

## 2026 LAND USE POLICIES

Policy 1.1 – The Future Land Use Map (FLUM), as adopted in March 2013 and as subsequently amended, shall be replaced by Figure 5-3 and Figure 5-4 as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit A). The FLUM establishes the following future land use categories:

Policy 1.1.1 – Agriculture: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.2. – Low-Density Residential: Primarily residential use with two or fewer units per parcel. This generally corresponds to the Low-Density Residential (R-1) or Medium-Density Residential (R-2) zoning districts in use by Dickinson, with selected additional undeveloped sites.

Policy 1.1.3. – High-Density Residential: Primarily residential use with three or more units per parcel which has often served as a transitional zoning district between residential and commercial uses. This generally corresponds to the Medium-Density Residential (R-2), High-Density Residential (R3), and Mobile Home Residential (MH) zoning districts in use by Dickinson, and designated significant portions of undeveloped sites to meet current and expected housing demand

Policy 1.1.4. – Commercial: Sites that primarily support retail, service, civic and office uses, and related trades; the addition of parking, loading zones, and outdoor uses are ancillary to this primary use. Parcels in this category may include limited service uses, but not to the extent of parcels in the Industrial category

Policy 1.1.5. –Mixed Use: Any combination of more than one of the above uses combined on a single parcel or site. Parcels in this category provide for a mix of uses to promote infill and/ or redevelopment, and additionally, may promote the construction of a greater variety of residences at smaller sizes and lower price points. A Planned Unit Development (PUD) may be utilized to establish new Mixed-Use areas. This category does not allow Industrial or Agricultural uses.

Policy 1.1.6. – Industrial: Parcels with a primary purpose ranging from light to heavy industrial uses, including motor pools, storage yards, manufacturing, processing, and similar uses. This category includes buffering and other requirements to minimize adverse impacts on surrounding land uses

Policy 1.1.7. – Public/Institutional: This category includes multiple types of public uses, including but not limited to government offices, public works facilities, agricultural research, schools and other indoor public facilities (except Parks and Recreation uses), and land held for drainage or stormwater retention. These parcels may be owned by any of the following: the City of Dickinson, Stark County, Dickinson State University, or another general purpose or special purpose government.

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Policy 1.1.8. – Parks and Recreation: This category includes areas that are designated for public recreation, open space, conservation, natural resources, or habitat preservation. These parcels may be subject to restrictive conservation easements to preclude incompatible development and may include both outdoor areas and supporting indoor recreational facilities.

Policy 1.1.9 - Agricultural: This category designates agricultural and related uses such as crops, dairies, grazing, and ancillary supporting facilities. Single-family residences that are located on farm properties and occupied full-time are designated in the Low-Density Residential category rather than as Agricultural.

Policy 1.1.10 - Urban Reserve: The Future Land Use Map uses an urban reserve land use category (also referred to as Rural Reserve) to designate land which shall be protected from any counterproductive land uses and reserved for future annexation. These parcels are primarily vacant or open space today and are not expected to develop by 2050. However, their strategic locations deem them strong candidates to capture Dickinson’s long-term development beyond 2050, and are reserved for that purpose on the Future Land Use Map.

Policy 1.2 – The City shall consider adding a highway commercial FLUM category.

Policy 1.3 – All rezoning application approvals shall be consistent with the applicable future land use category on the FLUM to provide increased certainty over future growth patterns. The following policies establish the vesting of land development rights with regard to the FLUM, the zoning districts deemed consistent with each future land use designation, the general procedure to process amendments to the FLUM and criteria to guide the review of FLUM applications.

Policy 1.3.1 – All existing land uses shall be vested in accordance with the provisions of the City of Dickinson zoning regulations and existing zoning shall be vested with regard to the FLUM.

Policy 1.3.2. – The following table identifies City of Dickinson Zoning Districts deemed consistent with each FLUM designation: Table 4-21: Future Land Use Map Categories

FUTURE LAND USE CATEGORY	ZONING DISTRICT													
	AG	RR	R-1	R-2	R-3	MH	LC	CC	DC	GC	LI	GI	P	
Agricultural	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Green
Commercial	Red	Red	Red	Red	Red	Red	Green	Green	Green	Green	Red	Red	Red	Green
High Density	Red	Red	Red	Green	Green	Green	Green	Red	Red	Red	Red	Red	Red	Green
Low Density	Red	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red	Green
Industrial	Red	Red	Red	Red	Red	Red	Red	Red	Red	Green	Green	Green	Green	Green
Mixed Use	Red	Red	Red	Red	Green	Red	Green	Green	Green	Red	Red	Red	Red	Green
Parks and Rec	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Green
Public	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Green

Green ■ = Compatible      Red ■ = Incompatible

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Policy 1.3.3 – FLUM amendments shall be processed in accordance with procedures established by the City. FLUM amendment applications and rezoning applications may be processed concurrently

Policy 1.3.4 – The City shall review FLUM amendments applications and shall take into consideration and record as findings of fact in an ordinance that approves a requested Future Land Use Map Amendment the following factors:

- Impact to the FLUM.
- Consistency with comprehensive plan policies and all other city plans.
- Availability of city infrastructure to serve the property in which the FLUM amendment is requested.
- Location of the property in relation to planned thoroughfares and the availability and cost to the City to provide infrastructure.
- Compatibility of the requested future land use designation in relation to abutting or adjacent future land use designations.
- Extent to which the requested future land use designation establishes or reinforces an urban sprawl pattern of development as opposed to an orderly, compact form of development.
- Whether the first two phases of the Capital Improvement Program include programmed improvements in the area where the FLUM amendment is proposed.
- Short-term and long-term fiscal impacts to the City of approving the FLUM amendment.

Policy 1.3.5 – Approval of FLUM amendments shall require a majority vote of the City Commission in favor of a FLUM amendment.

Policy 1.4 – Prior to submitting a formal request for voluntary annexation, the property owner(s) or their designated agent shall submit a report to the City that fully and completely addresses the following information related to the short-term and long-term fiscal impacts of the requested annexation:

- Any and all City infrastructure (water, sewer and roads) that will need to be extended to the annexation site.
- Any and all new or enlarged City infrastructure facility that will be needed to extend City services to the annexation site.
- A profile of planned development on the annexation site, including the approximate area of each proposed general land use type, the density of planned residential uses and the intensity of planned non-residential uses.
- The estimated water demand of the planned development of the annexation site.
- The estimated peak hour traffic that will be generated from the planned development of the annexation site.
- An evaluation of City Police and Fire Department’s ability to safely provide service to the annexation site.
- When applicable, the cost of providing urban services to existing rural development.
- A cost estimate, prepared by a licensed engineer, of the cost of providing or extending urban services specified in the above bullet points.

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Policy 1.5 – Prior to City approval of the annexation request, the property owner(s) or their designated agent shall enter into a binding annexation agreement with the City that establishes the general framework of the assignment of financial responsibilities for all infrastructure costs identified through full and complete implementation of Policy 1.4. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.6 – The City shall amend its adopted Urban Service Area to reflect Figure 5- 7 Urban Service Area Recommended changes as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit B). The Urban Service Area delineates the areas the City plans to provide urban services consistent with the City’s Capital Improvement Plan for the next five to ten years. The Urban Service Area shall only be amended by ordinance by the City Commission. In conjunction with any request to expand the Urban Service Area boundary, the applicant shall submit to the City all information specified in Policy 1.4 above. At the sole discretion of the City Commission, any of the informational requirements provided in Policy 1.4 may be waived due to the size of the requested Urban Service Area expansion or the nature of the proposed use(s).

Policy 1.7-The City shall adopt the amended Scenario B, as depicted in the **Direction 2050 Comprehensive Plan and Transportation Master Plan** document accepted on October 2025 by the Dickinson City Commission (Exhibit C), as the preferred vision of future land use across Dickinson and the study area boundary.

Policy 1.8-The City shall continue to consult the Future Land Use Map during preliminary and final platting processes, and with administrative reviews of other plan types as development applications and property owner inquiries are received over time.

Policy 1.9- The City shall continue to consult the Future Land Use Map during long-term planning efforts, including Capital Improvement Plan and annual budgeting processes, to align future public investments with the areas most likely to harness future development.

Policy 1.10- The City shall periodically evaluate changes in existing conditions and consider potential future land use map changes as warranted. To encourage development the City shall consider future land use map designation changes to vacant and undeveloped parts of Dickinson.

Policy 1.11-The City shall evaluate potentially future land use map changes based upon periodic consultation with Park District staff on future park siting and other innovative approaches to meet outdoor recreational space needs.

Objective 2: Promote sustainable and high-quality development that mitigates the impacts of new development adjacent to existing developed areas and enhances the visual qualities of gateways to the city.

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Policy 2.1 – To avoid land use incompatibilities and promote the efficient use of sewer and water infrastructure, properties within the Urban Service Area shall not be rezoned into the Agricultural or Rural Residential zoning districts.

Policy 2.2 – As urban development abuts existing rural residential subdivisions, the following policies shall apply to mitigate the impact of abutting or adjacent urban uses on existing rural residential subdivisions.

Policy 2.2.1 – Except for neighborhood commercial centers shown on the FLUM at the intersection of existing or planned collector or arterial roadways, non-residential uses shall not abut existing rural residential subdivisions. When nonresidential development is allowed pursuant to this policy, a minimum 100-foot buffer shall be provided adjacent to the existing rural residential subdivisions. The minimum setbacks for structures shall be established from the interior boundary of the buffer area. The City shall establish minimum buffer area standards in the zoning ordinance that apply to this interface of land uses, and in the absence of approved standards the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.

Policy 2.2.2 – The City shall utilize the Urban Reserve future land use map category to designate land which shall be protected from counterproductive land uses and reserved for future annexation.

Policy 2.3 – With the exception of commercial corridors along Highway 22, 30th Avenue NW and the I-94 Business Loop, non-residential commercial development along collector or arterial roadways as designated by the Transportation Plan should generally be located at the nodes of intersecting collector and/or arterial roadways and non-residential commercial nodes should be separated by a minimum distance of one-half mile.

Policy 2.4 – New industrial uses or industrial parks shall not be developed along Highway 22 or the I-94 Business Loop. However, such uses or parks may receive access from Highway 22 and the I-94 Business Loop so long as any industrial use or park is setback a minimum of 500 feet from the above-referenced highways. To implement this policy, the City of Dickinson shall amend its zoning regulations to require industrial uses or industrial parks be setback a minimum of 500 feet from Highway 22 and the I-94 Business Loop.

Policy 2.5 – Future industrial FLUM categories shall be extensions of existing industrial areas or extensions of existing FLUM industrial categories. The intent of this policy is to generally discourage the development of isolated or spot industrial uses.

Policy 2.6 – All rezoning requests that allow multi-family and mobile home parks/mobile home subdivisions as defined in the City of Dickinson Municipal Code shall be located along an arterial or collector roadway as designated by the Transportation Plan. The City shall continue to require a minimum landscape buffer between single-family zoning and more intensive residential zoning districts. Development shall continue to utilize the minimum buffer area standards in the zoning ordinance that apply to this interface of such land uses. In the absence of approved

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standards, the specifications for buffer area landscaping and/or screening improvements shall be established in a development order.

Policy 2.7 – All rezoning requests that would allow any non-residential use should be located along an arterial or collector roadway as designated by the Transportation Master Plan. When such non-residential development abuts any residential use, the City shall require a landscape buffer between the proposed non-residential use and existing residential use(s). The City shall continue to implement the landscaping and screening standards in the zoning ordinance that apply to this interface of such land uses.

Policy 2.8 – Temporary worker housing (also known as crew camps) shall be approved in accordance with the provisions of the City’s zoning ordinance. If such temporary worker housing is permitted within the extraterritorial zoning jurisdictional area of the City of Dickinson, the City should seek an equitable revenue sharing agreement with Stark County pursuant to Section 57-02.4-02 of the Century Code.

Policy 2.9 – When any proposed FLUM amendment or rezoning application could result in potential land use incompatibilities between adjacent or abutting land uses, the City Planning Department staff shall require the applicant to contact all property owners within 300 feet of the subject property. The City may also require the applicant conduct neighborhood meetings prior to any public hearing on the application. These neighborhood meetings shall be held at a location and time that will not hinder the attendance of neighboring residents.

Objective 3: Amend the City’s zoning regulations and other land development regulations to enhance the design standards for development and implement land use goals.

Policy 3.1 – Whenever appropriate, the City shall encourage the use of a planned unit development (PUD), due to the combined benefits of providing greater design flexibility as well as city direct involvement in the establishment of development specific site standards. The approval of a PUD, as well as any subsequent PUD amendments, shall be executed in accordance with the requirements of the City’s zoning ordinance.

Policy 3.2 – The City shall consider establishing land use policies and implement zoning standards to require minimum open space, landscaping and recreational amenities for high density residential development.

Policy 3.3 – City staff shall continue to require pre-application meetings.

Policy 3.4 – City staff shall evaluate, and if necessary, recommend the adopted zoning standards for the screening of outdoor storage and roadway buffer standards in the LI and GI zoning districts.

Policy 3.5 – City staff shall evaluate, and, if necessary, recommend amending the landscaping and screening standards found in the zoning ordinance. City staff shall consider establishing a list of recommended landscaping materials to developers and the public.

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Policy 3.6 – To improve quality of place, the City shall continue to enforce the sign regulations in the zoning ordinance that reduce the number, size and height of detached signs in non-residential zoning districts.

Policy 3.7 – Commercial and industrial centers comprised of three or more tenants or uses shall comply with the unified sign program found in the zoning code.

Policy 3.8 – The City shall continue to utilize the adopted underground mining overlay district as found in the Zoning Ordinance of the City.

Policy 3.9 – City staff shall evaluate and, as necessary, amend the Corridor Overlay District development standards to enhance the appearance of development along designated community gateways.

Policy 3.10 – The City shall consider adopting additional zoning regulations to allow a mix of residential, civic, office and commercial uses to implement the Mixed Use FLUM designation. The land use mix requirement could establish a maximum percentage of area developed as non-residential uses and a minimum percentage of area for residential development. When appropriate, development in the mixed-use future land use category should be required to be processed and approved as a PUD. Additionally, the implementing zoning regulations should address the following topics:

- A mixed-use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services. An example of mixed-use development is a Regional Center concept that includes a mixture of residential types to accommodate housing options for nearby employment and commercial centers.
- A mixed-use development should provide commercial services in close proximity to residential areas to provide shorter, more convenient vehicular or pedestrian trips for purchases of goods and services. An example of mixed-use development is a Regional Center concept that includes a mixture of residential types to accommodate housing options for nearby employment and commercial centers.
- A mixed-use development should be allowed as multiple uses in a single building or multiple uses within a development site.
- The following uses shall be prohibited from being developed in a mixed-use development:
  - The following automotive and equipment services:
    - 1) equipment rental and sales;
    - 2) equipment repair services; and
    - 3) vehicular storage (short-term)
  - Campgrounds
  - Crematorium
  - Kennels
- The following land use mix requirements shall apply to a mixed-use development:
  - Any non-residential use types: 70% maximum

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- Residential land use types: 30% minimum
- Implementation of the Mixed-Use Future Land Use Map designation shall be subject to the following development standards:
  - Minimum Area: 2 acres Maximum Residential Density: 16 dwelling units per gross acre
  - Minimum Residential Density: 10 dwelling units per gross acre
  - Maximum Floor Area Ratio: 1.0
  - Minimum Open Space: A minimum of 20 percent of the open space is required to recreational space for residential uses.

Policy 3.11 – Site plans shall continue to be reviewed by City staff to ensure high quality development. The following site factors shall be subject to staff required conditions of approval related to the following site plan considerations:

- Building orientation and design
- Appropriate screening of site characteristic that may potentially impact adjacent residential land uses or be visual from any public right-of-way
- Safe and convenient access to the site
- Safety of internal traffic circulation
- Adequate provisions for safe pedestrian circulation

Policy 3.12 – City staff shall encourage requirements for green buildings such as USGBC LEED or the State Energy Program for development approvals.

Policy 3.13 – City staff shall encourage new and infill development to accommodate basic retail services within walking distance of residential areas.

Objective 4: Promote the sustainable redevelopment of the downtown area.

Policy 4.1 – Continue to implement the Downtown Overlay District and the West Villard Overlay District to eliminate the legal nonconforming status of residential properties and to facilitate redevelopment of such properties for commercial uses. The Downtown Overlay District and West Villard Overlay District shall promote the following:

- 1) professional service businesses (financial, legal, real estate),
- 2) personal services,
- 3) civic uses,
- 4) entertainment businesses (restaurants, night clubs, bars, coffee shops, etc.),
- 5) residential,
- 6) specialty retail, and
- 7) walkability.

Policy 4.2 – Civic uses shall be promoted in the downtown area.

Policy 4.3 – The City shall continue to promote downtown residential development and ensure the viability of existing downtown neighborhoods.

Policy 4.4 – Promote the establishment of a downtown Business Improvement District.

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Policy 4.5 – Establish a downtown capital improvement fund for public improvement projects

Policy 4.6 – Consider establishing a Tax Increment Finance District in the downtown to support the object of revitalizing the downtown.

Policy 4.7 – The City shall continue to promote its adopted Renaissance Zone program.

Policy 4.8 – Establish a Revolving Loan Fund for downtown commercial businesses. The loan fund should be reserved for façade improvements and other exterior improvements to enhance the appearance of the downtown.

Policy 4.9 – The City and the Park Board shall continue to coordinate planning for and developing downtown civic/recreational amenities. The objective of the amenities is to create a pleasant outdoor gathering place that will increase activity in the downtown. Amenities that should be pursued include an urban landscaped park and a plaza, both of which should be designed to accommodate special events. Policy

Policy 4.10 – The City should evaluate feasibility and cost of establishing quiet railroad crossing zones to encourage downtown residential development