Direction 2050

COMPREHENSIVE PLAN

Summary

SEPT 2024

Study Area Map

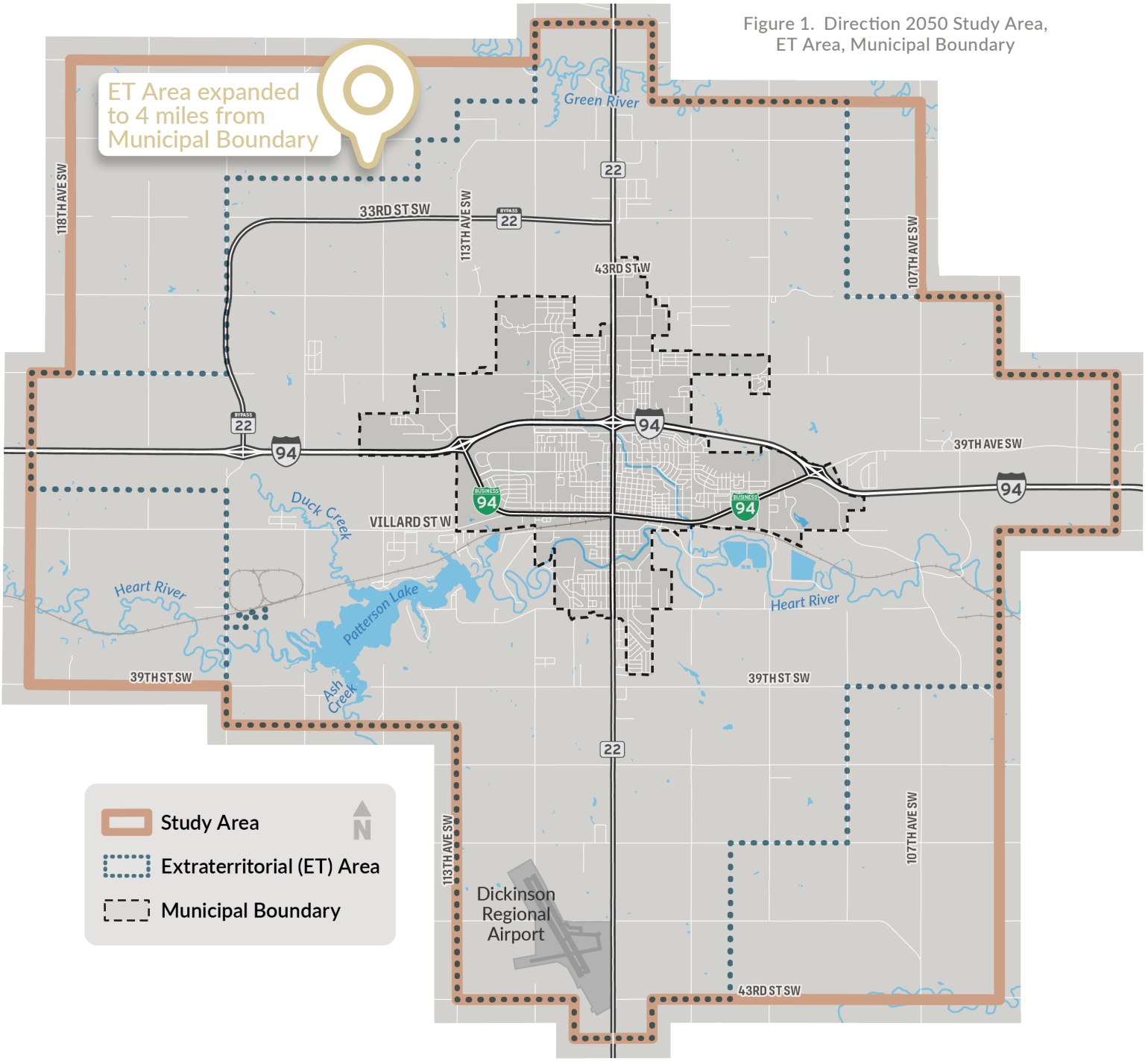


Figure 1. Direction 2050 Study Area, ET Area, Municipal Boundary

Figure 2. Historical Population Trends, 1920–2020

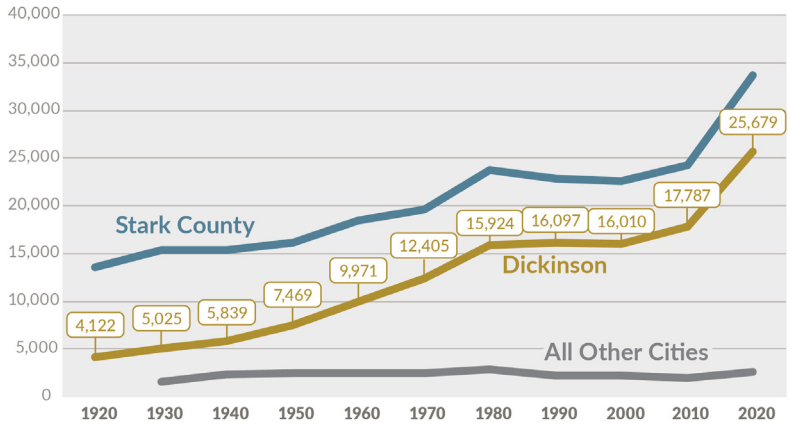


Table 1. Dickinson Decennial Population Change 1930–2020

YEAR	POPULATION	GROWTH/ DECADE	AVERAGE ANNUAL GROWTH
1930	5,025		
1940	5,839	16.2%	1.6%
1950	7,469	27.9%	2.8%
1960	9,971	33.5%	3.3%
1970	12,405	24.4%	2.4%
1980	15,924	28.4%	2.8%
1990	16,097	1.1%	0.1%
2000	16,010	-0.5%	-0.1%
2010	17,787	11.1%	1.1%
2020	25,679	44.4%	4.4%

Existing conditions evaluation consists of...

Parcel Development
- Parcel Inventory
- Existing Land Use
- Existing Zoning

Existing Housing Profile
- Housing Values
- Neighborhoods and Growth Patterns

Key Community Facilities
- Parks
- Schools
- Public & Community Facilities

Existing Municipal Infrastructure System
- Existing Water & Sanity Sewer Infrastructure
- Transportation System GIS Database
- Existing Road Jurisdiction
- Functional Classification

Pavement Conditions
- NDDOT International Roughness Index (IRI)
- City (PCI)
- Bridges/Structures

Multi-modal Transportation Systems
- Pedestrian & Bicycle Systems
- Existing Trail Systems
- Master Trail Plan
- Dickinson Public Transit
- Air
- Passenger Rail
- Freight
- Existing Level of Service (LOS)
- Existing Traffic Operation & Safety
- Intelligent Transportation Systems (ITS)

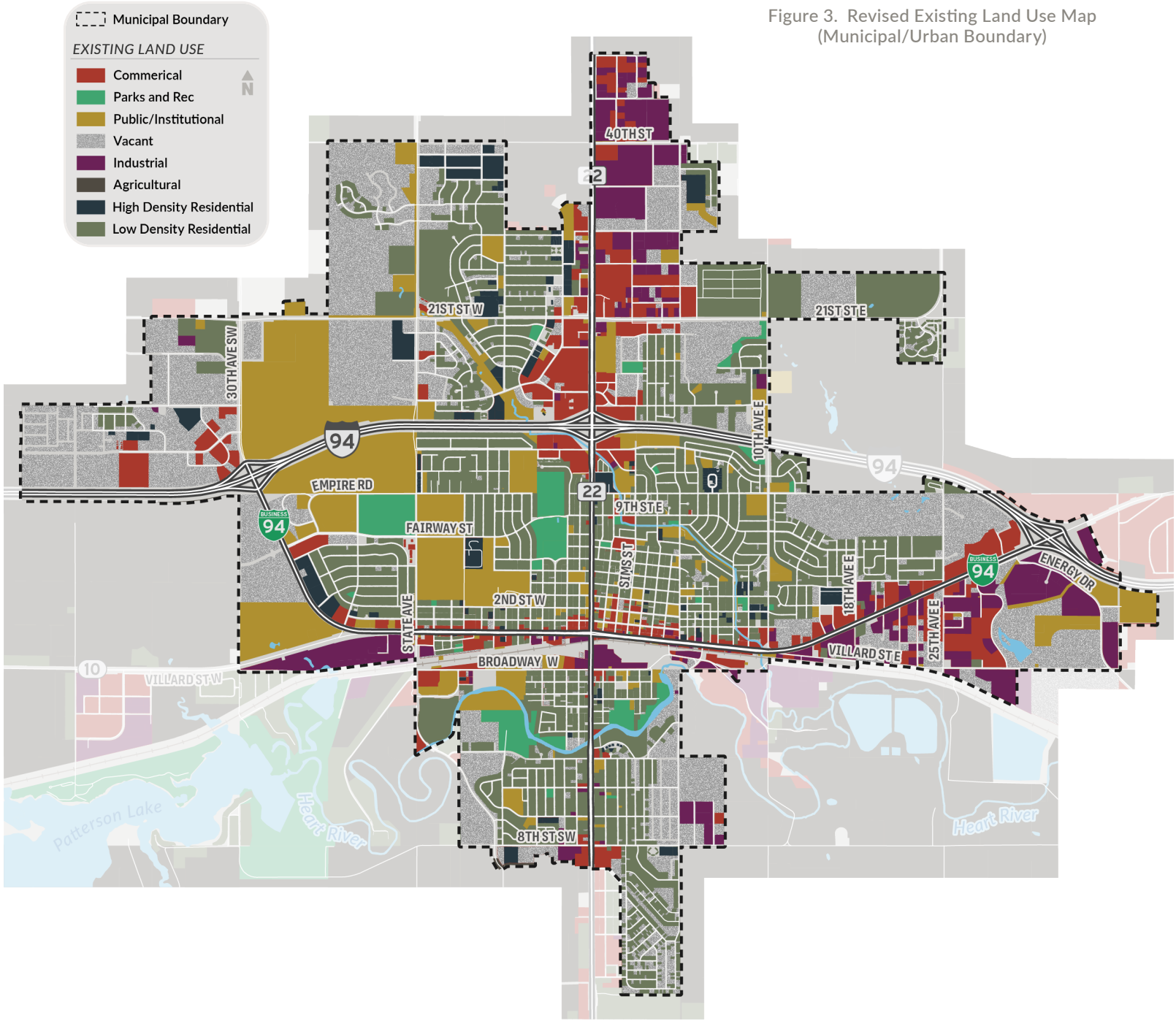
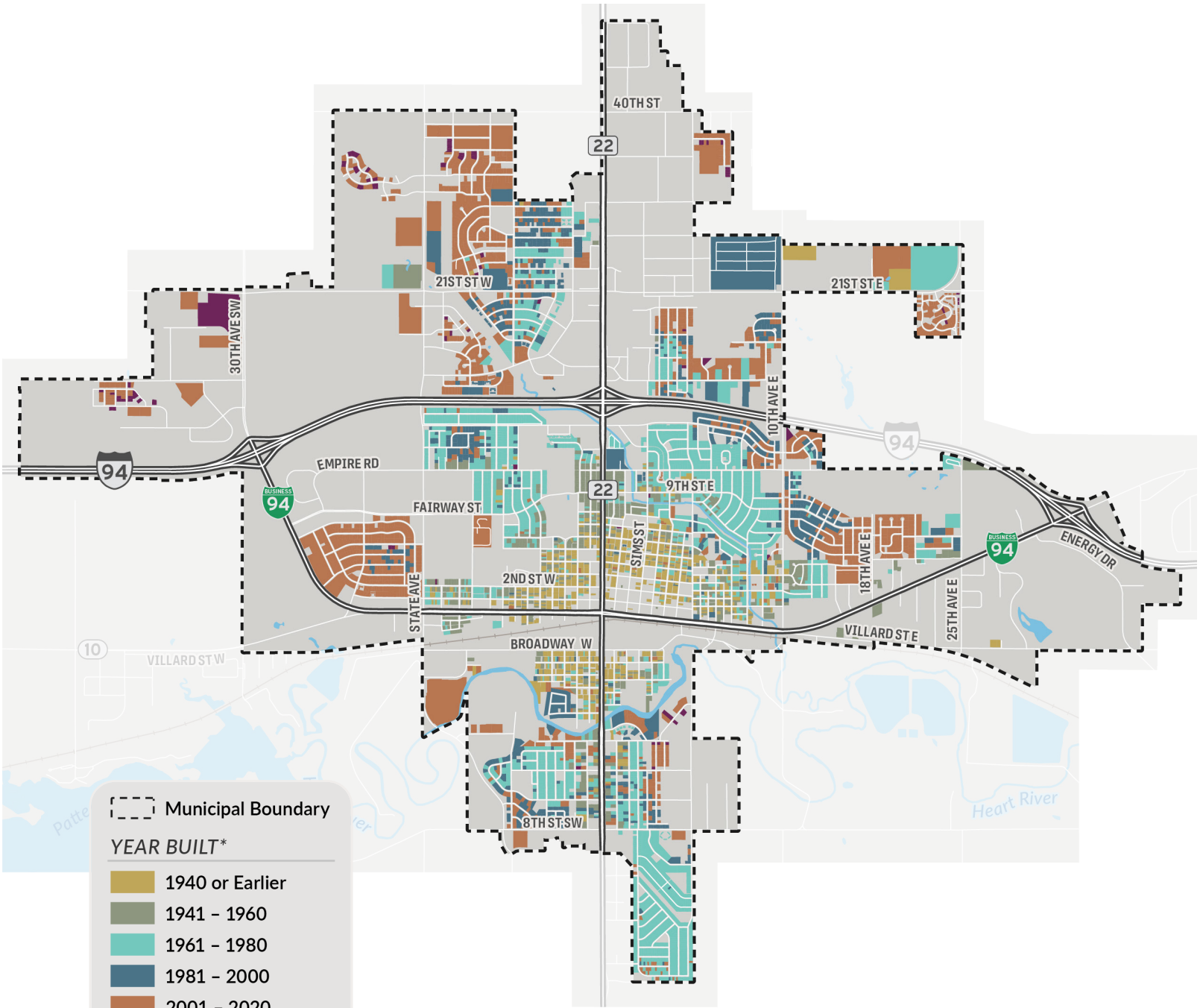


Figure 3. Revised Existing Land Use Map (Municipal/Urban Boundary)

Figure 3 illustrates the proportion of each land use category within city limits. The content of this map facilitates development of a future land use plan map, which along with zoning, will provide guidance for future growth and development.

Figure 4. Residential Parcels by Year Built



According to ACS statistics for 2020, there were 10,544 occupied housing units in Dickinson, with 58% of Dickinson residents as homeowners. The average home value is $250,600. For rental properties, monthly rent had an average of $988.

Figure 5. Residential Parcels by Type

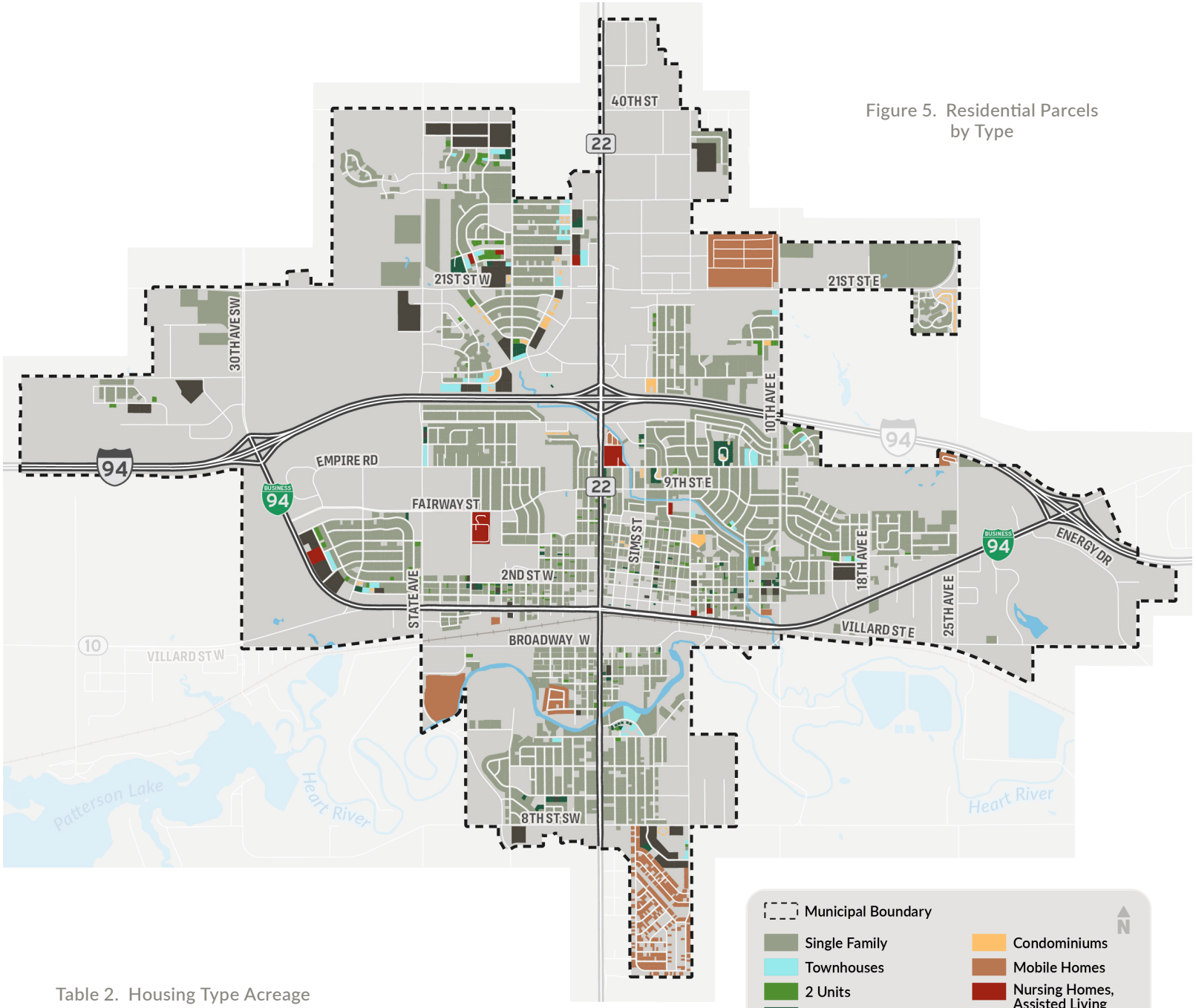
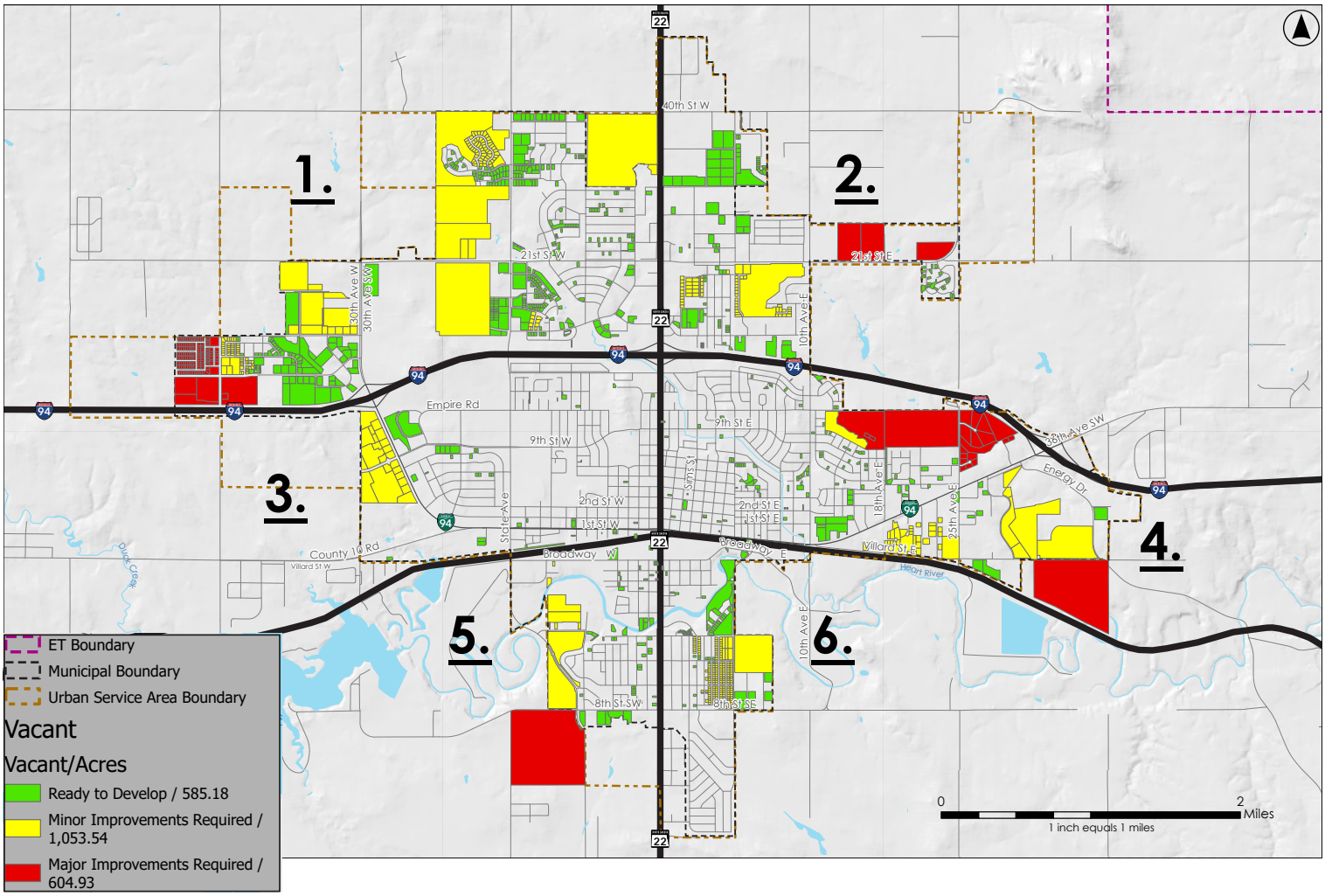


Table 2. Housing Type Acreage

HOUSING TYPE	TOTAL ACRES	DESCRIPTION
Single Family	1,617.4	Single Family includes a few rural residential parcels with significant acreage.
Townhouses	41.6	Townhomes are one townhome per parcel.
2 Units	40.6	Duplexes, 2-unit conversions.
3–10 Unit Apartments	38.9	Some apartment sizes were estimated. Some apartments had number of units listed, these apartments were used to calculate an average unit per sq ft. This number was applied to apartments which had no units listed.
More than 10 Unit Apartments	163.6	
Condominiums	17.0	Condominiums are one condo per parcel, excludes common areas (yard).
Mobile Homes	178.7	Some mobile home parks had individual parcels while others did not.
Nursing Homes, etc.	28.3	Quasi-institutional in some cases.
Grand Total	2,126.1	

Figure 6. Vacant Land Availability



Green: In general, the property is shovel ready with minor improvements potentially required such as:

- Service lines for water and sewer
- Roadways are constructed

Yellow: Relatively minor improvements required with the following conditions:

- Less than ¼ mile from existing infrastructure
- Minor collector roadway improvements
- Water distribution and sewer collection system improvements
- No major adjacent infrastructure requires upgrades/improvements

Red: Relatively major improvements required with the following conditions:

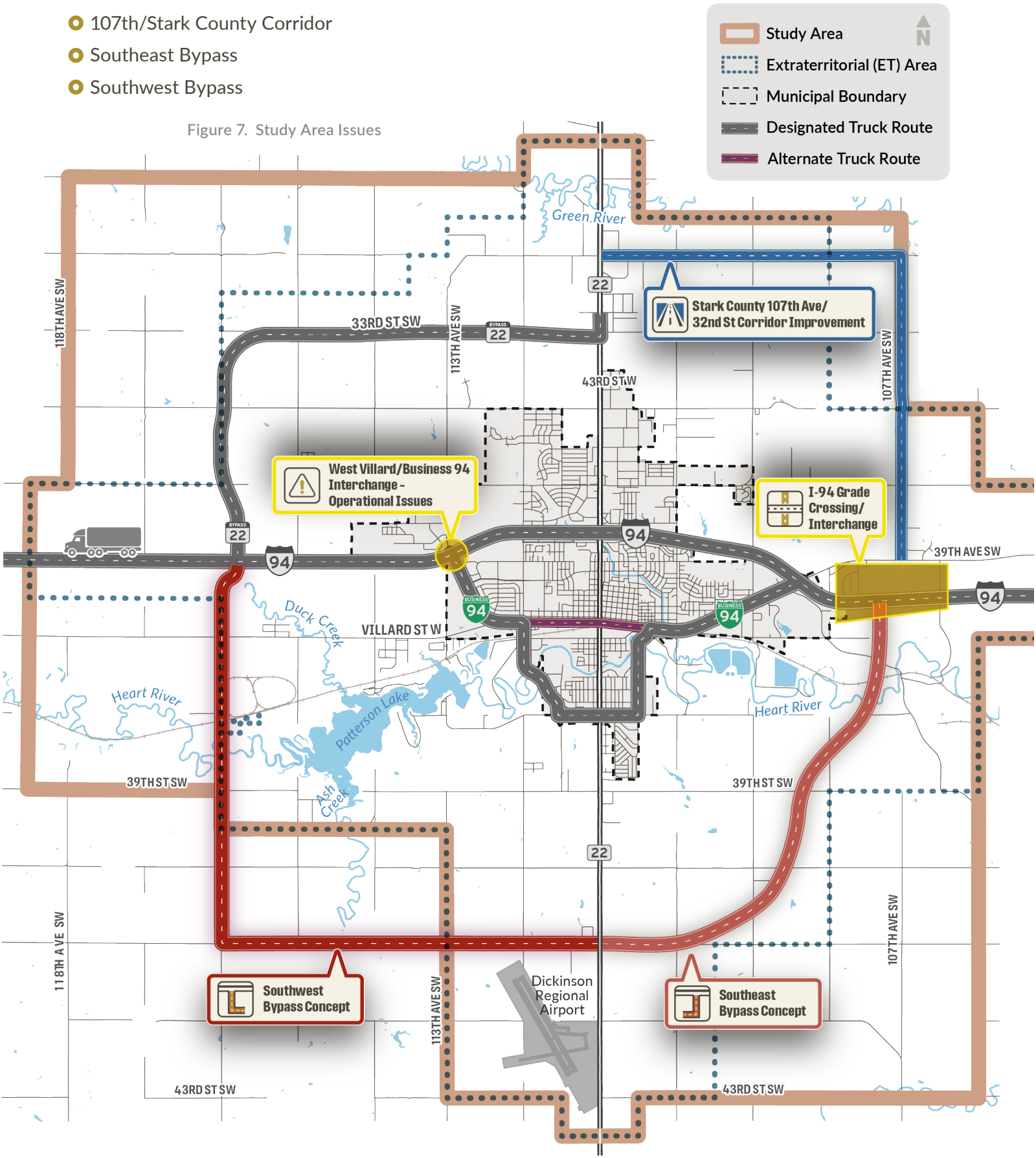
- More than ¼ mile from existing infrastructure
- Major collector roadway improvements
- Arterial roads roadway improvements
- Trunk sewers/trunk line water distribution mains required
- Major components/major upgrades to existing facilities required (lift stations/upsized or existing sewers/booster stations/water towers/upsized existing water lines)

Area-wide Issues & Needs

A series of **regionally focused transportation issues** were developed as needing further evaluation as part of Direction 2050.

- 107th/Stark County Corridor
- Southeast Bypass
- Southwest Bypass

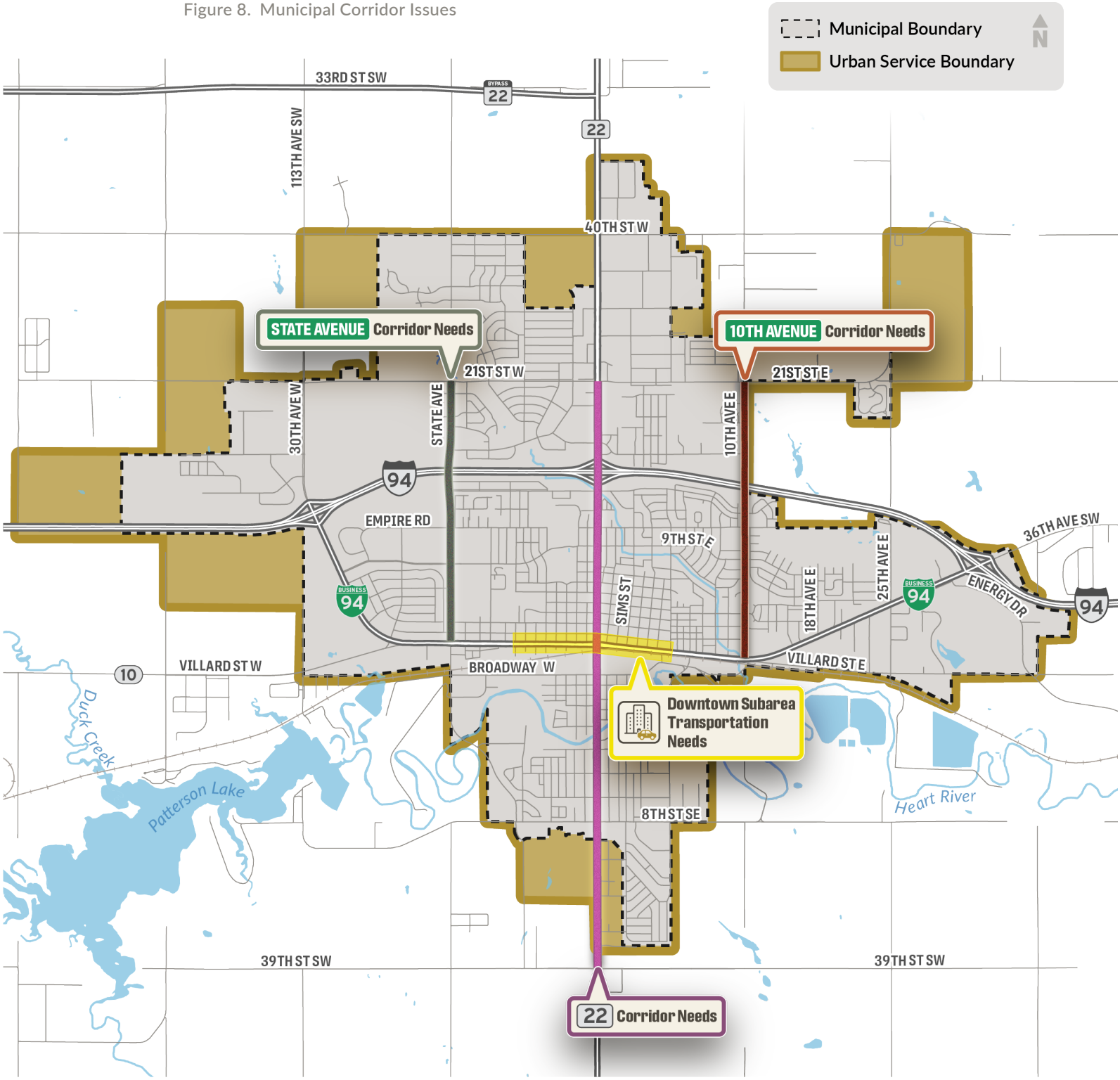
Figure 7. Study Area Issues



Additionally, the following areas were pinpointed for **corridor level analysis**:

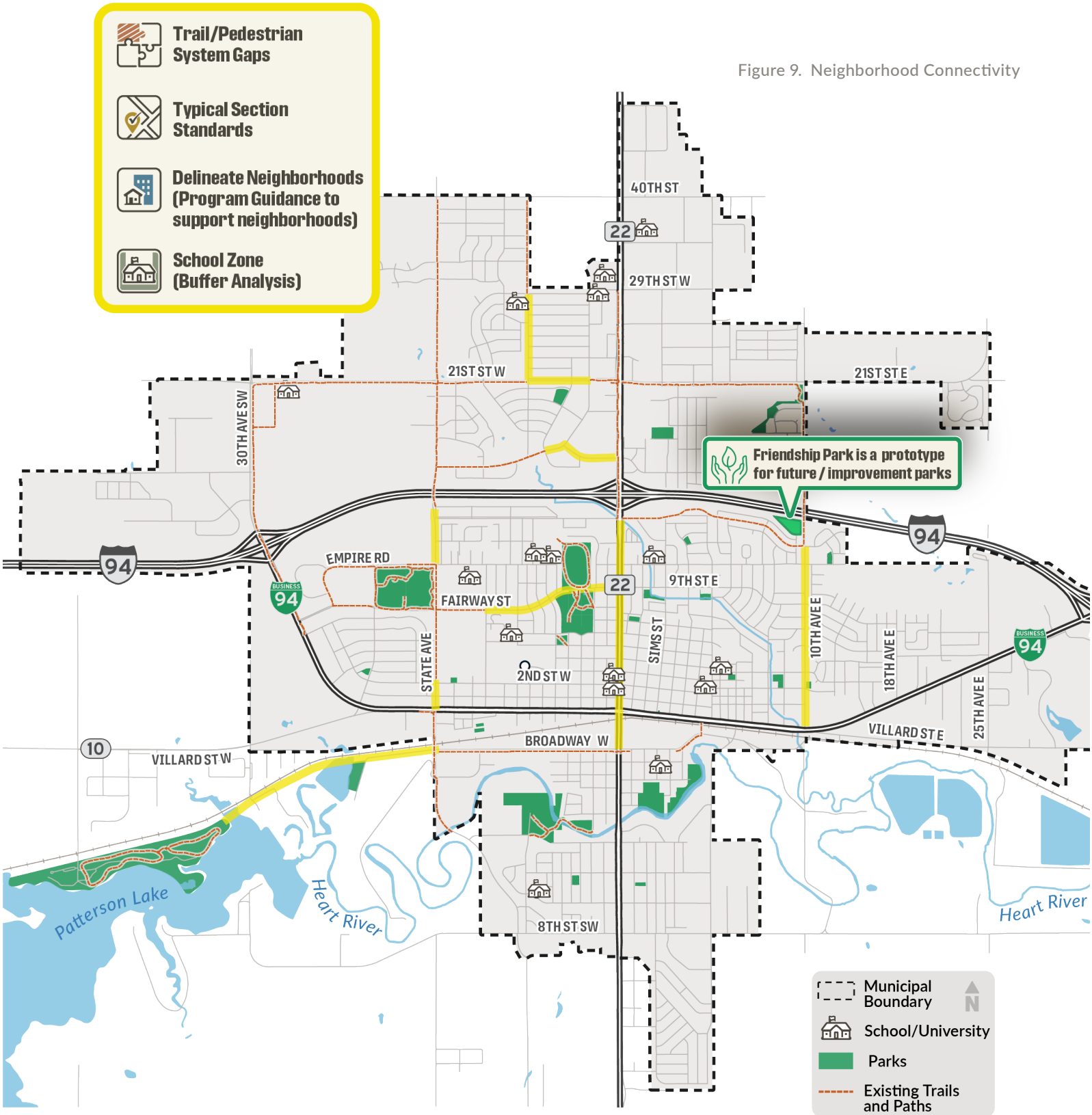
- North South Mobility
- State Avenue
- 10th Avenue
- ND 22
- Downtown core
- West and East Villard (specifically through downtown core)

Figure 8. Municipal Corridor Issues



There are also priority areas for **neighborhood connectivity** issues such as implementing revised typical section standards, trail connectivity, more specific needs analysis adjacent to school areas, and neighborhood cohesiveness.

Figure 9. Neighborhood Connectivity



Outreach during Phase 1 consisted of...

In-person Meetings

Stakeholder Roundtable Discussion: What did we hear?

- Schools continue to see steady growth and with that the need to **expand facilities** for youth activities.
- Infrastructure needs exist on the south side of the city. Considerations for a **south bypass** for trucking/cargo to provide connectivity from south side of city to the north side.
- Development continues, but at a slower rate than 10 years ago. Consider incentives or plans to **promote housing and business development** in areas previously platted.

PMT/City Staff Roundtable Discussion: What did we hear?

- Traffic safety issues were discussed including **traffic flow** at intersections and schools, along with general morning/afternoon **congestion.** It was noted that many issues discussed are already being addressed in other projects.
- Limited **rail crossings** opportunities can create problems for traffic and emergency response.
- Need and desire for **multi-modal connectivity** throughout city.
- Downtown development, revitalization, incentives for developers. Creating a defined and attractive ***downtown.***

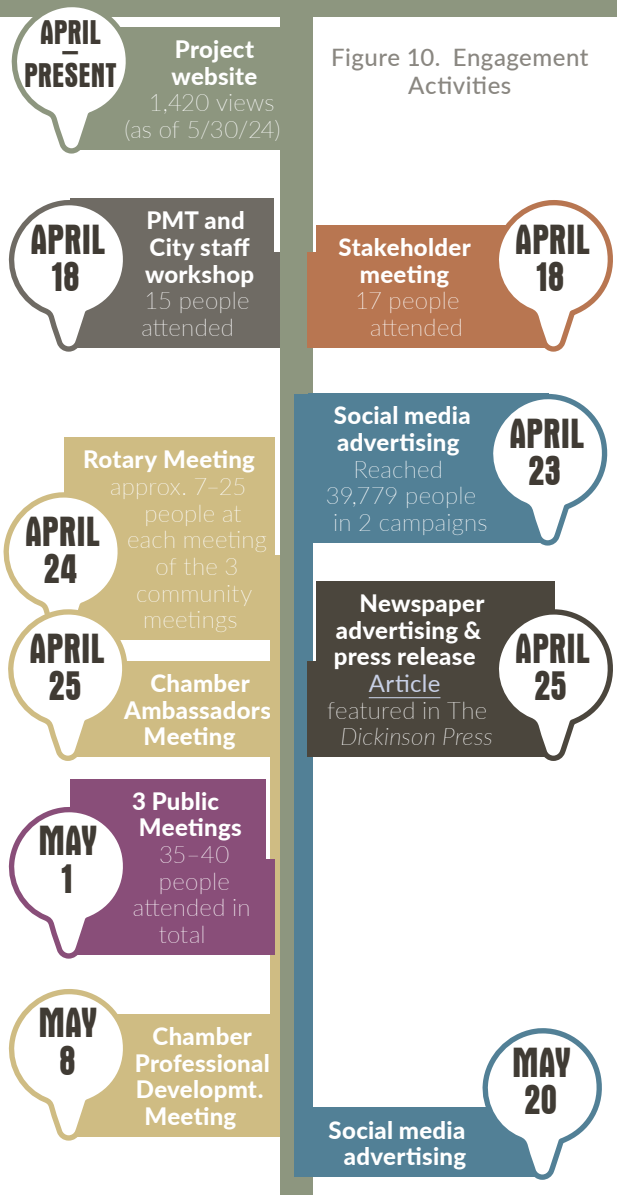


Figure 10. Engagement Activities

Public Input Meetings: What did we hear?

- Discussions surround **traffic safety,** particularly near schools for pedestrians crossing the street
- Trail, **bike/ped connectivity** issues.
- Need for efficient **north/south route.**
- Create more ***neighborhoods*** with various housing looks.
- Find ways to create the **sense of community** throughout Dickinson.
- Additional **overpass/underpass** considerations at railroad crossings.
- General discussions around **pavement conditions, intersections, traffic signals, traffic flow.**

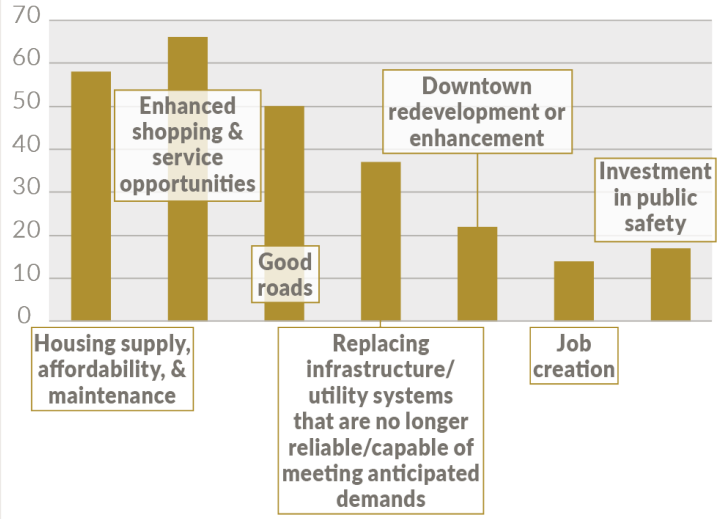
Virtual Engagement

- 1,528 website views
- 328 contributions from the public

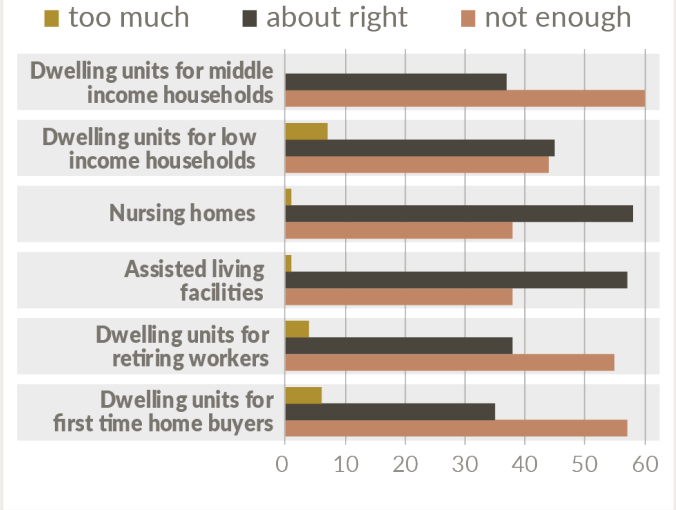
Key findings

- Over 75% of survey respondents say some or major course correction is needed on the growth the city has experienced in the past 5–10 years
- A good mix of participation from the public with 47% of respondents having children in the home and 53% do not.

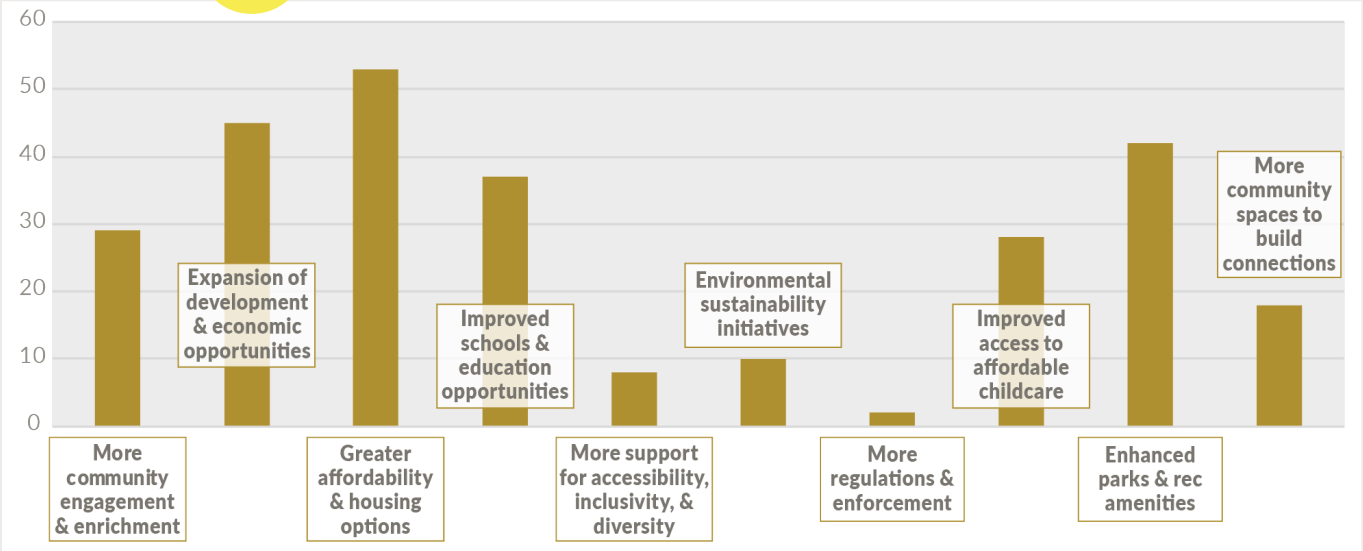
What issues do you think need to be prioritized and received special attention during this planning process?



Please rate the sufficiency of housing supply in Dickinson



What do you think would make the greatest impact on the quality of life in Dickinson?



Public issues mapping by topic area

Respondants submitted 190 comments on the Interactive Map. These comments were tabulated by category and the resulting percentages for each category are illustrated in the accompanying chart and geo-located in Figure 11.

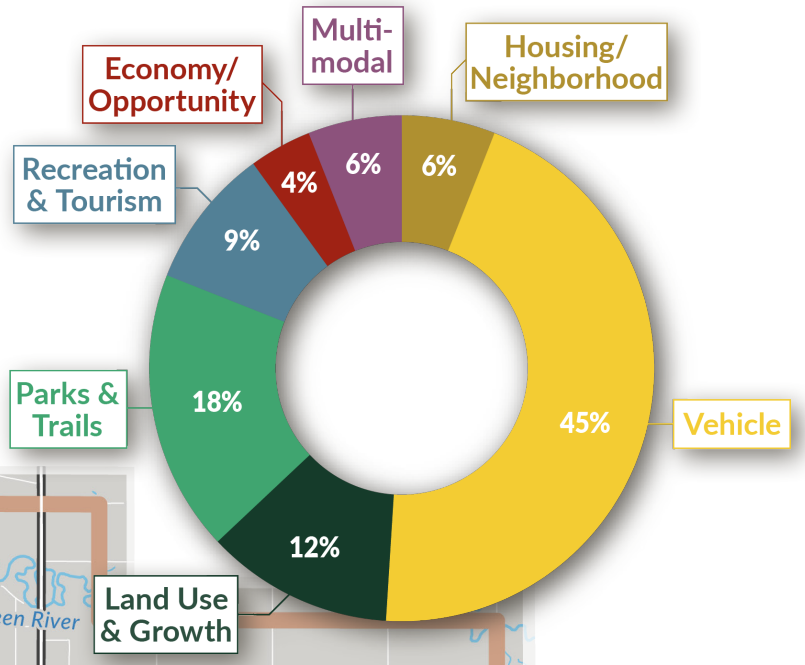


Figure 11. Interactive Map Comments