edge of logical neighborhood areas – or within neighborhoods where suitable sites exist and conditions are appropriate to balance compatibility with convenience.
- Policy 4: Low-intensity office and professional uses should provide a transition between residential areas and more intense uses, with reasonable building height limitations and adequate buffering and landscaping to ensure compatibility.
- Policy 5: Light to medium-intensity commercial development should be encouraged along roadway corridors to buffer adjacent residential neighborhoods from more intensive uses and corridor activities.
- Policy 6: Adequate setbacks and buffering should be provided where commercial development abuts nearby residential areas, especially where outdoor display and/or storage occurs.
- Policy 7: Commercial uses with more intensive operational or traffic service characteristics should be located away from most residential areas.
- Policy 8: Larger commercial developments should be located on sites that are large enough to accommodate adequate off-street parking, circulation drives and necessary building setbacks and landscaping.
- Policy 9: Accessory residential uses should be allowed in conjunction with retail and office uses in appropriate areas (e.g., second-floor or “behind-the-store” residential units) to maintain and encourage an attractive environment for small businesses.
- Policy 10: The City’s development ordinances should promote the viability of older commercial properties as well as new commercial development.
- Policy 11: Zoning and other development ordinances should be used as tools to attract specific desired land uses to the community.

GOAL 4:

Focus industrial development in selected areas with adequate utilities and transportation access and set apart from any existing or future residential neighborhoods or other incompatible land uses.

Objective A:

Designate areas that can support industrial development while avoiding adverse impacts on other land use types.

- Policy 1: Portions of the community should be reserved strictly for industrial activity to accommodate the most intensive manufacturing and warehousing uses with the least likelihood of disturbing non-industrial land uses in the City.
- Policy 2: Industrial development should be located so as to have good access to major highways and primary streets, truck routes, railroads, commercial waterways and hazardous material routes.
- Policy 3: Adequate separation and buffering should be provided whenever industrial development occurs within range of other land use types.

- Policy 4: Industrial development should not be directly adjacent to existing or anticipated future residential areas without provision for increased setbacks and buffering.
- Policy 5: Industrial activities should be conducted within enclosed structures whenever possible, and outdoor activities and/or storage should be properly screened from public view.
- Policy 6: Public uses that are industrial in nature (e.g., public works facilities/yards, vehicle storage and maintenance sites, treatment plants, utility substations) should be located appropriately to minimize impacts on other nearby land use types and include effective screening and buffering.
- Policy 7: Higher-quality industrial and heavy commercial development should be encouraged in industrial park settings (e.g., lower intensity uses, enhanced exterior elevations, increased amenities and open space).