

ORDINANCE NO. 2026

**AN ORDINANCE AMENDING AND RE-ENACTING CHAPTER 62,
RELATING TO INDUSTRIAL OFF-STREET PARKING AND TRAFFIC
CIRCULATION AREA STANDARDS AND SPECIFICATIONS**

BE IT ORDAINED BY THE BOARD OF CITY COMMISSIONERS OF THE CITY OF DICKINSON, NORTH DAKOTA, AS FOLLOWS:

SECTION 1: Section 62-592. - Off-street parking design standards. of Chapter 62 of the Municipal Code of the City of Dickinson is hereby amended and re-enacted as follows:

Sec. 62-592. - Off-street parking design standards.

- a) Dimensions. Standard parking stalls shall be a minimum of nine feet wide and 18 feet long.
- b) Pavement and drainage.
 - 1) Off-street parking facilities shall be paved.
 - 2) Acceptable surfacing materials shall include, but not necessarily be limited to, asphalt, concrete, brick, cement pavers or similar materials installed and maintained according to industry standards.
 - 3) Off-street parking facilities shall be designed and built to prevent the free flow of water onto adjacent properties.
 - 4) In the LI or GI Districts only, rear yard vehicular circulation areas, not including parking spaces, may be crushed concrete or similar material as approved by the City Administrator or designee. **Crushed scoria, dirt, or other high-debris-generating materials may not be used as finished surfacing within City limits.**
 - i. **For those areas where an access drive from a paved public right-of-way enters a loading or storage area that is not paved, a paved entrance of at least fifty (50) feet measured from the right-of-way into the property, or such other equivalent means to catch gravel or sediment prior to entering the public right-of-way, is required.**
 - 5) All parking areas containing four or more spaces or containing angled parking shall have parking spaces and aisles clearly marked on the pavement.
- c) Landscape and screening requirements. Unless otherwise noted, each unenclosed parking facility of over 3,000 square feet shall comply with the following regulations:
 - 1) Each unenclosed parking facility shall provide a minimum landscaped buffer of ten feet along any street property line.
 - 2) Each parking facility that abuts a residential district shall provide a ten-foot landscaped buffer along its common property line with the residential district.
 - 3) Any parking facility which abuts property in a residential district shall provide a fence, wall, landscape screen, or earth berm not less than four feet in height for the length of the common boundary. A grade change, terrace, or other site feature which blocks the sight line of headlights into a residential property may satisfy

this requirement, subject to the determination of the City Administrator or designee.

- 4) Each unenclosed parking facility of over 4,500 square feet within a street yard shall provide interior landscaped area equal to no less than five percent of the total paved area of the parking facility. Parking facilities within the GI District shall be exempt from this requirement.
 - 5) Interior landscaping shall be credited toward the satisfaction of overall landscaping requirements set forth in Article VIII of this chapter. These requirements may be waived as part of the lot modification process described in Section 62-590.
- d) Entrances and exits.
- 1) Adequate access to each parking facility shall be provided by means of clearly defined and limited driveways or access points. Such driveways shall be designed to direct nonresidential traffic away from residential areas.
 - 2) In the DC District, entrances from arterial to off street parking, facilities shall be located at least 60 feet from the intersections of the curb lines of the intersecting streets.
 - 3) In all other districts, the entrances from arterial or collector streets to off street parking facilities shall be located at least 60 feet from the intersections of the curb lines of the intersecting streets.
- e) Safety features.
- 1) Parking facilities shall be designed to provide visibility of and between pedestrians and vehicles when circulating within or entering or leaving the facility; and shall not create blind, hidden, or hazardous areas.
 - 2) Circulation patterns shall be designed in accordance with accepted standards of traffic engineering and safety.
- f) Lighting.
- 1) Any lighting used to illuminate any off-street parking area shall be arranged to direct light away from adjoining properties in any residential district.
 - 2) Off-street parking facilities in commercially zoned properties within the corridor overlay district shall include decorative lighting within the first 100 feet of lot frontage.
- g) Maintenance. All parking facilities shall be maintained to ensure the continued usefulness and compatibility of the facility. Acceptable maintenance includes keeping the facility free of refuse, debris, and litter; maintaining parking surfaces in sound condition; and providing proper care of landscaped areas.
- h) Special use permits. For those uses identified in Article IV of this chapter as requiring special use permit approval, the Board of City Commissioners may approve conditions adjusting the minimum requirements of this section, in order to provide design, usability, attractiveness, or protection to adjoining uses in a manner equal to or greater than the minimum requirements of this article.

SECTION 2: Repeal of Ordinances in Conflict. All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

SECTION 3: Severability. In the event any section of this Ordinance is held invalid by court of competent jurisdiction, the invalidity shall extend only to the section affected, and other sections of this Chapter shall continue in full force and effect.

SECTION 4: Effective Date: This Ordinance shall be in full force and effect from and after final passage.

Scott Decker, President
Board of City Commissioners

ATTEST

Dustin Dassinger, City Administrator

First Reading: _____, 2026

Second Reading: _____, 2026

Final Passage: _____, 2026