

# 02

## LAND USE

### VISION

Marion will be thoughtful and intentional about the use of land throughout the city. Land use decisions will enhance and capitalize on existing strengths, while expanding new opportunities to mix uses and amenities for all residents and visitors. As Marion grows in population and diversity, amenities will be accessible and equitable.

# FORECASTING FUTURE NEEDS

## Population

**Marion is forecast to reach a population between 54,500 and 57,500 by 2045.**

The future is always unknown. Marion works within and is influenced by external factors like the national economy and housing market. The future will see periods of high and low growth as factors evolve locally and nationally.

Planning for future land use considers two population scenarios from recent market studies for Marion. Figure 2.1 shows these population forecasts through 2045. At this rate, Marion could reach 57,500 people by 2045, approximately 11,000 more than the population today.

Population growth must be supported by new places for people to live, work, and play. Therefore, population growth directly correlates to the demand for new development or redevelopment at higher densities. Figure 2.2 shows the additional land needed to support the population forecast, with details on the following page. **Marion will have enough land within its city limits and growth area boundary to support the 2045 forecast land needs.**

FIGURE 2.1 : MARION POPULATION FORECASTS

	Annual Rate	2022 Census Estimate	2030	2040	2045
2010-2020 Census Trend Rate	1.79%	41,864	48,248	55,606	62,959
2013-2022 Construction Rate	1.60%	41,864	47,532	53,968	60,311
2020 Sanitary Sewer Study	0.74%	41,864	44,405	47,800	49,600
2022 Housing Needs Analysis	1.40%	41,864	46,789	53,768	57,639
2023 CR Housing Needs Analysis	1.16%	41,864	45,910	51,523	54,581

BY 2045:

**1.16% GROWTH RATE SCENARIO**  
 ~12,717 NEW Residents

**1.40% GROWTH RATE SCENARIO**  
 ~15,775 NEW Residents

FIGURE 2.2: 2045 LAND USE FORECAST NEEDS

1.16%-1.40% Annual Growth Rate	
Residential	3,200-3,800 acres
Commercial	600-900 acres
Industrial	550-875 acres
Parks	Varies, see Parks Chapter

## Residential Land

Estimates of future residential land needs require assumptions about housing preferences. The forecast mix of new housing units for Marion through 2045 comes from the Housing Analysis completed in 2022 and market trends:

- **50% low density (average 3 units per acre)**
- **25% medium density (average 7 units per acre)**
- **25% high density (average over 14 units per acre)**

This housing mix results in a need for up to about 1,900 acres of new residential land. Doubling this amount for planning purposes (to provide market flexibility) means planning up to 3,800 acres that include a residential component.

## Commercial and Industrial Land

Commercial and industrial land needs are difficult to project accurately since when one large business could change the need dramatically. Conversely, remote work is changing the office development environment, and commercial space demand is starting to trend less. The projections here are not meant to stipulate a “destiny” or provide a ceiling on growth. Still, they should be used as a general guideline and a metric to evaluate how Marion is growing related to expected trends.

Considering employment trends, the existing commercial land used by the population, and residential land uses, Marion should expect to need between 600-900 acres of new commercial land through 2045. Marion is in a unique position where its residential growth is reaching a tipping point that will spur more retail and service market interest that these households can support.

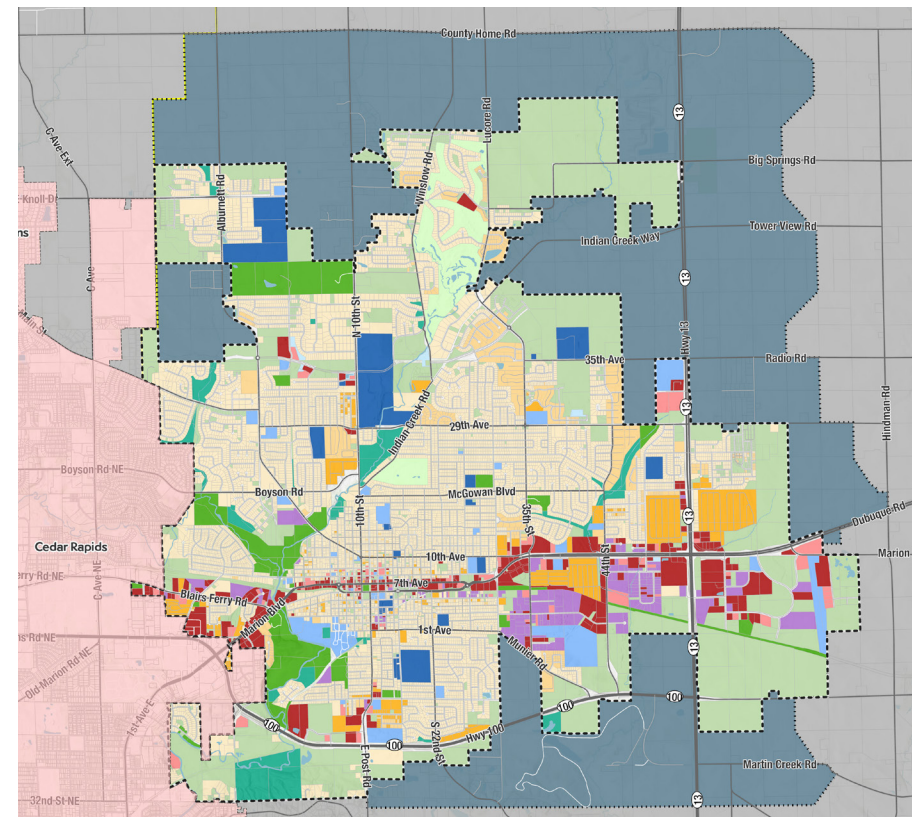
Industrial development requires more flexibility and space depending on the use. Therefore, the need for industrial and flex space types uses are difficult to determine but could be about 550-875 acres through 2045 using the same methods.

## Parks

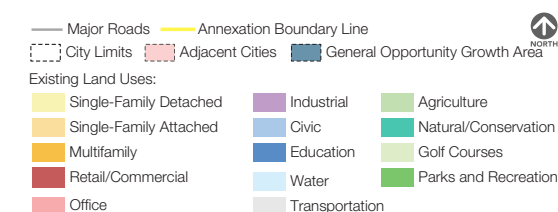
With population growth, Marion must continue to provide adequate parks. The forecast for park space should be considered minimum requirements to support the population. It should allow new parks and recreational spaces to become available. The forecast only includes programmed public parks, not passive natural areas which are not meant for public access or use.

- Under national standards of 10 acres per 1,000 residents, Marion would technically not need any additional parkland to accommodate the 2045 population. The City currently offers nearly 12 acres of parks per 1,000 residents.
- However, that does not mean that everywhere in Marion is equally served or that the menu of parks serves everyone's needs. The Parks, Trail, and Nature Chapter covers these needs.

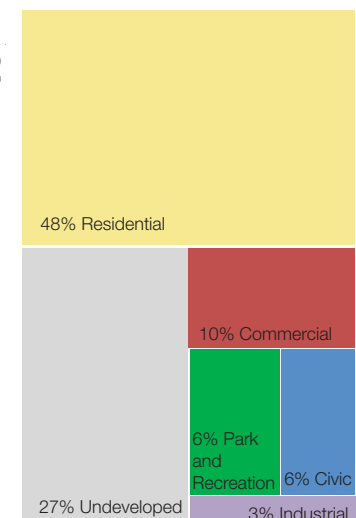
**FIGURE 2.3: 2024 EXISTING LAND USE BREAKDOWN**



**Source: City of Marion & UrbanFootPrint, 2024**



**Marion will have enough land within its city limits and growth area boundary to support the 2045 forecast land needs.**



## FUTURE LAND USE GOALS

The Iowa Smart Planning Principles help guide these Goals

**1.**  
**Encourage Mixing  
of Housing Types  
and Businesses**

**2.**  
**Preserve the  
Environment**

**3.**  
**Be Flexible but  
Purposeful**

### Applying the Goals

Contemporary growth in American cities has tended to separate different land uses through zoning. The concept of single-use zoning grew out of a need to separate people's homes from major industries to protect their health. Still today, some uses can produce so much traffic, noise, smells, or other effects that separation remains the most appropriate policy. Increasingly, mixing compatible uses is shown to create interesting and attractive communities. The Plan recommends a flexible land use approach that encourages mixing of uses in most areas.

A development pattern that encourages a mix of uses and activities has many benefits:

- Promotes activity at various times of day, increases security, economic activity, and people using public spaces.
- Offers opportunities to reduce the distance people must travel by car to services or jobs since homes are close to jobs and services.
- Grants opportunities to build various housing types. Building homes near service and commercial establishments adds a customer base for businesses.
- Provides places and neighborhoods that are more attractive to more residents.
- Gives developers greater flexibility for design creativity.

## Four characteristics guide implementation of each future land use category across Marion.

### USE TYPE(S)

In general, each future land use category guides the appropriate use types. The category descriptions are guides and not meant to cover all possible uses. Intensity, compatibility, and form characteristics help guide land use decisions more than use types.

### INTENSITY

Intensity is determined through the number of uses, development policies, and density.

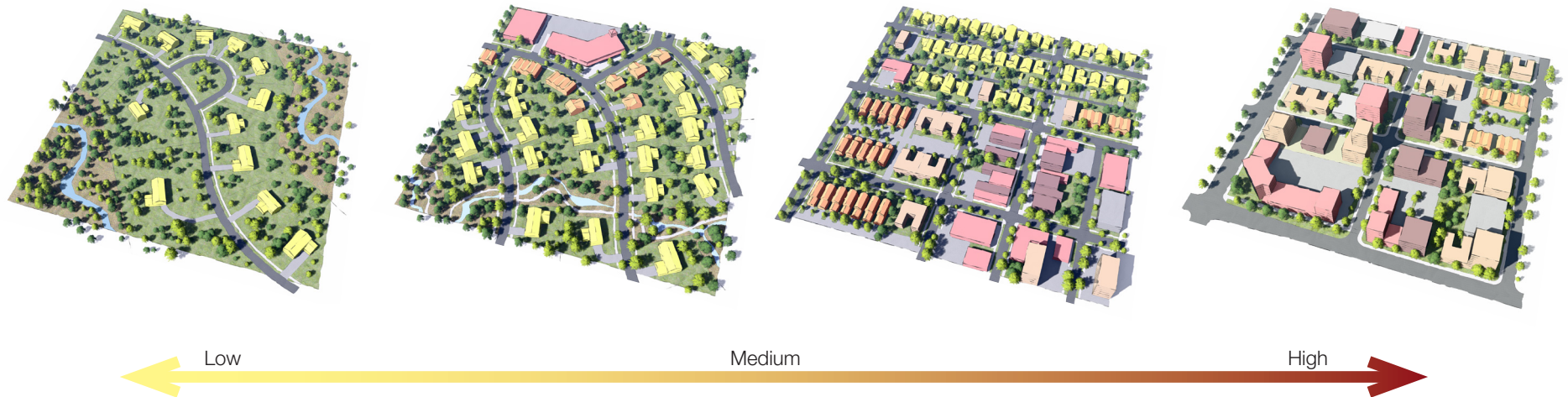
In residential areas, intensity is measured by dwelling units per acre. For other uses, intensity factors might include building scale and the amount of traffic that a project generates.

### FORM

Form relates to how developments are laid out, including street patterns, types of infrastructure required, how buildings relate to each other, and the relation of buildings to the street. Form also includes the scale of the buildings - the length, width, and number of stories.

### COMPATIBILITY

Compatibility is attained by considering potential effects of various uses. As uses become more intense and more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on methods that directly address issues like noise, traffic, privacy, and aesthetics.



**While the intensity-based concept proposes mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements are important for Marion.**

# Future Land Use Map

## LAND USE DECISION MAKING

### Introduction

The Future Land Use Map establishes and elaborates on Marion's development vision. While city development is a complex interplay of different systems, what is built on or above the ground generally defines how people view and experience Marion. Growing efficiently and in a way that contributes to a higher quality of life requires interconnected land uses that complement each other and allow a variety of housing and transportation choices.

### Caveats to the Development Concept and Future Land Use Map

- The Future Land Use and Growth Area Maps are based on environmental analysis, forecasts, and public input.
- More land is planned than the forecast needs to provide market flexibility, avoid creating a false land shortage, and provide long-term planning. This means that some areas shown in the maps are unlikely to develop through 2045.
- The map can and should change as markets evolve, new opportunities arise, or the community-driven vision shifts. A map amendment must go through a public input and hearing process.

### Three important points about the Future Land Use Map:

#### 1. Property Owners Decide

The Future Land Use Map depicts new land uses for privately owned properties. The transition of these properties from their current use to the depicted use occurs over time in response to market demands as property owners voluntarily sell, develop, or change the use of their land.

#### 2. Generalized Map

The Future Land Use map is general and not at the level of specificity or rigidity of a zoning map or engineering document. The map guides the zoning map and shows:

- Generalized land use locations and transitions: The boundaries between land uses on the map are "fuzzy" lines and show approximate areas for transition rather than rigid boundaries. The exception are areas that preserve floodplains and wetlands because developing within them is not permitted.
- Trails, collector street, and arterial street connections: The map shows critical mobility connections. The exact routes will depend on detailed engineering studies. Some local streets appear on the map to illustrate connections and neighborhood transitions.

#### 3. Basis for Land Use Decisions

The Future Land Use map provides the basis for decisions of the Planning and Zoning Commission, the City Council, City Staff, and private developers. The map is a critical part of the approval process for development proposals and zoning decisions.

### Future Land Use Categories

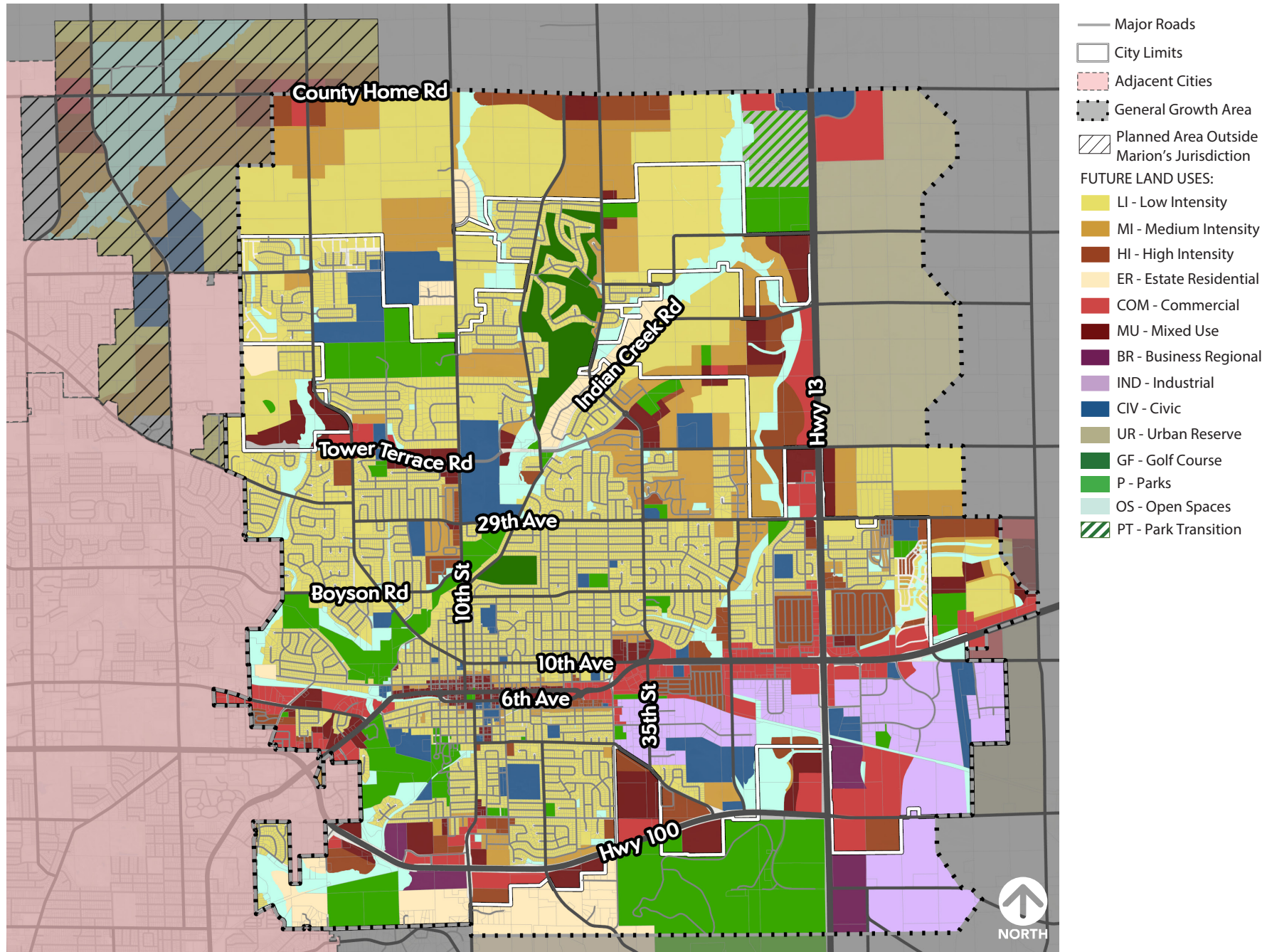
Growing efficiently and in a way that contributes to a higher quality of life requires interconnected land uses that complement each other and allow a variety of housing and transportation choices.

Future land use categories are the framework to classify different areas of Marion and the types, forms, and intensities of development allowed in each area. It is appropriate to compare future land use categories to each other when reading descriptions. For example, Medium-Intensity is more intense than Low-Intensity. Additionally, some areas warrant more restrictive use requirements because of location, environmental protection, or pre-approved developments.

The following section shows the types of land uses compatible with each district.

- LI - Low Intensity
- MI - Medium Intensity
- HI - High Intensity
- ER - Estate Residential
- COM - Commercial
- MU - Mixed Use
- BR - Business Regional
- IND - Industrial
- CIV - Civic
- UR - Urban Reserve
- GF - Golf Course
- P - Parks
- OS - Open Spaces
- PT - Park Transition

**FIGURE 2.4: MARION FUTURE LAND USE MAP**



# ESTATE RESIDENTIAL (ER)

## PURPOSE

Low density development that offers places to live on larger lots, typically to accommodate larger homes, yards, and natural area preservation. These areas are selective in the city and should not impede long-term growth possibilities.

## USES

- Residential acreages, homesteads, or cluster developments.
- These areas are not meant for agricultural production as a primary use. However, small scale growing can be done as an accessory use.

## INTENSITY

- Under two dwelling units per acre.

## FORM

- Could be on or off city services.
- New estate residential uses should be connected to city services if available.
- Open space and environmental areas are the prominent features.
- Maintains existing natural areas and landforms as much as possible, such as steep slopes, forests, and grasslands.

## COMPATIBILITY

- Compatible with existing low development areas in the city or county, and near natural areas for preservation. New street connections and layouts should be reasonably compatible with urban land development and potential expansion of services.
- Estate residential areas should not be placed widely in locations that limit the city's long-term urban growth trajectory.
- Areas most appropriate for new designations include proximity to wooded areas, waterways, steep slopes, or other natural features that if preserved add value to the lots.

Estate Subdivision



Estate Rural



# LOW INTENSITY (LI)

## PURPOSE

A walkable pattern of low density development. Compared to more intense areas, LI has more space and separation of uses, with farther distances between destinations and fewer shared amenities.

## USES

- Includes mostly single-unit homes, with some single-unit attached, townhomes, schools, neighborhood parks, civic uses, and small-scale neighborhood commercial services.
- LI areas can include a horizontal mix of primarily residential uses. Limited non-residential uses could be permitted at compatible scales and appearance as residential homes, such as neighborhood offices and home occupations.

## INTENSITY

- 2-6 dwelling units per acre. Non-residential at two stories or less.

## FORM

- Lot sizes can vary within developments to provide different housing types.
- A framework of streets and open space should create neighborhoods with multiple access points for all types of transportation.
- Open spaces, streets, and trail connections integrate with the larger community.
- Any small scale non-residential uses should cluster around arterial or collector streets and have a residential character.

## COMPATIBILITY

- Achieved through gradual increases of intensity transitioning from one land use to another. A cross-section of this area may show a large lot single-unit next to a medium lot single-unit and attached units.
- Although the focus is on gradual changes in intensity, these changes should occur at a small enough scale to ensure the inclusion of a range of land uses to encourage walking, biking, and the reduction of auto trips.
- Areas might need buffers from arterial streets with other land use categories or open space. Location of LI areas needs careful consideration not to occupy land better suited for higher intensities and non-residential uses.

Single-Unit Subdivision



Single-Unit Subdivision



# MEDIUM INTENSITY (MI)

## PURPOSE

More variety in housing arrangements and more allowance for commercial services or recreation. Medium intensity areas include mostly a horizontal mix of uses at compatible moderate densities and scale.

## USES

- Includes a variety of housing types that may be on smaller lots than LI areas. The housing mix can include single-unit detached and attached homes, duplexes, townhomes, and multi-unit buildings.
- MI areas can include neighborhood commercial and mixed-use buildings that are appropriate at comparable scales.

## INTENSITY

- General aggregate density of 6 to 14 dwelling units per acre. Non-residential buildings at three stories or less.

## FORM

- Attached housing developments maintain the identity of the individual housing units.
- High connectivity with multiple access points into neighborhoods. As compared to LI, MI encourages closer proximity between transportation, housing, and non-residential uses.

## COMPATIBILITY

- Achieved through gradual increases of intensity transitioning from one land use to another. A cross-section of this area may show a large lot single-unit next to a medium lot single-unit, townhomes, and small commercial.
- Although the focus is on gradual changes in intensity, these changes should occur at a small enough scale to ensure the inclusion of a range of land uses to encourage walking, biking, and the reduction of auto trips.
- Different intensity uses are positioned to create a smooth transition from lower to higher intensity uses.
- Commercial or office uses should cluster around arterial or collector streets or where transitions occur to high intensity uses.
- Location of MI areas needs to carefully consider not occupying land better suited for higher intensities and non-residential uses.

Single-Unit Detached



Townhomes & Row Homes



Single-Unit Attached



Neighborhood Commercial



# HIGH INTENSITY (HI)

## PURPOSE

Areas with many opportunities for interaction through a mix of uses with a residential focus. High intensity areas might include a horizontal or vertical mix of uses for neighborhood residents at compatible densities and scales to create vibrant and inclusive communities and more housing availability.

## USES

- More variety in uses but still a focus on residential. Residential uses range from townhomes/row houses up to multi-unit complexes.
- Non-residential uses could include offices, services, limited commercial, and institutional uses for the neighborhood or community. Higher levels of urban amenities like public spaces help offset the area's intensity level.
- Parking garages or public parking lots can be allowed with location and design considerations. Higher levels of urban amenities help offset the area's intensity level.

## INTENSITY

- General aggregate density of over 14 dwelling units per acre. Non-residential at five stories or less.

## FORM

- Good access to major streets and transit, yet still designed around pedestrians. A high-connectivity grid pattern provides many pedestrian routes and allows multiple vehicle access points.
- Avoid creating isolated multi-unit developments unless to protect environmental features and with direct trail access.
- Uses can be mixed horizontally and vertically, resulting in complementary and alternating times of use and the ability to share parking areas.

## COMPATIBILITY

- Land uses and intensities should be fully integrated and mixed. Compatibility is achieved through more attention to traffic circulation and parking, site and building design, and on-site operations.
- Different land uses can be close together because design and amenities make appropriate accommodations. Form, design rules, and performance regulations address aesthetic and functional compatibility.
- Careful consideration of location not to occupy land better suited for employment or regional commercial retail uses.

**Residential Mixed-Use**



**Attached Units**



**Multi-Unit Apartments**



**Shared Spaces**



# MIXED-USE (MU)

## PURPOSE

Areas that offer community level commercial services and allows people to live near services and jobs in the area or nearby medium to high intensity areas. MU areas provide many opportunities for economic activity and social interaction to create vibrant and inclusive communities and more housing availability.

## USES

- Areas for a mix of uses with a commercial focus and complementary residential uses for people to live near services and jobs.
- Limited artisan manufacturing with the sale of products on-site can be appropriate.
- Free-standing multi-unit complexes that are not integrated into a non-residential development are not appropriate.
- Amenities for the public are frequent, such as parks, plazas, and outdoor seating. All uses have strong pedestrian connections.

## INTENSITY

- General aggregate density of over 14 dwelling units per acre. The height of non-residential structures should consider the scale of surrounding neighborhoods.

## FORM

- High mobility connectivity to expand viable locations for commercial uses with multiple access points and route choices between uses. Design encourages proximity between mobility options, housing, and commercial services.
- Mixing land uses results in complementary and alternating times of use and the ability to share parking areas.

## COMPATIBILITY

- Increased attention to traffic circulation and parking, site and building design, and on-site operations.
- Where appropriate next to lower intensity areas, uses create a smooth internal transition from lower to higher intensity uses; however, this transition happens over a shorter distance than other intensity categories.
- Located along arterial and collector streets and near highly visited destinations. Trail access is highly preferred.

Commercial Mixed-Use



Horizontal Mixed-Use



Public Spaces



Vertical Mixed-Use



# COMMERCIAL (COM)

## PURPOSE

Areas with everyday shopping, services, or entertainment needs. COM areas generally serve the community and region with easy access to major transportation routes.

## USES

- Predominately non-residential uses to accommodate community retail and service needs. Residential, when provided, should be minor and connected with a larger commercial development to create inclusive communities.
- Limited artisan manufacturing with the sale of products on-site can be appropriate.
- A focus on commercial uses that provide retail, food, or services. Some areas can include an office focus if near other areas that provide commercial services or as a transition to residential intensity areas.

## INTENSITY

- Building scales that transition to compatible Mixed-Use or High-Intensity categories at area boundaries, or up to Industrial areas.

## FORM

- High site design standards create appealing street frontages such as landscaping, outdoor storage screening, and buffering from lower-intensity uses. Special consideration required for the image that travelers see from highways, arterial streets, and nearby attractions.
- Internal streets and pedestrian routes connect buildings and parking areas across sites. Shared parking lots are preferred when possible.
- Redevelopment of obsolete commercial developments would incorporate these same features.

## COMPATIBILITY

- Increased attention to traffic circulation and parking, site and building design, and on-site operations.
- Limited outdoor operations can be appropriate with design regulations for external visual or noise effects on adjacent lower intensity areas.
- Typically located with good access on intersections of highways, arterial, and collector streets that do not direct traffic through lower-intensity areas.

### Commercial Centers



### Commercial and Office



# BUSINESS REGIONAL (BR)

## PURPOSE

Areas near major highways and arterial streets for large scale commercial businesses that attract people from the region. The broad range of larger footprint commercial uses add to the economic base of Marion.

## USES

- Larger business development or regional commercial uses such as shopping centers, bulk stores, home improvement, and other similar large-scale uses. The area is for non-residential uses but can incorporate residential uses at a limited scale. BR areas can be near and connected to residential areas.

## INTENSITY

- Large footprint buildings and centers that function as one destination.

## FORM

- Access management into BR areas may require frontage roads and controlled intersections.
- Large scale site design may incorporate areas for regional stormwater management.
- Higher site design standards create appealing street frontages such as landscaping, outdoor storage screening, and buffering from lower-intensity uses. Special consideration required for the image that travelers see from highways, arterial streets, and nearby attractions.

## COMPATIBILITY

- Transitions to lower intensity areas will typically occur at street transitions.
- Traffic to BR areas are orientated to prevent circulation through lower intensity areas.
- Limited outdoor operations can be appropriate with design regulations for external visual or noise effects on adjacent lower intensity areas.
- Located along highways and arterial streets with controlled access points.

### Offices and Employment Centers



### Large Footprint Commercial and Service Centers



# INDUSTRIAL (IND)

## PURPOSE

Areas most suitable for industrial and business development that adds to Marion's employment base, economic output, and growth.

## USES

- A focus on manufacturing, production, warehousing, distribution, and technology flex spaces.
- Non-industrial uses should be limited to services or commercial uses needed to support the primary employment generators if not located nearby. Fragmentation by small-scale development or incompatible uses is discouraged.
- Heavy material production and uses with significant outdoor operations are permitted with design and spacing regulations.
- Residential is not appropriate. Multi-unit residential uses can be mixed into corporate campuses or employee-provided housing arrangements.

## INTENSITY

- Varies

## FORM

- Uses with high external effects, such as noise and smell, are allowed provided they mitigate anticipated adverse impacts on adjacent lower-intensity land uses. Operational standards should consider traffic, noise, lighting, and air quality.
- Screening of permitted outdoor storage areas visible from any street or adjoining neighborhood to mitigate negative environmental impacts.

## COMPATIBILITY

- Not intended for uses that are incompatible or unsafe near manufacturing uses.
- Traffic to IND areas are orientated to prevent circulation through lower intensity areas.
- Located in designated business parks, along highway access, or other areas designated for similar industrial uses.
- There is adequate infrastructure, service, and utility capacity for the use without overly straining existing or future public services.

### Flex Warehousing and Distribution



### Manufacturing and Production



## PARKS AND OPEN SPACES (P)(OS)

### PURPOSE

Some areas contain valuable environmental features that should not be developed or that would make good recreational spaces. Other areas within neighborhoods should be reserved as parks for all residents or regional visitors. Areas intended for parks can be developed with recreational features while open space areas are more appropriate for habitat preservation with only passive recreation uses.

### USES

- Primarily natural and recreational uses with a limited number of enclosed structures.
- Traditional park and recreation areas including both passive and active recreation.
- Floodplain areas.
- Minimal site disturbance with heavy use of green infrastructure and stormwater management.
- Development on the periphery should not remove trees or other natural landscaping to help retain natural filtering and protection from pollutants.

### FORM

- **Open spaces** are for stormwater management systems and natural areas where wetlands, floodplains, and any other sensitive areas should be preserved. Development is limited to park areas.
- **Parks** can have more intense recreational uses. Parks that generate heavy traffic, like sports complexes, should be treated like comparable commercial uses for the traffic and compatibility issues they generate.

## CIVIC (CIV)

### PURPOSE

Spaces for larger educational, institutional, assembly, and other public or semi-public uses with large footprints and high vehicle and pedestrian traffic. The future land use plan identifies the largest public and semi-public uses. Smaller civic uses can be incorporated into any area if at a similar intensity and form of that district. Smaller civic uses might include places of worship, city buildings or facilities, and community centers.

### USES

- Educational: Public, private, and parochial institutions at K-12 and post-secondary schools and their accessory uses.
- Institutional and Assembly: Community or cultural facilities, public health care facilities, and their accessory uses.

### FORM

- Public facilities should be held to the same or higher standard for site design and connectivity as any private enterprise of similar intensity.
- Reliable pedestrian connectivity is required.

## URBAN RESERVE (UR)

### PURPOSE

Long-term growth areas with an emphasis on land preservation for future development. These are holding areas beyond the areas planned for the next 20-25 years of growth. Any privately led development in UR areas must be reviewed for consistency with the land use principles outlined in the plan.

### USES

- These areas should be reserved for long-term urban development, with primary uses in the short term remaining as open space and agriculture.

### FORM

- Designed for future expansion. Any adjacent development must design for future expansion of streets, sewers, and other infrastructure facilities into UR areas without cul-de-sacs and other configurations which will require future growth to leap-frog UR development areas.

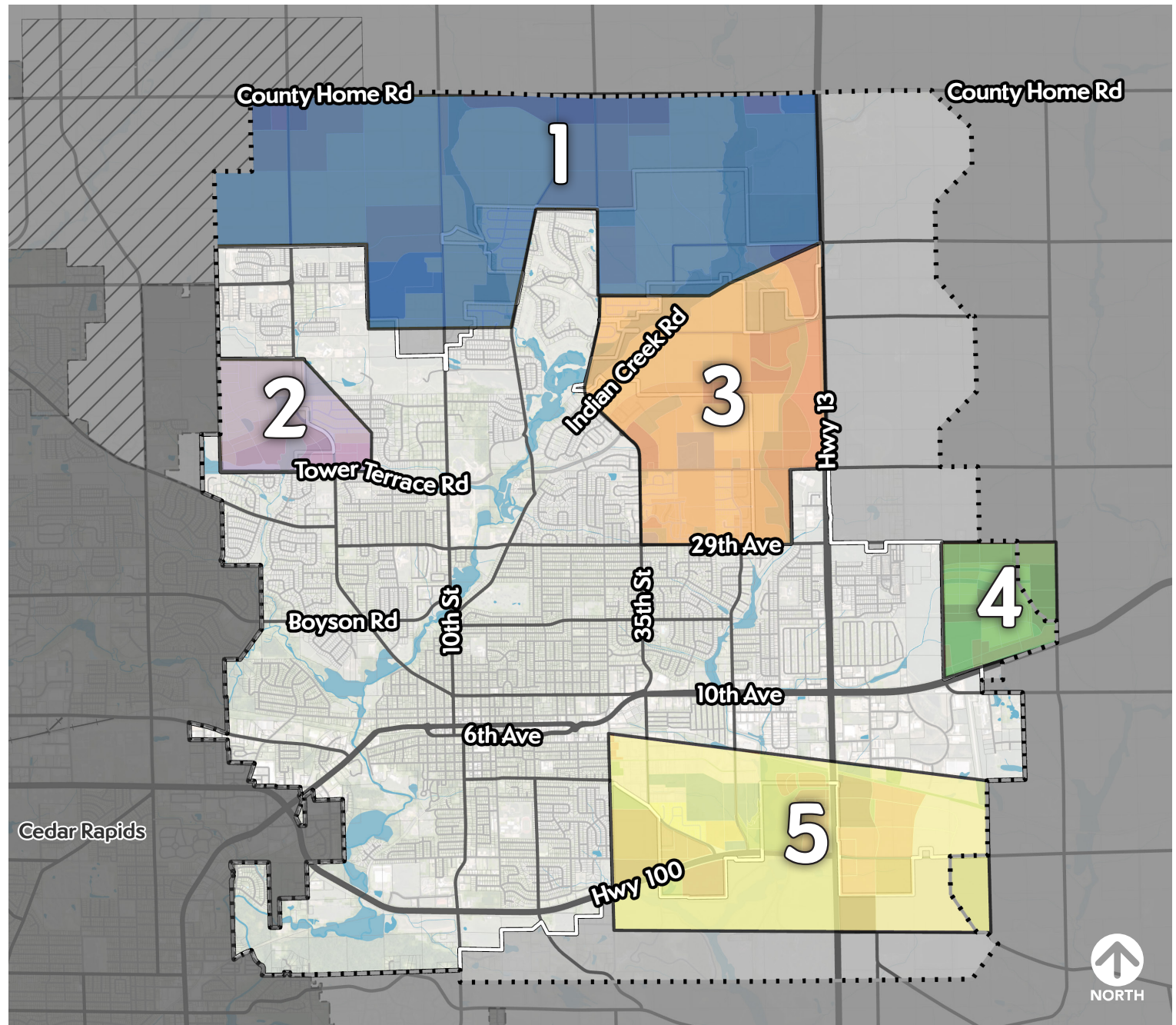
FIGURE 2.5: MARION FUTURE LAND USE GROWTH AREAS

## GROWTH AREAS

Marion will primarily see future growth in five areas:

1. North towards County Home Road
2. The area on the north side of Tower Terrace Road along Alburnett Road
3. The Neighborhood at Indian Creek area
4. Between Fernow Road and Highway 151
5. The Highway 13 and Highway 100 node

Figure 2.5 highlights these growth areas.



# ① COUNTY HOME ROAD

## Description

County Home Road is a major east/west corridor along what will eventually be the north side of Marion. The continuation of development to this corridor creates opportunities for establishing new neighborhoods, as well as a welcoming environment for visitors entering Marion from the north.

To realize urban growth in this area, City utility investments will have to extend beyond their 2024 boundaries at city limits and include a new water tower. See the Facilities section of this Plan.

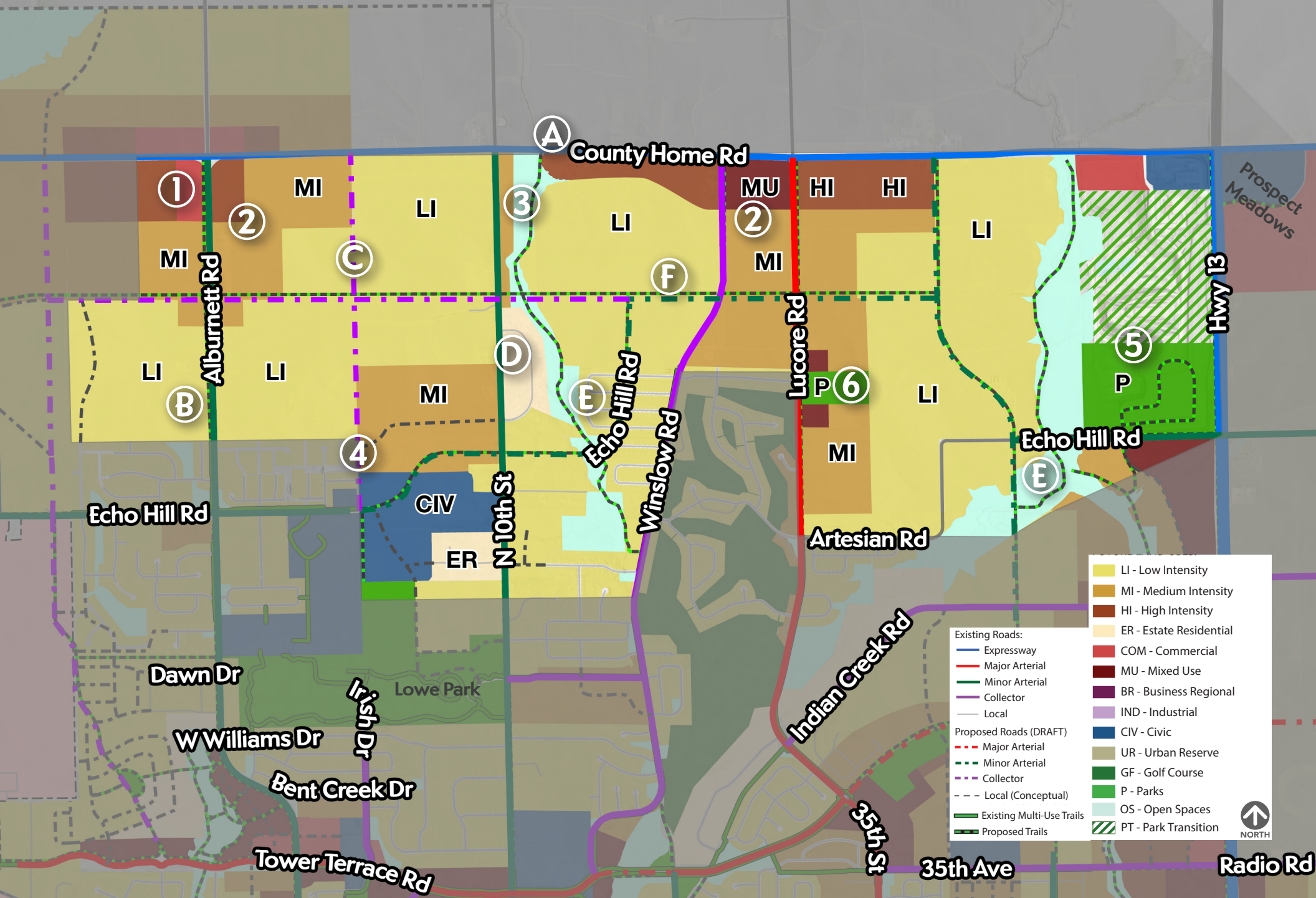
## Future Land Use

1. Commercial development at the major intersection of County Home Road and Alburnett Road will serve residents of northern neighborhoods, commuters, and visitors.
2. Cascaded intensities from high to low surrounding the County Home Road nodes create for gentler transitions to the south.
3. Reserved open space with trails in the Barry's Run Creek floodway protects future development while providing spaces for residents in surrounding neighborhoods.
4. Various intensities and residential spaces near Lowe Park provide housing options for more residents.
5. With the future closure of the landfill in the late 2030s comes the opportunity to have a new open space. The opening of this area comes with its own sets of rules and regulations, which can be overcome to create an active park to proactively master plan. The landfill property's southern end has not been as exposed to operations and could become a usable park space sooner.
6. A new park along Lucore Road to serve new neighborhoods. Another dedicated neighborhood park space should be planned in the northwest part of the growth area as well.

## Mobility

- A. As an arterial road, County Home Road is a vital east/west gateway for the community.
- B. Alburnett Road continues to be a major connector between County Home Road and central Marion.
- C. A proposed north/south local road between Alburnett Road and North 10th Street will serve as a new access point for residents in Marion's northern neighborhoods.
- D. A proposed trail running north/south along North 10th Street will serve as a major connection between County Home Road into Uptown Marion.
- E. Expanding the trail network in greenways and drainageways will provide more options for safe access to parks and neighborhoods.
- F. An improved east/west collector south of County Home Road provides traffic flow from growing neighborhoods.

FIGURE 2.6: COUNTY HOME ROAD GROWTH AREA



## ② TOWER TERRACE ROAD/ALBURNETT ROAD AREA

### Description

The area north of Tower Terrace Road and west of Alburnett Road is one of the last remaining areas to develop in west central Marion before entering Cedar Rapids. The continuation of Tower Terrace Road to the west should be developed with high-quality building designs that offer a mix of commercial uses with residential in the rear of sites or upper floors of buildings.

Growth in this area will be reliant on City utility and stormwater management investments beyond city limits. See the Facilities section of this Plan.

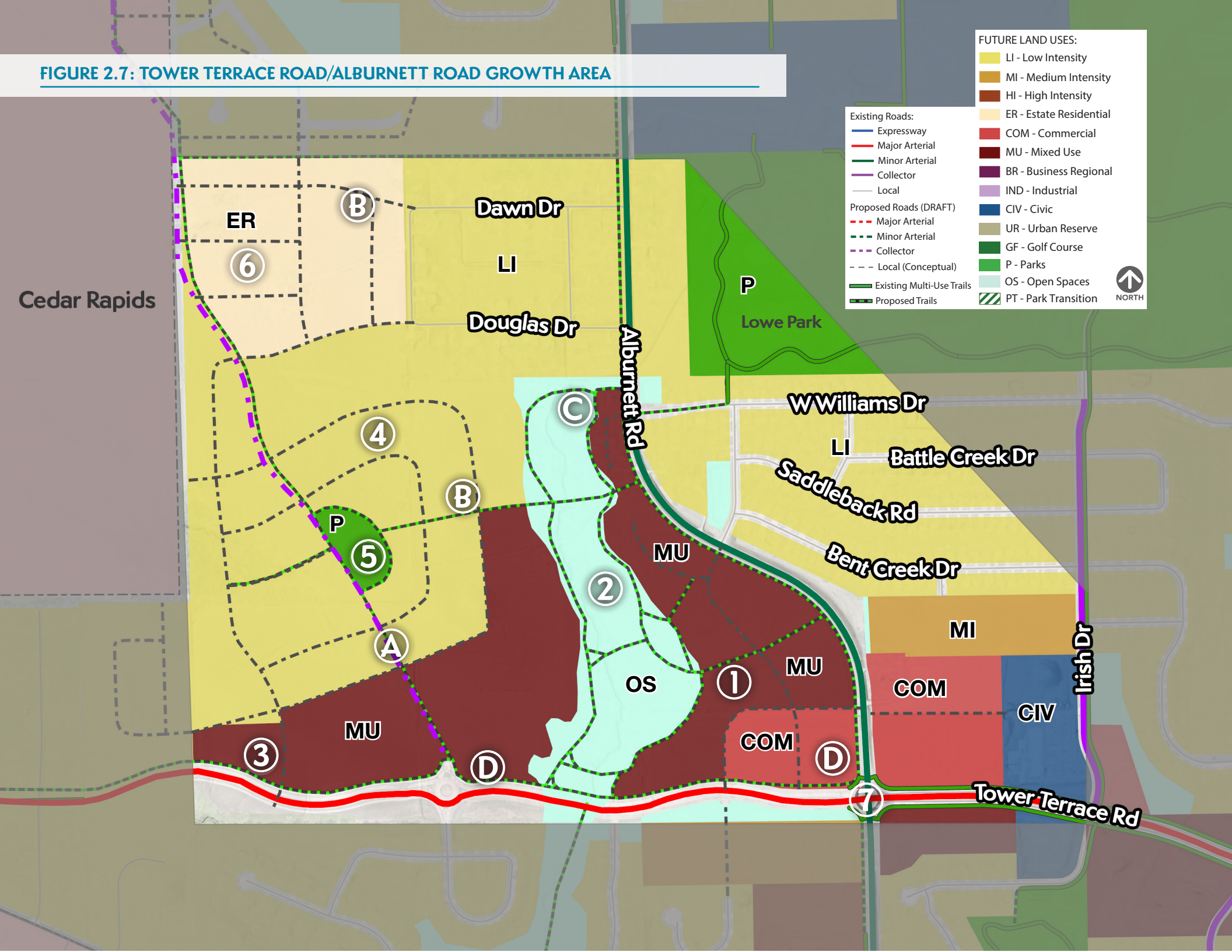
### Future Land Use

1. Intensity of uses transitions from the Tower Terrace Road intersection toward the northwest. Commercial and Mixed-Use uses along Alburnett Road.
2. Preservation of open space for stormwater management and trails in a drainage area running north and south from Douglas Drive.
3. Areas adjacent to Tower Terrace Road have a Mixed-Use focus with attractive entryway features. Stand alone residential buildings should generally not front Tower Terrace Road.
4. Low intensity residential uses continue towards existing neighborhoods and platted subdivisions on the north and west.
5. Growth warrants a neighborhood scale park in the area. The location is flexible based on neighborhood design but should be adequately accessible by trails.
6. Estate Residential uses that leverage preservation of open space with larger lots.
7. A Commercial center for special design consideration to create a positive experience for all users and surrounding neighborhoods. See the Centers and Corridors section.

### Mobility

- A. A north-south collector street continues from Tower Terrace Road to Echo Hill Road and County Home Road.
- B. Local street connections should continue from existing stub outs to connect new and existing subdivisions. Maximum continuity of east-west street connections is needed because of limited options to cross the north-south drainageway.
- C. Continuation of the off-street trail system to connect to reach Lowe Park, cross Alburnett Road, and continue west to eventual connections in Cedar Rapids.
- D. Maintain sidepaths along Alburnett Road, Tower Terrace Road, and the future north-south collector street.

**FIGURE 2.7: TOWER TERRACE ROAD/ALBURNETT ROAD GROWTH AREA**



## ③ THE NEIGHBORHOOD AT INDIAN CREEK AREA+

### Description

The City completed a master plan for The Neighborhood at Indian Creek in 2018. The community-driven vision included a mixed-use neighborhood centered around a community park and new schools. Boulder Peak Intermediate School has been built, but as of 2024, the remainder of the master plan area is vacant. Still, the vision for the area remains relevant. This area includes the original master plan with an expansion east to Highway 13.

To realize urban growth in this area, City utility investments will have to extend beyond their 2024 boundaries at city limits. See the Facilities section of this Plan.

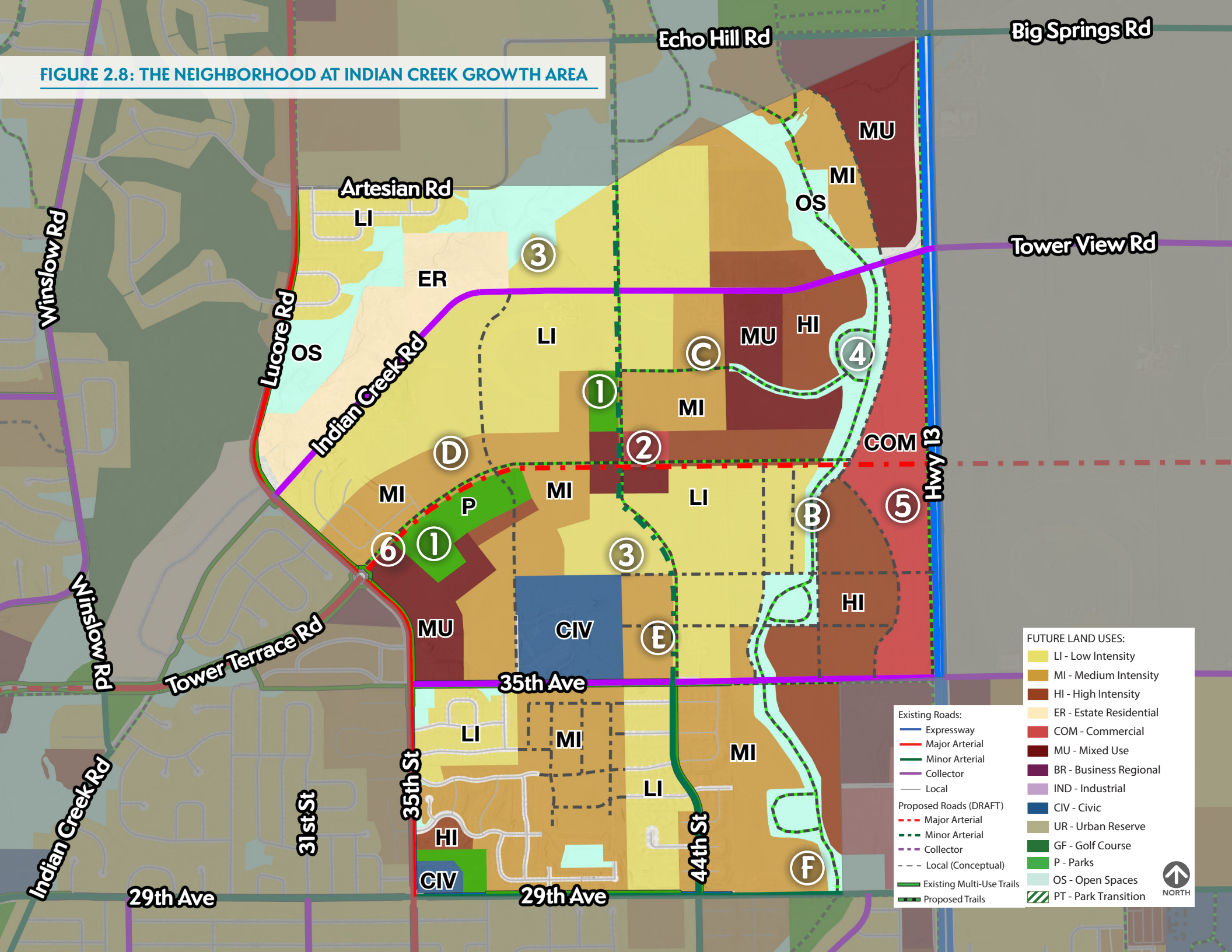
### Future Land Use

1. A community park near the Tower Terrace Road and 35th Street intersection. A neighborhood park along 44th Street. The exact size, location, and amenities in each park should be determined through a new Master Parks Plan and future agreements between the City and property owners.
2. A mixed use corridor along Tower Terrace Road that radiates east and west from Commercial and Mixed-Use nodes at Highway 13, 44th Street, and 35th Street. Uses adjacent to Tower Terrace Road can include neighborhood commercial uses.
3. Lower intensity neighborhoods buffering the Indian Creek greenway to the north and around Boulder Peak School.
4. A drainage greenway running north-south on the east side of the area provides a buffer between more residential uses to the west and commercial uses along Highway 100.
5. Commercial uses along Highway 13 provide opportunities for services to future residents on this side of Marion and visitors to Prospect Meadows sports complex at Highway 13 and County Home Road. A variety of retail and service commercial can be appropriate.
6. Center for special design consideration to create a positive experience for all users and surrounding neighborhoods. See the Centers and Corridors section.

### Mobility

- A. The mobility concepts from The Neighborhood at Indian Creek Master Plan carry forward in the area.
- B. A north-south trail that follows the natural drainageway connects the area to the Indian Creek greenway to the north and 7th Street to the south along the West Fork Wanatee Creek (outside map extent).
- C. Strong trail connections are also essential to Boulder Peak School, future parks in the area, and east across Highway 13 as development occurs, using The Neighborhood at Indian Creek Master Plan for more detail.
- D. Tower Terrace Road is the primary east-west connector through the subarea and should feature mobility for all modes of transportation and strong building design standards. Indian Creek Way provides secondary east-west access through the subarea.
- E. Continuous north-south street connections should at least occur at 35th Street (existing) and 44th Street.
- F. Study the feasibility of a north extension route around 50th Street at 29th Avenue. Stormwater detention prevents a direct alignment extension.

FIGURE 2.8: THE NEIGHBORHOOD AT INDIAN CREEK GROWTH AREA



## ④ FERNOW ROAD GROWTH AREA

### Description

The area east of Highway 13 and south of Fernow Road has easy access to Highway 151 (Dubuque Road) and Highway 13. The area is a primary entryway into the community from the east. A new Mixed-Use neighborhood is envisioned for the area. These neighborhoods could be unique to Marion with a pedestrian design that uses alleys to help frame the street design with fewer driveways and street facing garages to promote pedestrian activity.

Some envisioned future land uses are outside of Marion's growth boundary, but help illustrate the intent if investments in utility service to Hindman Road occur.

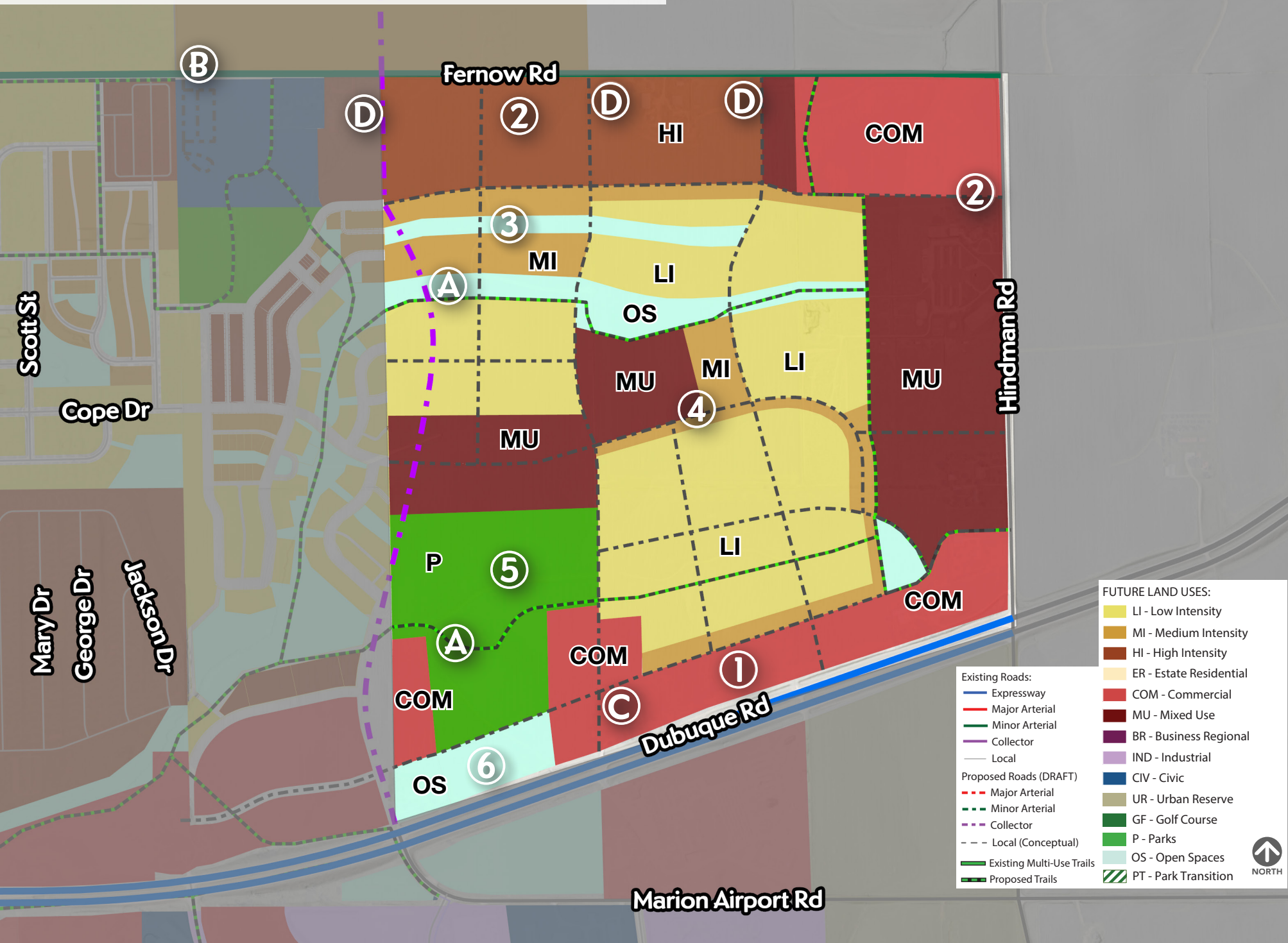
### Future Land Use

1. A focus on commercial uses along Highway 151 that might provide retail, services, and food options for the neighborhood and community.
2. Higher intensity uses along Fernow Road with a Mixed-Use and Commercial node at the intersection of Fernow Road and Hindman Road once public utilities extend fully to this area.
3. Natural drainageways that function as greenways with trails, that meander throughout the area and provide transitions between lower and higher intensity uses.
4. Low to Medium Intensity uses form the core with perhaps a central location for neighborhood commercial uses and senior living.
5. The area lacks a neighborhood park. A park area that leverages natural drainage areas provides spaces for residents, connections to the school, and visibility from Highway 151.
6. Preservation of open space and use restrictions that align with the airport runway approach zone.

### Mobility

- A. Frequent internal trail systems that connect through drainageways to destinations such as schools, new park space, and the mobile home community to the west.
- B. Sidepaths continue along major streets like Fernow Road.
- C. Access management along Highway 151. No new streets enter onto Highway 151 that do not align with existing streets from the south.
- D. Several north-south streets should connect through the area from Highway 151 to Fernow Road for continuity and future growth to the north.

FIGURE 2.9: FERNOW ROAD GROWTH AREA



## ⑤ HIGHWAY 13 AND 100 GROWTH AREA

### Description

Highway 13 is a primary entryway into Marion from the south and Highway 100 from the east and west. Most people get their first impressions of Marion via these routes. Access to these Highways also provides desirable locations for employment centers and exporting businesses.

### Future Land Use

1. A focus on uses that provide community to regional level commercial uses along Highway 13 that are more easily accessible and visible to visitors.
2. A transition to more mixed uses to the west of Highway 13 and north of Highway 100. Stronger residential components occur around parks and open spaces in floodplain areas.
3. Open space in floodplain and drainage areas could include a regional attraction such as a recreational pond or other outdoor recreation. This would include a regional detention strategy along Wanatee Creek along existing flood areas.
4. Strong greenway buffers preserved along the Grant Wood Trail and from industrial uses to the north.
5. Industrial and business park production uses growing around the airport area.
6. Center for special design consideration to create a positive experience for all users and surrounding neighborhoods. See the Centers and Corridors section.
7. Preservation of open space and use restrictions that align with the airport runway approach zone.

### Mobility

- A. High off-street trail opportunities and connectivity including:
  - North-south access to the Grant Wood Trail.
  - East-west access across floodplain areas.
  - A trail crossing across Highway 100 to Wanatee Park, ideally as an under or overpass.
  - A trail crossing across Highway 13 to eastern development areas, ideally an under or overpass.
- B. Internal street connections that align with streets to the south in Wanatee Park.
- C. Street connections to and on the east side of Highway 13.

FIGURE 2.10: HIGHWAY 13 AND 100 GROWTH AREA Ave

