



Comprehensive Plan & Urban Service Area Staff Report

To: City of Dickinson Planning and Zoning Commissioners
 From: City of Dickinson Community Development Services
 Date: April 1, 2026
 Re: CPU-002-2026 Section 62 – Comprehensive Plan & USA Update

APPLICANT

Name: City of Dickinson Community
 Development
 Address: 38 1st Street West
 City: Dickinson North Dakota 58601

Public Hearing	April 8, 2026	Planning and Zoning Commission
Public Hearing	April 21, 2026	City Commission
Final Consideration	March 5, 2026	City Commission

Community Development staff is requesting adoption of an updated Transportation Master Plan and Comprehensive Plan Update. This update updates numerous policies from the 2013 Transportation Master Plan, including reducing the required right-of-way dedication width, altering the required spacing between driveway approaches, and adding additional housing and land use policies.

Staff recommendation: Staff recommends approval of this Comprehensive Plan update.

The proposed ordinance amending the existing Comprehensive Plan policies is included with this staff report.

STAFF ANALYSIS

BACKGROUND

City staff has been working alongside KLJ Engineering to develop the Direction 2050 Transportation Master Plan and Comprehensive Plan Update. This plan was officially accepted by the City Commission at the October 21st, 2025 City Commission meeting. This plan featured numerous recommendations for updates to the existing land use policies.

Since the 2013 Comprehensive Master Plan was adopted, numerous changes have been made to the Urban Service Area (USA) and the City was able to reconsider what properties could be serviced by City services in the future.

COMPATIBILITY, COMPLIANCE, AND RECOMMENDATIONS

Compatibility with the Municipal Code

The proposed amendment to the 2013 land use policies incorporates recommendations from the 2025 Transportation Master Plan and Comprehensive Plan Update and factors in changes to the Dickinson Municipal Code that have been adopted. These changes include the removal of a policy requiring an update to the City's oil well standards which was completed in 2025, and the removal of a policy encouraging the establishment of an R-4 zoning district which was deemed as unnecessary.

Figure 5-7, which is initially referenced on Page 92 of the Transportation Master Plan and Comprehensive Plan Update, outlines the areas currently located within the Urban Service Area (USA) that were deemed unlikely to develop in the future. The West ½ of Section 25, Township 140 North, Range 96 West, was previously located within City limits before being de-annexed in 2023 due to the cost of extending services to the property. Since the City removed this area from City limits due to the cost of extending services, City staff determined that including the area in the USA is unnecessary and may require the City to pay for service extensions.

The property to the southwest of City limits, which is legally described as all of Frank's Subdivision, all of Frank's Second Subdivision, all of Frank's Third Subdivision, all of Frank's Fourth Subdivision, all of Frank's Fifth Subdivision, all of Frank's Sixth Subdivision, all of Kohler's Addition Subdivision, all of Frederick's First Subdivision, all of Frederick's Second Subdivision, SW4 48'X207' & 114.7' X 177' 15-139-96 0.70 ACRES, SW4 583FT X 163FT 15-139-96 2.18 ACRES, and SW4 163FT X 760FT 15-139-96 2.82 ACRES, was also recommended to be removed from the USA in Figure 5-7 of the Transportation Master Plan and Comprehensive Plan Update. Since the

properties currently utilize Southwest Water services and private septic systems, switching them over to City water and sanitary sewer services would be prohibitively expensive.

Figures 5-3 and 5-4, which are shown on Page 92 of the Transportation Master Plan and Comprehensive Plan Update, proposes a new future land use map to be adopted by the City. This proposed map introduces the Rural Reserve category, which is intended to limit development adjacent to City limits from developing rurally, and splits the residential designation into the High Density Residential and Low Density Residential categories. The proposed map was drafted through collaboration between the consultant and City staff. City staff is requesting the commission adopt the proposed future land use map with the changes that anything currently located in the Mobile Home (MH) zoning district be located in the High Density Residential zoning district, and that the proposed Rural Reserve category be renamed to the Urban Reserve category.

PUBLIC INPUT AND STAFF RECOMMENDATION

Public Input: As of the date of this report, City staff has not received any public comments.

Staff Recommendation: The City Development Team staff recommends **approval** of CPU-002-2026.

MOTIONS:

*****Approval*****

*"I move the City of Dickinson Planning and Zoning Commission recommend approval of **CPU-002-2026: The Comprehensive Plan & Urban Service Area Update** as being consistent with the City of Dickinson Comprehensive Plan, as being compliant with the City of Dickinson Zoning Ordinance, and as being in the interest of the public health, safety and welfare "*

(AND) the following additional requirements (IF THE PLANNING AND ZONING COMMISSION RECOMMENDS ANY ADDITIONS AND/OR DELETIONS TO THE PROPOSED MOTION LANGUAGE):

1. _____;
2. _____.

*****Denial*****

*"I move the Dickinson Planning and Zoning Commission recommend denial of **CPU-002-2026: The Comprehensive Plan & Urban Service Area Update** as NOT being consistent with the City of Dickinson Comprehensive Plan, as not being compliant with the City of Dickinson Zoning Ordinance, and as being contrary to the interest of the public health, safety and welfare."*