



Neighborhood Planning Areas

Marion is comprised of several different neighborhoods, commercial districts, and industrial areas and each of these areas possesses a unique set of planning issues that the City should address.

The Land Use Plan provides broad policies intended to guide development throughout the entire community. This section builds on those recommendations and provides more specific recommendations for each of the City's neighborhoods. The Neighborhood Area Plans are intended to serve as a starting point for more detailed planning that could be undertaken in the future.

To facilitate a more focused and tailored approach to Comprehensive Plan recommendations, the City has been broken into the following neighborhood planning areas:

1. Uptown
2. Southeast Marion
3. Indian Creek
4. 29th Avenue
5. Hunters Ridge
6. Lowe Park
7. Northwest Growth Area
8. Boyson Trail
9. Thomas Park
10. South Conservation Area
11. Southeast Growth Area
12. Northeast Growth Area

Figure 12

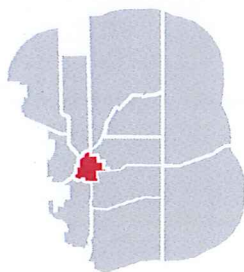
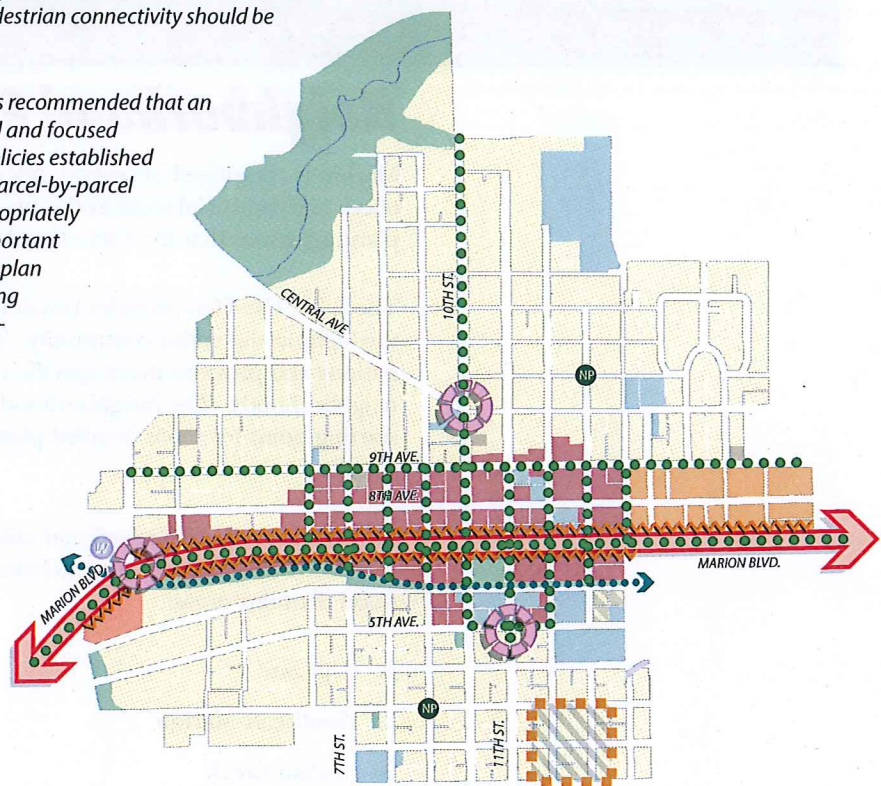
City of Marion Uptown

Uptown Marion is the symbolic heart of the community that offers a variety of uses and cultural amenities within a unique, compact environment. The City should continue its efforts to improve and enhance the Uptown area as a pedestrian-oriented shopping, dining, and commercial area. Mixed-use development within or adjacent to the commercial areas of the Uptown area should also be encouraged. The historic character of existing residential neighborhoods should be maintained and enhanced and sidewalk conditions and pedestrian connectivity should be improved along local streets.

As the historic and cultural center of Marion, it is recommended that an Uptown Master Plan be created to offer detailed and focused recommendations that go beyond the broad policies established in the Comprehensive Plan. A block-by-block, parcel-by-parcel analysis is needed to truly understand and appropriately address the unique planning influences this important district faces. Uptown deserves a more detailed plan that will guide new development while preserving Uptown Marion's historic character and enhancing the pedestrian environment.

Land Use Plan Legend

- Single-Family Detached Residential
- Multi-Family Residential
- Transition Residential
- Neighborhood Commercial
- Uptown District
- Central Corridor District
- Public / Semi-Public
- Parks and Open Space
- Creek/Watercourse
- Municipal Boundary
- Well Site



Work with appropriate agencies to **improve traffic flow and enhance pedestrian safety** along Marion Boulevard while underscoring that this is a unique pedestrian district.

Undertake **streetscape improvements** throughout the the Uptown district to enhance appearance and character.

Consolidate curb cuts and access point along Marion Boulevard to improve traffic flow and safety and accommodate on-street parking.

Construct a local trail along the rail right-of-way, connecting to Marion Trail to the east and Boyson Trail to the west.

Identify opportunities for infill development of **neighborhood park and tot lot sites**.

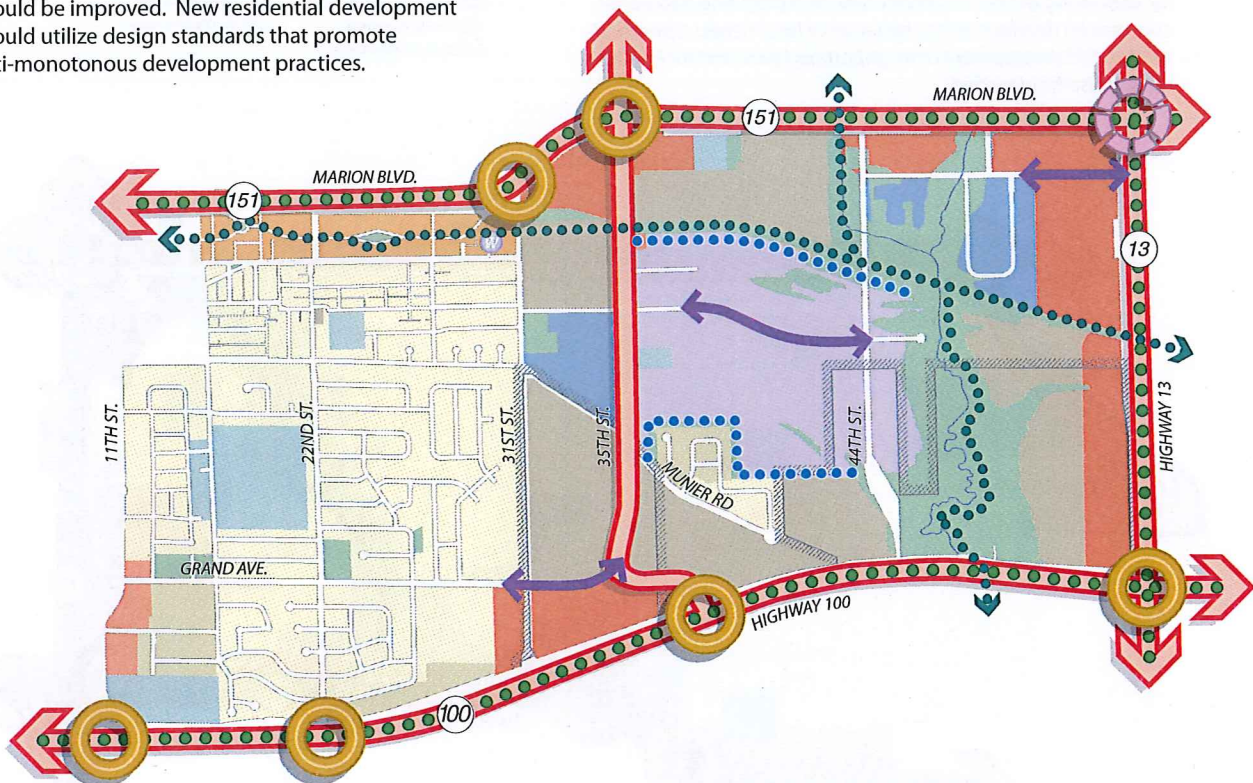
provide gateway treatments including signage and community artwork along major roadways that denote entry into the Uptown district and highlight the area's sense of place and importance to the community.

Industrial land uses in residential areas should be encouraged to relocate to designated industrial areas elsewhere in the City, to facilitate their redevelopment to more appropriate uses.

Figure 13

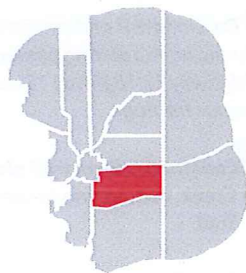
City of Marion Southeast Marion

Currently, the community's largest industrial area is located in the Southeast Marion neighborhood area. Industrial uses are a valuable component of the local economy, but they should be properly screened and buffered from less intensive uses including neighboring residential areas. Existing residential neighborhoods should be maintained, preserved, and enhanced and sidewalk conditions and pedestrian connectivity along local streets should be improved. New residential development should utilize design standards that promote anti-monotonous development practices.



Land Use Plan Legend

- | | | | |
|--|------------------------------------|--|-------------------------|
| | Single-Family Detached Residential | | Light Industrial |
| | Single-Family Attached Residential | | Business Parks / Office |
| | Multi-Family Residential | | Public / Semi-Public |
| | Transition Residential | | Parks and Open Space |
| | Neighborhood Commercial | | Creek/Watercourse |
| | Corridor Commercial | | Municipal Boundary |
| | | | Well Site |



Work with appropriate agencies to **improve traffic flow and safety** along Highways 151, 13, and 100 as well as 35th Street.

Work with appropriate agencies to extend local roadways and **enhance east-west connectivity**.

Provide **gateway treatments** that denote entry into the City.

Enhance major roadways with landscaped medians and right-of-way trees where desirable/appropriate.

Provide additional **design enhancements at major intersections** to improve traffic safety and access.

Establish greenways and open space areas to **protect sensitive natural areas** including Squaw Creek.













Construct a **local trail along Squaw Creek**, connecting to trails within Squaw Creek County Park and the Marion Trail.

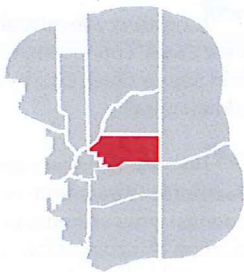
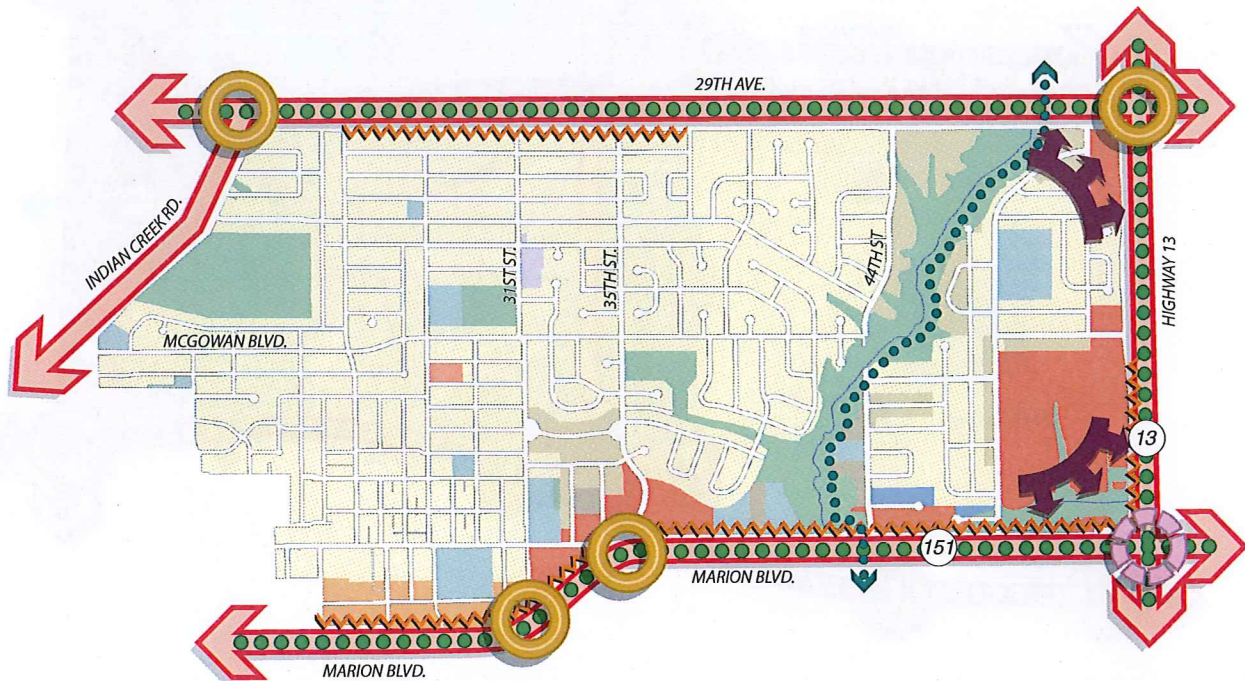
Require adequate **screening of industrial land uses** from neighboring residential areas and encourage relocation of incompatible uses to designated industrial areas.

Figure 14 City of Marion Indian Creek

The Indian Creek neighborhood area is a primarily residential area with extensive commercial development along the Highway 151 corridor. Improvements to this area should be made to enhance existing development by improving connectivity, enhancing access to Squaw Creek, and providing additional commercial development to better serve local needs. Opportunities for infill development of neighborhood park and tot lot sites should also be identified.

Land Use Plan Legend

	Single-Family Detached Residential		Business Parks / Office
	Single-Family Attached Residential		Public Utilities
	Multi-Family Residential		Public / Semi-Public
	Neighborhood Commercial		Parks and Open Space
	Corridor Commercial		Creek/Watercourse
	Central Corridor District		Municipal Boundary



Work with appropriate agencies to **improve traffic flow and safety** along 29th Avenue, Highway 13, and Highway 151.



Undertake **streetscape improvements** along the arterials and collector routes as needed and where appropriate.



Provide gateway treatments that denote entry into the City.



Provide additional design enhancements at major intersections along the Highway 151 and 29th Avenue corridors.



Consolidate curb cuts and access points along 29th Avenue, Highway 13, and Highway 151 to improve traffic flow and safety.



Development at these intersections should have a **strong presence** along Highway 13, Highway 151, and 29th Avenue frontage.



Construct a local trail along Squaw Creek, connecting to the Marion Trail.



Establish greenways and open space areas to protect sensitive natural areas including Squaw Creek.

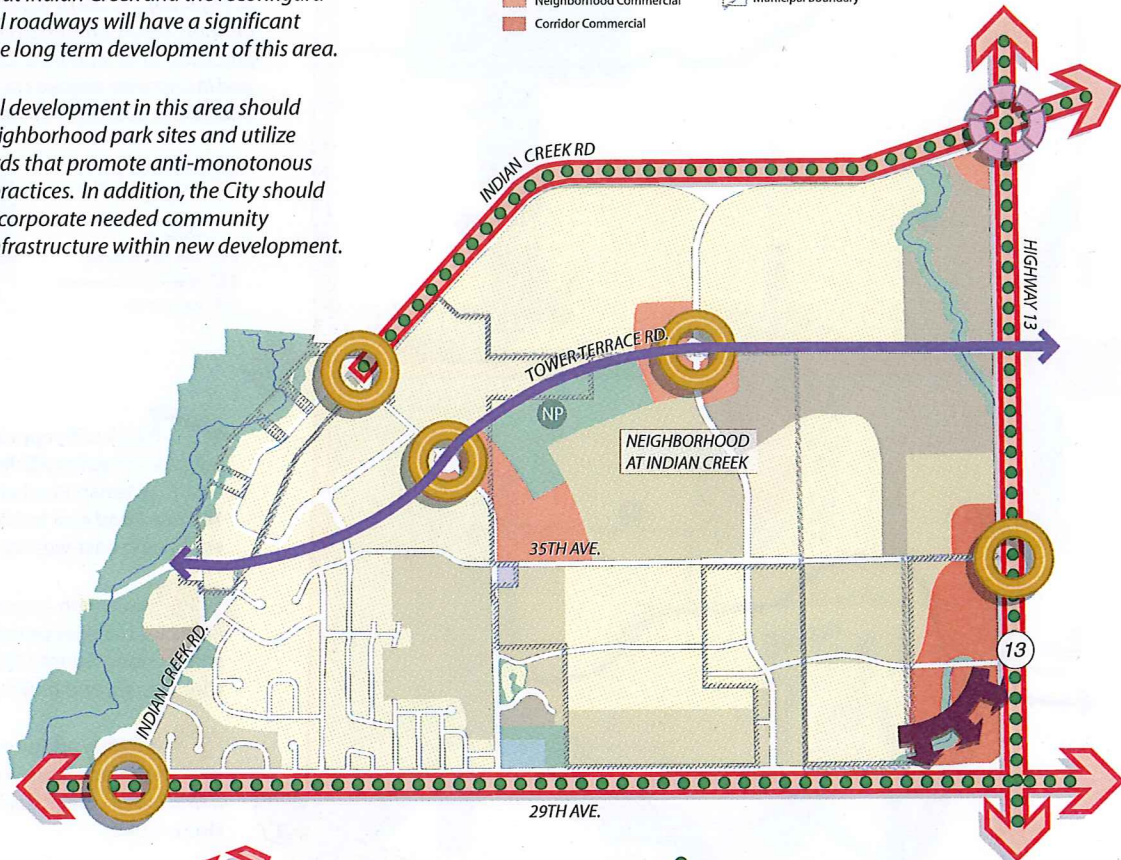
Figure 15 City of Marion 29th Avenue

A significant portion of the 29th Avenue neighborhood area is located outside of the City's current boundary. As such, the majority of the area is comprised of undeveloped agricultural areas within the City's Growth Areas. The development of the Neighborhood at Indian Creek and the reconfiguration of the local roadways will have a significant influence on the long term development of this area.

New residential development in this area should incorporate neighborhood park sites and utilize design standards that promote anti-monotonous development practices. In addition, the City should plan for and incorporate needed community facilities and infrastructure within new development.

Land Use Plan Legend

Single-Family Detached Residential	Public / Semi-Public
Single-Family Attached Residential	Parks and Open Space
Multi-Family Residential	Neighborhood Park
Neighborhood Commercial	Creek/Watercourse
Corridor Commercial	Municipal Boundary



Work with appropriate agencies to **improve traffic flow and safety** along 29th Avenue, Tower Terrace Road (35th Avenue), Highway 13, and Indian Creek Road.

Work with appropriate agencies to extend and improve the right-of-way of **Tower Terrace Road to Highway 13** and enhance east-west connectivity.

Provide additional **design enhancements at major intersections** along Indian Creek Road and Tower Terrace Road.

Provide **gateway treatments** that denote entry into the City.

Enhance major roadways with landscaped medians and right-of-way trees where desirable/appropriate.

Development at this intersection should have a **strong presence** along Highway 13 and 29th Avenue frontage.

Establish greenways and open space areas to **protect sensitive natural areas** including Indian Creek and its tributaries.

The City approved a plan for **The Neighborhood at Indian Creek** that provides guidelines for the creation of a pedestrian oriented and aesthetically dynamic new neighborhood in area surrounding the future intersection of 35th Street and Tower Terrace Road.

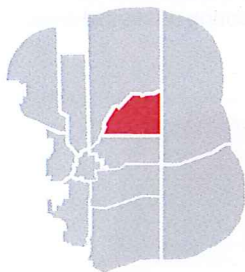
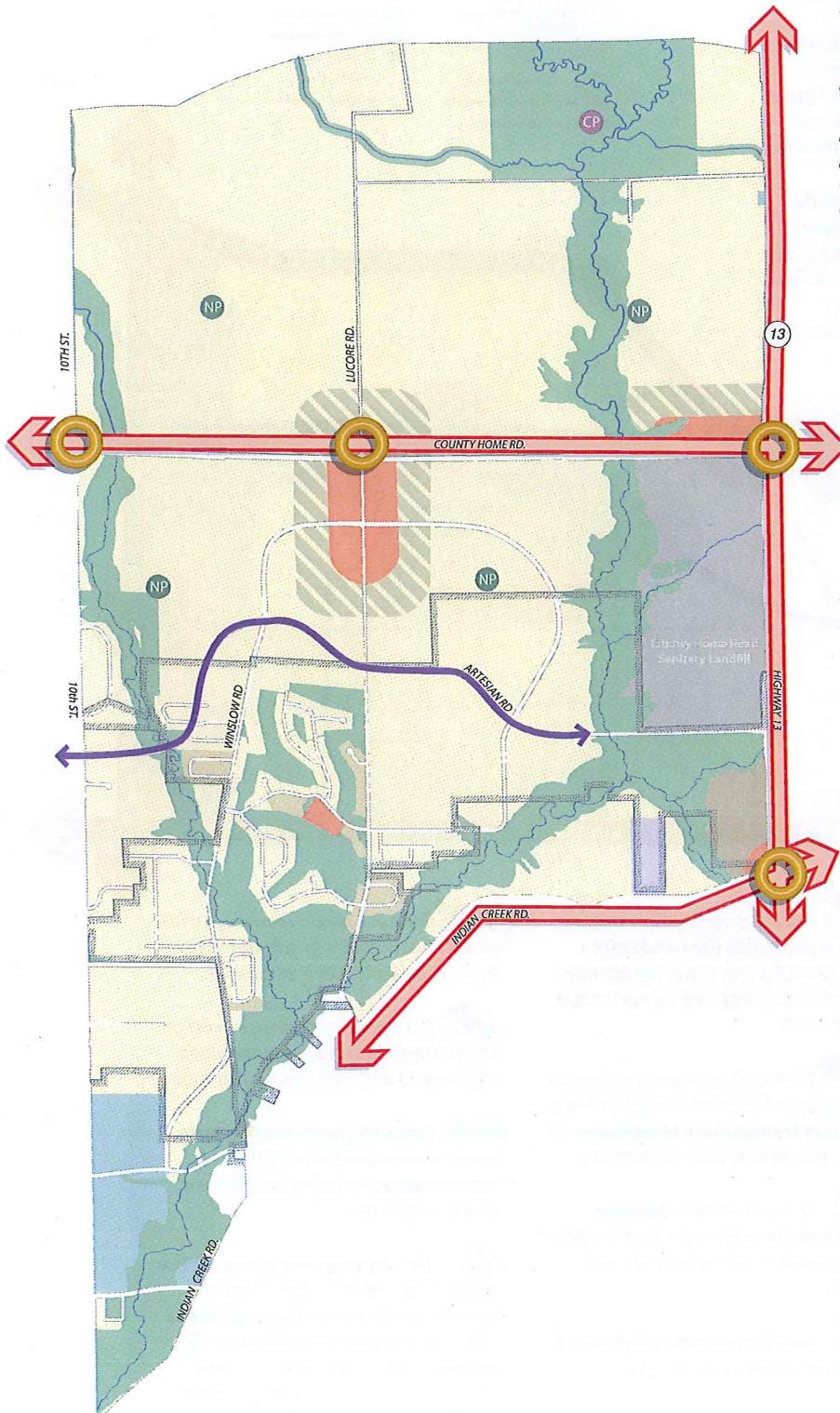


Figure 16 City of Marion Hunters Ridge

The Hunter's Ridge neighborhood area is primarily within the City's Growth Area. Future residential development should incorporate neighborhood and community park sites, and consideration should be given to requiring the use of design standards that promote anti-monotonous development practices. In addition, the City should plan for and incorporate needed community facilities and infrastructure within new development.



Land Use Plan Legend

Single-Family Detached Residential	Public / Semi-Public
Single-Family Attached Residential	Parks and Open Space
Transition Residential	Neighborhood Park
Neighborhood Commercial	Community Park
Public Utilities	Creek/Watercourse
	Municipal Boundary

Work with appropriate agencies to **extend Echo Hill Road** east to Artesian Road and **Tower Terrace Road** east to Highway 13 enhancing east-west connectivity.

Work with appropriate agencies to **improve traffic flow and safety** along County Home Road, Highway 13, and Indian Creek Road.

Provide additional **design enhancements at major intersections** along Indian Creek Road and County Home Road.

Establish greenways and open space areas to protect sensitive natural areas, including Indian Creek and its tributaries, and **screen the County Home Road Sanitary Landfill** from neighboring residential areas.

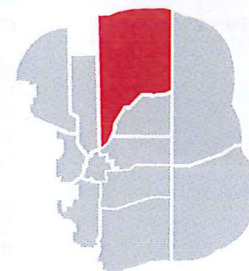
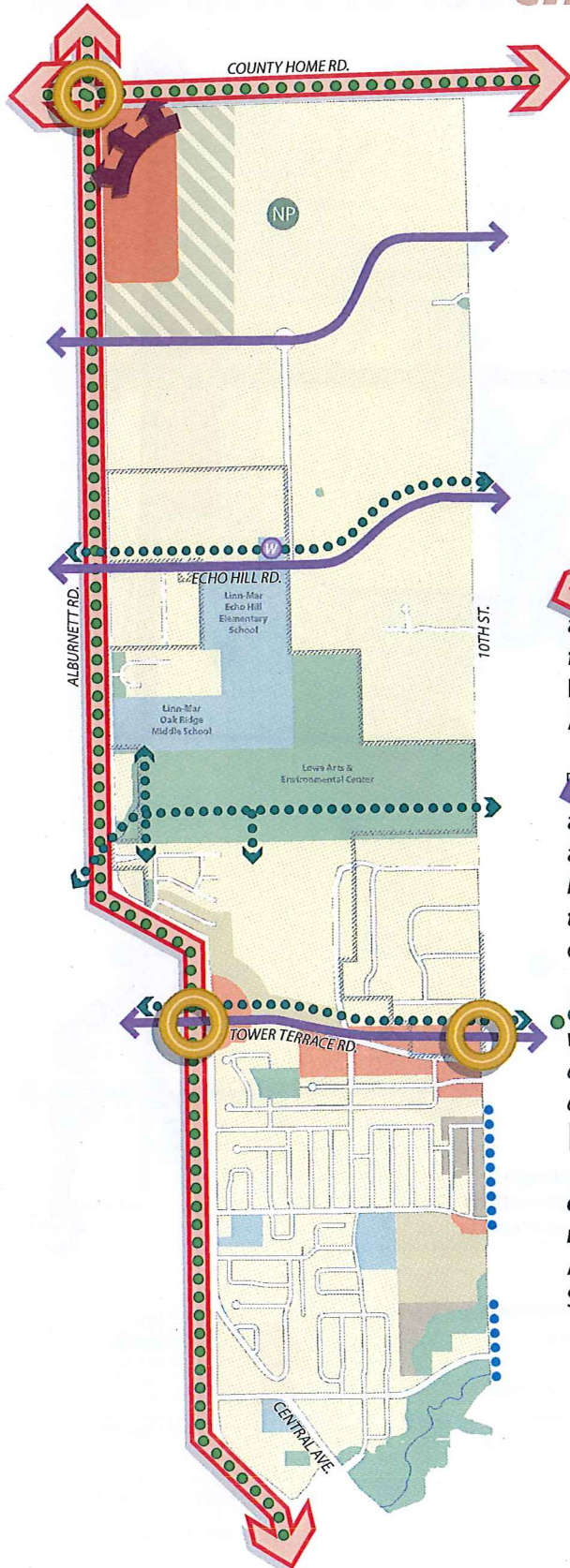


Figure 17 City of Marion Lowe Park



The Lowe Park Arts and Environmental Center is the most significant feature of the Lowe Park neighborhood area. While much of this area is undeveloped, the southern portion of Lowe Park neighborhood is home to several established residential areas and these areas should be preserved and enhanced.

As new residential development occurs, new east-west routes will greatly improve access to the local and regional road network. The Tower Terrace Road extension and County Home Road will provide additional commercial areas to serve new residents of northern Marion.

Land Use Plan Legend

- Single-Family Detached Residential
- Single-Family Attached Residential
- Multi-Family Residential
- Transition Residential
- Neighborhood Commercial
- Corridor Commercial
- Public / Semi-Public
- Neighborhood Park
- Parks and Open Space
- Creek/Watercourse
- Municipal Boundary
- Well Site

Work with appropriate agencies to **improve traffic flow and safety** along County Home Road, 10th Street, and Alburnett Avenue.

Work with appropriate agencies to create new roads and **extend Tower Terrace Road and Echo Hill Road east to Highway 13** to enhance east-west connectivity.

Enhance major roadways with landscaped medians and right-of-way trees where desirable/appropriate.

Provide additional **design enhancements at major intersections** along Alburnett Road and 10th Street.

Existing and planned trails along east-west roadways and connecting Lowe Arts & Environmental Center to adjacent neighborhoods, schools, and trails along Dry Creek.

Screen existing multi-family uses from view along 10th Street

Development at this intersection should have a **strong presence** along County Home Road and Alburnett Road.

Establish greenways and open space areas to protect sensitive natural areas including Indian Creek.

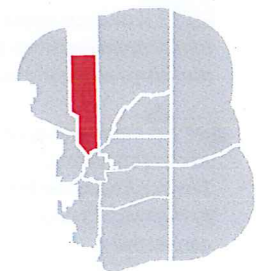


Figure 18 City of Marion Northwest Growth Area

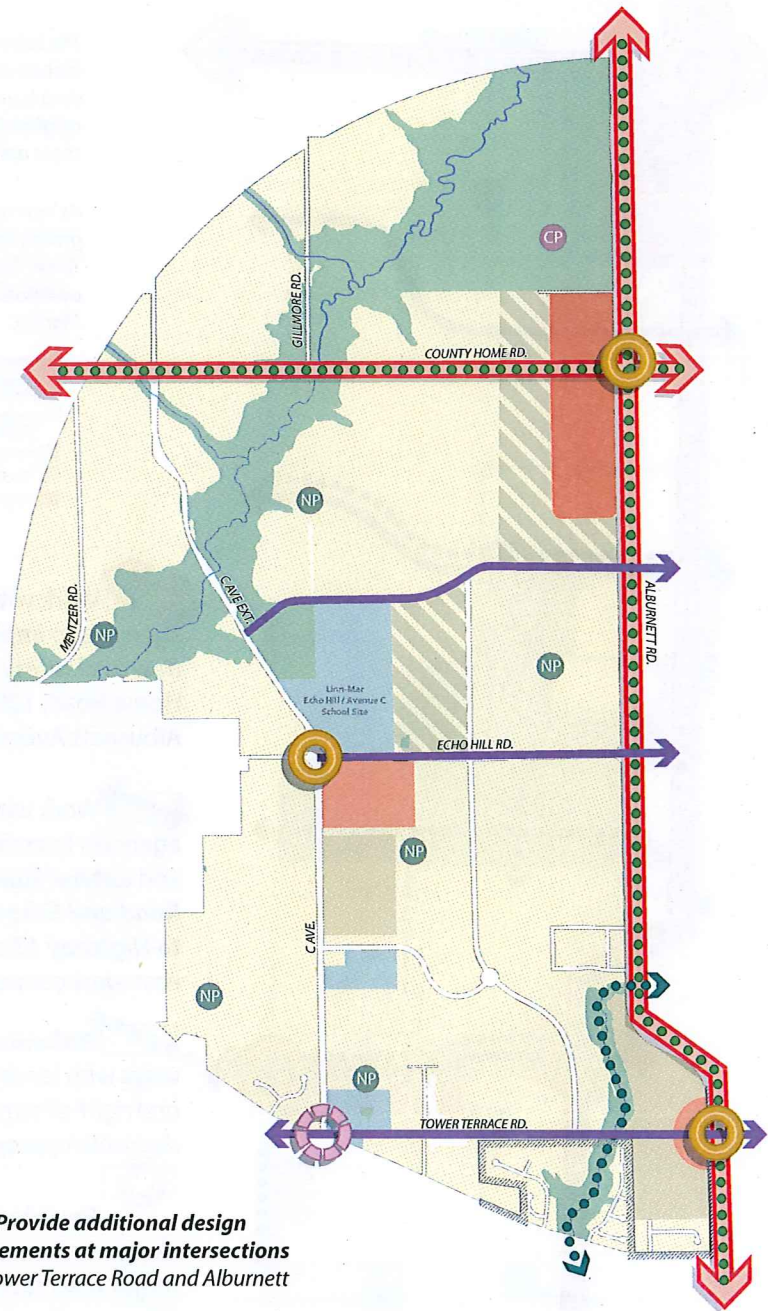
Several new east-west connections will greatly enhance connectivity within the Northwest Area. Two potential school sites will also provide services to the growing population throughout northwestern portions of Marion.

Existing residential neighborhoods in this area should be preserved and enhanced and the sidewalk conditions and pedestrian connectivity along local streets should be improved.

New residential development within the City's growth areas should incorporate neighborhood and community park sites and consideration should be given to requiring the use of design standards that promote anti-monotonous development practices. In addition, the City should plan for and incorporate needed community facilities and infrastructure within new development.

Land Use Plan Legend

- | | |
|------------------------------------|-------------------------|
| Single-Family Detached Residential | Light Industrial |
| Multi-Family Residential | Business Parks / Office |
| Transition Residential | Parks and Open Space |
| Conservation Residential | Neighborhood Park |
| Neighborhood Commercial | Creek/Watercourse |
| Corridor Commercial | Municipal Boundary |



Work with appropriate entities to **improve traffic flow and safety** along County Home Road and Alburnett Road.

Enhance major roadways with **landscaped medians and street tree plantings** along public rights-of-way.

Work with appropriate agencies to create new roads and **extend Tower Terrace Road and Echo Hill Road** east to Highway 13 and enhance east-west connectivity.

Provide additional design enhancements at major intersections along Tower Terrace Road and Alburnett Road.

Provide gateway treatments that denote entry into the City.

Establish greenways and open space areas to **protect sensitive natural areas** including tributaries of Indian Creek.

Construct a local trail connecting to Boyson Trail to the south and Lowe Park to the north.

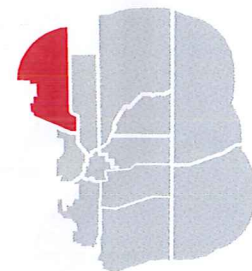
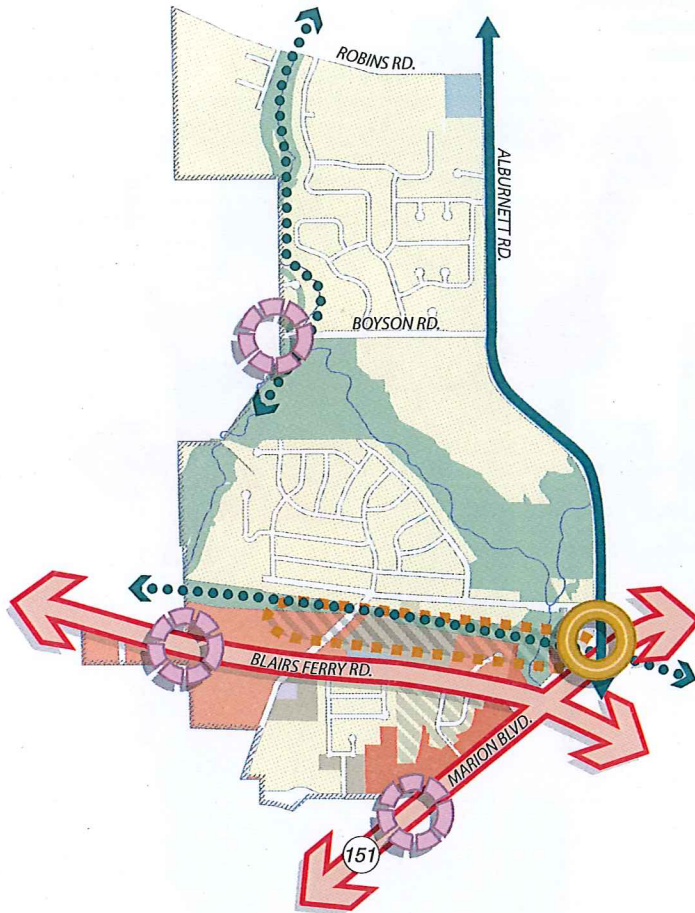


Figure 19 City of Marion Boyson Trail

The Boyson Trail neighborhood area is a mix of residential neighborhoods, undeveloped agricultural areas, and commercial development along two major corridors. In some instances, existing residential areas are located adjacent to both a major arterial road and industrial and commercial uses.

Redevelopment of the area located between Blairs Ferry Road and rail right-of-way should enhance the area's commercial offerings and improve the relationship between residential areas and surrounding land uses. Agricultural areas should be incorporated into adjacent or nearby single family residential areas. The use of design standards that promote a more diverse range of materials, design, and orientation should also be encouraged.



Land Use Plan Legend	
Single-Family Detached Residential	Public Utilities
Single-Family Attached Residential	Public / Semi-Public
Multi-Family Residential	Parks and Open Space
Neighborhood Commercial	Creek/Watercourse
Corridor Commercial	Municipal Boundary

Work with appropriate agencies to **improve traffic flow and safety** along Blair's Ferry Road and Marion Boulevard.

Work with appropriate agencies to **extend Alburnett Road to 2nd Street/7th Avenue** and enhance north-south connectivity.

Provide additional design enhancements at major intersections along 8th Avenue, Highway 151, and the Alburnett Road extension.

Provide gateway treatments that denote entry into the City.

Construct local trails along Dry Creek leading south to Boyson trail and along the rail right-of-way, connecting to the Boyson Trail, Marion Trail to the east, and Cedar Rapids to the west.

Establish greenways and open space areas to protect sensitive natural areas including Dry Creek and its tributaries.

Promote and encourage redevelopment of this industrial area to a mix of commercial and residential uses.

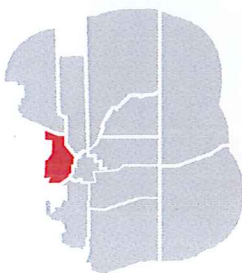
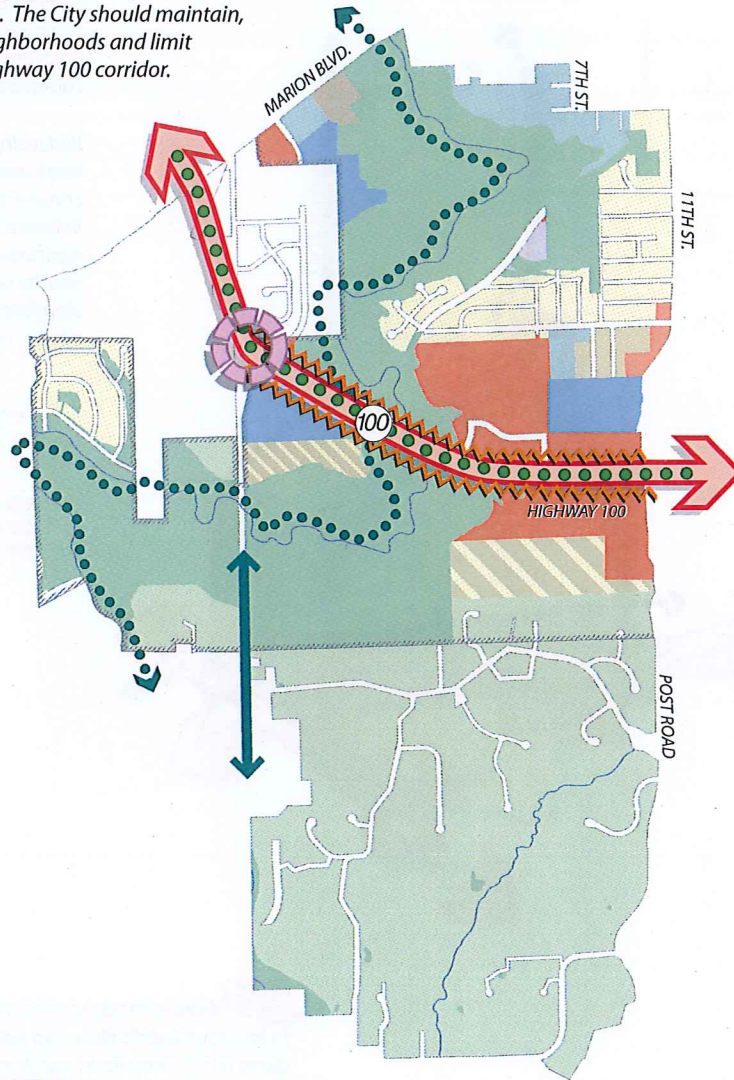


Figure 20 City of Marion Thomas Park

The Thomas Park neighborhood area represents a cross-section of the City with established residential neighborhoods to the north, commercial development along the Highway 100 corridor, and areas for conservation to the south. Thomas Park and Indian Creek are the most prominent features, forming a significant portion of the area and serving as valuable amenities to residents. The City should maintain, preserve, and enhance existing residential neighborhoods and limit expansive development to the south of the Highway 100 corridor.

Land Use Plan Legend

Single-Family Detached Residential	Corridor Commercial
Single-Family Attached Residential	Business Parks / Office
Multi-Family Residential	Public Utilities
Transition Residential	Public / Semi-Public
Conservation Residential	Parks and Open Space
Neighborhood Commercial	Creek/Watercourse
	Municipal Boundary



Work with appropriate agencies to **improve traffic flow and safety** along Highway 100.

Promote cross access and minimize curb cuts along Highway 100 to establish efficient traffic flow and enhance safety.

Provide gateway treatments that denote entry into the City. These enhancements could be made in coordination with the installation of a new signal proposed for the intersection of Highway 100 and Tama Street.

Enhance major roadways with landscaped medians and right-of-way trees where desirable/appropriate.

Establish greenways and open space areas to protect sensitive natural areas including Indian Creek.

Construct a component of the CeMar Trail along Indian Creek connecting to Cedar Rapids to the southwest.

Work with appropriate agencies to **extend and improve the right-of-way of Tama Street SE**, enhancing north-south connectivity.

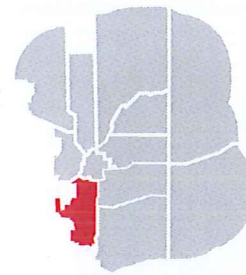
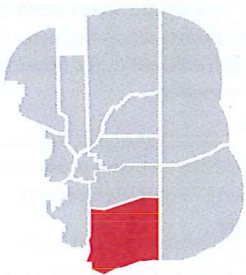
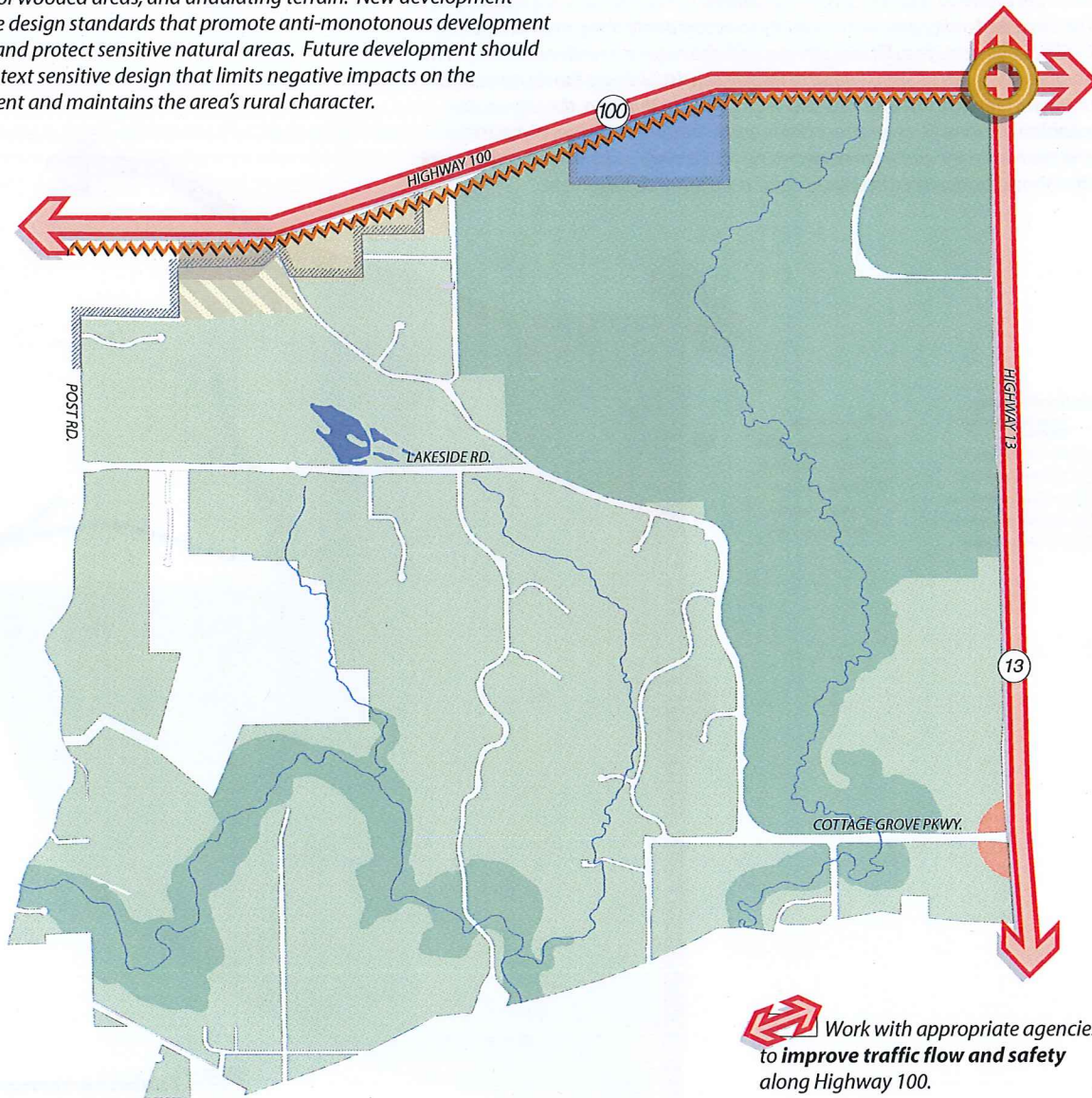


Figure 21

City of Marion South Conservation Area

The South Conservation Area is characterized by significant natural features including Squaw Creek and Squaw Creek County Park, extensive expanses of wooded areas, and undulating terrain. New development should use design standards that promote anti-monotonous development practices and protect sensitive natural areas. Future development should utilize context sensitive design that limits negative impacts on the environment and maintains the area's rural character.



- Land Use Plan Legend**
- Single-Family Attached Residential
 - Multi-Family Residential
 - Transition Residential
 - Conservation Residential
 - Neighborhood Commercial
 - Corridor Commercial
 - Creek/Watercourse
 - Municipal Boundary

Work with appropriate agencies to **improve traffic flow and safety** along Highway 100.

Consolidate future curb cuts and access points along Highway 100 to establish efficient traffic flow and enhance safety.

Provide additional **design enhancements at major intersections** along Highway 100 and Highway 13.

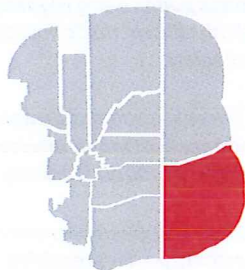
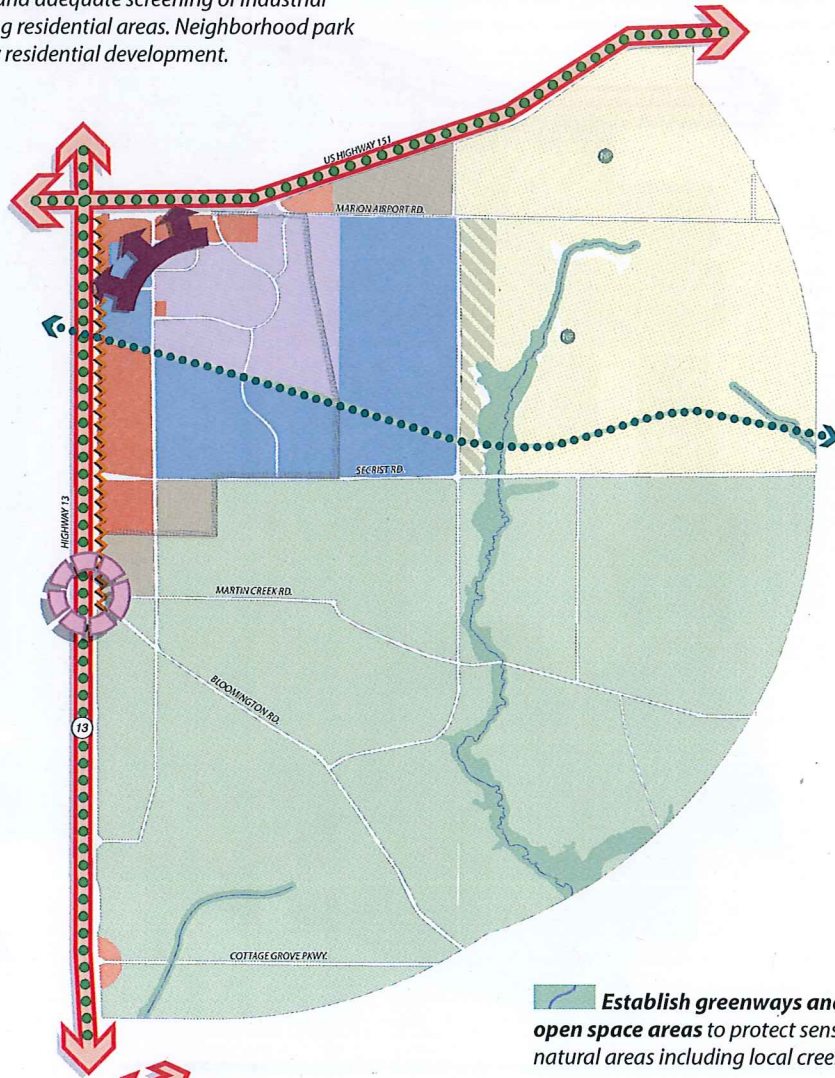
Establish greenways and open space areas to **protect sensitive natural areas** including areas adjacent to Squaw Creek County Park.

Figure 22

City of Marion Southeast Growth Area

The Southeast Growth Area is the future location of the Marion Enterprise Center and may evolve to become of the City's largest concentrations of employment. The City's and utility providers' inability to accommodate adequate community facilities and provide sufficient services will also require new development in the areas to the south of Secrist Road to largely consist of single family residential uses with half acre lots and well and septic. Within this area, the City should establish greenways, open space areas and adequate screening of industrial and business park uses from neighboring residential areas. Neighborhood park sites should be incorporated within new residential development.

- Land Use Plan Legend**
- Single-Family Detached Residential
 - Multi-Family Residential
 - Transition Residential
 - Conservation Residential
 - Neighborhood Commercial
 - Corridor Commercial
 - Light Industrial
 - Business Parks / Office
 - Parks and Open Space
 - Neighborhood Park
 - Creek/Watercourse
 - Municipal Boundary



Work with appropriate agencies to improve traffic flow and safety along Highway 13 and Highway 151.

Enhance major roadways with landscaped medians and right-of-way trees where desirable/appropriate.

Provide gateway treatments that denote entry into the City.

Establish greenways and open space areas to protect sensitive natural areas including local creeks.

Minimize future curb cuts and access points along Highway 100 to establish efficient traffic flow and enhance safety.

Development at this intersection should have a strong presence along Highway 13 and Highway 151.


Construct local trails connecting to the Grant Wood Trail and Marion Trail.


Figure 23

City of Marion Northeast Growth Area


The Northeast Growth Area is mostly outside of the current City boundary and consists primarily of agricultural areas. Existing residential uses in this area should be maintained and enhanced. Future development should be predominantly single family with neighborhood commercial nodes and corridor commercial near the intersection of Highway 151 and Highway 13.


The Northeast Growth Area is a large area with the potential to accommodate thousands of new residents and it is important that steps be taken to ensure the adequate provision of services to the future population. As development occurs, the City should also identify opportunities for infill neighborhood and community park sites and incorporate needed community facilities and infrastructure within new development.


 Work with appropriate agencies to **improve traffic flow and safety** along Highway 13, Highway 151, and County Home Road.

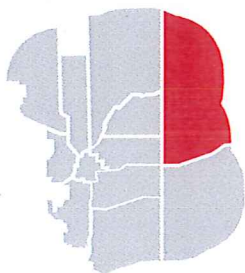
 **Enhance major roadways** with landscaped medians and right-of-way trees where desirable/appropriate.

 Work with appropriate agencies to extend and improve the right-of-way of **Tower Terrace Road to Hindman Road** and enhance east-west connectivity.

 **Provide gateway treatments** that denote entry into the City.

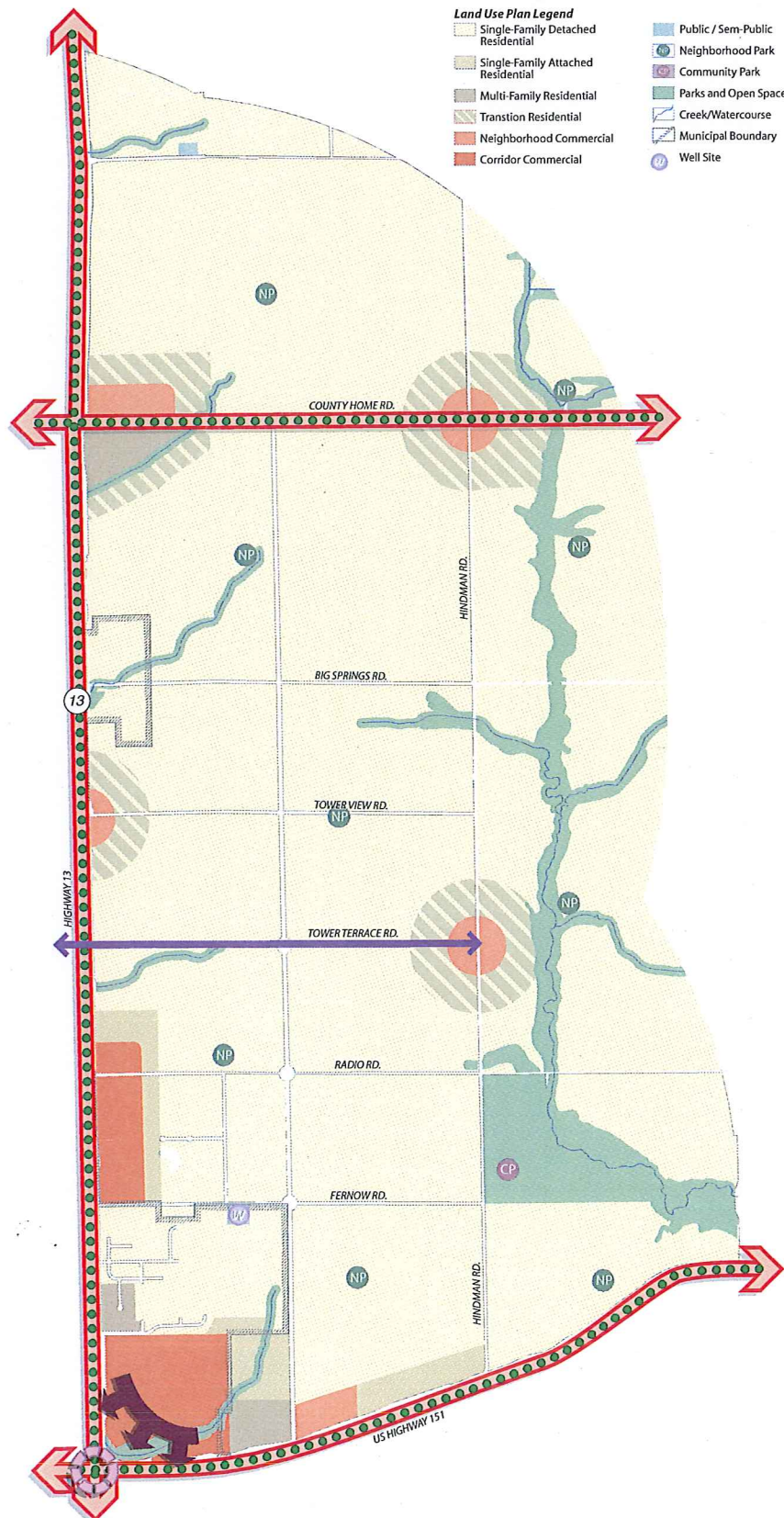
 Development at this intersection should have a **strong presence** along Highway 13 and Highway 151 frontage.

 Establish greenways and open space areas to **protect sensitive natural areas** including local creeks and wetlands.



Land Use Plan Legend

	Single-Family Detached Residential		Public / Semi-Public
	Single-Family Attached Residential		Neighborhood Park
	Multi-Family Residential		Community Park
	Transition Residential		Parks and Open Space
	Neighborhood Commercial		Creek/Watercourse
	Corridor Commercial		Municipal Boundary
			Well Site



Map of Northern Northwest Growth Area

- Legend
- Scale
- North Arrow
- Map Title
- Author
- Date



The map shows the Northern Northwest Growth Area, which includes the cities of Seattle, Tacoma, and Everett. The map highlights the major roads and waterways in the region. The map also shows the location of the major airports in the area. The map is a useful tool for understanding the transportation network and land use patterns in the Northern Northwest.

The map shows the Northern Northwest Growth Area, which includes the cities of Seattle, Tacoma, and Everett. The map highlights the major roads and waterways in the region. The map also shows the location of the major airports in the area. The map is a useful tool for understanding the transportation network and land use patterns in the Northern Northwest.

The map shows the Northern Northwest Growth Area, which includes the cities of Seattle, Tacoma, and Everett. The map highlights the major roads and waterways in the region. The map also shows the location of the major airports in the area. The map is a useful tool for understanding the transportation network and land use patterns in the Northern Northwest.

The map shows the Northern Northwest Growth Area, which includes the cities of Seattle, Tacoma, and Everett. The map highlights the major roads and waterways in the region. The map also shows the location of the major airports in the area. The map is a useful tool for understanding the transportation network and land use patterns in the Northern Northwest.

