

CHAPTER 1 PLANNING GOALS

Introduction

The Planning Commission's sphere of influence is an important comprehensive consideration. Because of its focus on physical development (via the platting, rezoning and comprehensive planning process), the Planning Commission's goals should be oriented toward the same. It makes little sense to establish a goal without the organizational or statutory ability to implement it. Thus, the following goals revolve around the physical development of Marion and its unincorporated planning area.

Environmental Preservation Goals

- * Protect all areas with significant features.
- * Preserve and protect areas of dense natural vegetation including the protection of existing trees in undeveloped areas.
- * Promote the planting of new trees throughout the community.
- * Protect important existing hydrologic features such as streams, ponds, flood plains and drainage ways which help promote drainage and run-off control.

Parks and Open Space Goals

- * Preserve natural areas, flood plains, forested areas, meadows and other important environmental features as open space resources.
- * Maintain and expand the local park system to serve all sections of the community.
- * Continue to upgrade active existing recreational areas within the City.
- * Provide or acquire a public golf course for use by City residents.
- * Promote and encourage new recreational facilities and programs which respond to the special needs and desires of Marion residents.
- * Ensure that adequate recreational facilities are provided which serve major new residential development of all types.
- * Strive to achieve a standard of 12 acres per 1,000 population regarding the type and quality of park and open space land to be provided within Marion.

- * Plan for future park and open space sites within growth areas prior to development before acquisition becomes too expensive.
- * Study the feasibility of jogging trails and bike paths within the City limits.
- * Study the feasibility of building a series of recreation amenities including a community recreational center, a bicycle moto-cross track, a disc golf course and an ice-skating pond.
- * Any public acquisition efforts for selected recreation sites should be limited to those parcels that have important recreational potential.
- * Encourage the retention of appropriate amounts of open space areas and environmental features on private properties throughout the City.
- * Establish a center for adolescents.

Built Environmental Goals

Ensure that new development is built using site design standards consistent with its particular use and location.

Promote a balanced housing mix within the community.

Maintain intergovernmental cooperation between the City of Marion and Marion County regarding issues of future development and land use jurisdiction around the City limits.

Promote, preserve and improve the historical and institutional resources of the community by providing architectural guidelines and a Design Review process for designated building/or designated area.

Provide incentive for future growth and development into areas that can be easily served by public infrastructure and facilities. The City should provide green space designated to promote family activities near the housing development.

Retain City land controls for up to three miles outside the City boundaries if conditions warrant their extension and cooperation of Marion County.

Maintain the quality of existing neighborhoods and land use areas within the community.

Residential Area Goals

- * Promote a mix of housing types and residential densities that provides housing opportunities for various socioeconomic groups within Marion.
- * Promote approaches to land development that will achieve high quality new residential environments.
- * Identify appropriate locations for quality new single and multi-family residential development within future growth areas to appeal to diverse housing markets in Marion.
- * Encourage housing development that protects existing environmental features.
- * Promote the development of new residential areas that target both affordable and move-up housing markets.
- * Encourage that new housing developments can be easily served by public services at the least cost through effective methods of special assessments.
- * Maintain the aesthetic viability and quality of existing residential neighborhoods.
- * Protect residential areas from incompatible land uses that may create adverse impacts.
- * Preserve and protect existing housing through efficient code enforcement and preventive maintenance with a series of incentives from the City.
- * Promote adequate screening and buffering between residential areas and adjacent commercial and industrial development, including parking and service areas.
- * Provide for the housing needs of the elderly and the disabled.

Commercial and Office Development Goals

- * Maintain and expand the range of retail and commercial service activities available within the City.
- * Promote new office, retail and commercial development in selected locations within the existing City boundaries.
- * Explore the possibility of assisting the development of desirable new retail facilities.

- * Identify appropriate locations for new retail and commercial service development within future growth areas.
- * Promote site design that will achieve high quality in new commercial areas.
- * Minimize any impact of commercial activities on neighborhood land use areas, particularly residential areas.
- * Promote the use of high-quality signage within and around commercial areas.
- * Encourage safe and convenient pedestrian access to shopping and service areas within the community.
- * Preserve and strengthen the historic downtown area as a special area within the community.
- * Promote central district overlay improvements.
- * Promote the development of Marion as a tourist destination.

Industrial Development Goals

- * Continue to encourage business and industrial development as an important source of revenue and employment for the community.
- * Insure that all new business and industrial development are concentrated in areas of similar or compatible use.
- * Ensure that new industrial development is located in areas where adequate public services, facilities and infrastructure can be provided in an efficient manner.
- * Minimize the impact of industrial activities, including traffic, on neighboring land uses.

Transportation Goals

- * Ensure the decisions regarding future land development and roadway construction are closely coordinated and mutually supportive.
- * Protect arterial and collector streets from encroachment that results from improper access to adjacent land uses.
- * Design a road network system within developing areas to acquire sufficient right-of-way.

- * Ensure adequate access to and circulations around commercial and industrial areas, public facilities, and other activity centers.
- * Minimize traffic within residential neighborhoods that do not have its destination within the area.
- * Ensure the provision of adequate off-street parking facilities for all types of land uses.
- * Provide for safe and convenient bicycle and pedestrian movement within the City.
- * Promote the repair of sidewalks with the City.

Community Facilities and Service Goals

- * Continue City policy which encourages all improved properties to hook up to public sewer and public water systems, in all locations where either or both systems are available.
- * Assume a leadership role in the provision of utility services in the future growth areas.
- * Encourage that all public sites and buildings are kept attractive and well maintained.
- * Promote a system of citizen-operated recycling.
- * Study establishment of an adolescent entertainment park.

CHAPTER 2 ENVIRONMENTAL AND LOCATIONAL CHARACTERISTICS

Introduction

Even though the Comprehensive Plan addresses the social and economic development issues facing Marion, its primary concern is the physical development of the city. Two of the more important factors affecting Marion's physical development are its environmental and locational characteristics.

Geographic Location

The City of Marion is located on the eastern edge of the central section of Kansas and on the east side of Marion County. The Cottonwood River flows in the southwest part of the City. Mud Creek also flows within City boundaries. The land slopes higher to the east away from the Cottonwood River.

The City is located adjacent to and south of U.S. Highway 56. The location of the community in the region is shown on the Geographic Location map. **This location map is shown on the following page.**

Environmental Characteristics

With proper design, most physical limitations to growth and development of a community can be overcome. However, in doing so, there can be incurred additional costs in public and private investment and long-term maintenance that are significant. A cost effective alternative to attempting to overcome such limitations is to encourage growth and development in areas with the least amount of environmental constraints, and to discourage it in areas with severe limitations, such as the flood plain. If this alternative is to be effectively implemented, an awareness of the environmental characteristics of Marion and the surrounding area is essential. Therefore, a review of the major environmental characteristics of Marion that affect growth and development are presented below.

Climate

The climate of Marion and all of Marion County is typical continental. This climate is characterized by large daily and annual variations in temperature. Warm summer temperatures last about three months every year and cold winter temperatures last from December through February. The transitional seasons of spring and fall are short.

In summer Marion County's average daily minimum temperature is 68.0 degrees F, and the average daily maximum temperature is 91 degrees F. In winter the average daily maximum temperature is 40 degrees F. The average daily minimum temperature is 19 degrees F.

Precipitation, in Marion County, is heaviest from May through September. The average annual precipitation is 34 inches. Of this, 24.68 inches, or 71 percent, usually falls in April through September. Average seasonal snowfall is 18 to 19 inches.

The sun shines 75 percent of the time possible in the summer and 61 percent in the winter. The prevailing wind is from the south. Average wind speed is 12.5 miles per hour. It is highest in March and in April.

Soils and Geology

One, if not the most basic, environmental concern in development is the soils because they literally form the foundation for the construction of buildings and other structures. Soils are also a valuable resource to communities such as Marion where agriculture is a significant segment of the economy. Also, soils with a high shrink-swell potential can be a serious problem to development since shrink-swell can cause substantial structural damage to both streets and building foundations. Shrink-swell refers to the shrinking of a solid as it dries and its swelling as it becomes wet.

According to the Soil Survey of Marion County, Kansas (U.S. Department of Agriculture, Soil Conservation Service: 1983), the predominant soil type within the City of Marion is within the Labette series. The major characteristics of this soil type are that it is well drained and has slow permeability which affects the construction of on-site wastewater systems. The soil has a slow water capacity and moderate surface water runoff. The shrink-swell potential of the subsoil is severe which presents significant limitations for dwellings and other construction.

Marion, Kansas is a rural community located at the foot of the Flint Hills. Located two miles west of Highway 77 on Highway 56, Marion is 45 minutes south of I-70; 40 minutes east of I-135; 10 minutes north of Hwy 50 and 45 minutes west of the Kansas Turnpike. While boasting a strong agricultural base, we also have land designated areas for industrial and commercial use. In terms of land use, Marion Reservoir & Marion County Lake attracts large numbers of recreational visitors during the summer months and especially on weekends. Bird watching and fishing are important activities. Public use facilities are available for camping, fishing, boating, picnicking and swimming.

As to wildlife habitat, Marion County's main diverse habitat types support a number of game and non-game species of wildlife. Cropland, woodland, and grassland are intermixed throughout the area, creating the desirable "edge" effect that attracts a wide variety of wildlife. Each habitat type provides a home for a particular group of species.

Building sites are available for commercial, industrial and residential areas throughout the city limits. Residential sites are available throughout the community. Commercial and industrial sites are available in the newly constructed industrial and business parks with the necessary infrastructure already in place.

The depth to bedrock associated with the soil causes severe limitations to its use as building sites. The soil is generally unsuited to dwellings with basements. It is only moderately well-suited to dwellings without basements due to shrink-swell potential and the depth to bedrock. However, properly designing and reinforcing foundations, installing foundation drains, and backfilling with porous material can help to prevent structural damage that may be caused by this limitation.

Flooding

The flood plain around the Cottonwood River has significantly affected the growth and development pattern of Marion to the west and to a lesser extent to the south of the community.

In Marion and the surrounding area the 100-year flood plain has been defined by the Federal Emergency Management Administration (FEMA) on officially adopted maps. The 100-year flood plain is the area where within it there is a 1-in-100 chance of flooding in any given year. It should be noted that the flood hazard area encompasses more area within and adjacent to Marion than does the FEMA designated flood plain. This area is the one identified by the community as subject to flooding and should be kept free from future development to the maximum extent possible.

The floodway includes the center of the channel of a stream or river and that area, all within the flood plain, which carries the majority of the floodwaters. Under no condition should construction be permitted in a floodway, and preferably development should be discouraged in the flood plain altogether. Regardless, construction in the flood fringe must be at least one foot above the 100-year flood level. This level could be set higher. The flood fringe is defined as that area between the floodway and the boundary of the flood plain. Generally, it is recommended that should development be permitted in the flood fringe, it should be confined to low density, non-residential uses.

CHAPTER 3 EXISTING LAND USE AND ZONING

Introduction

The land use inventory utilized Marion County's recent aerial photographs of the planning area. Land uses were identified as either flood plain, rural/agricultural, residential (single-family and multi-family), commercial/office, public/semi-public, industrial or vacant land.

The results of the land use survey are shown on an Existing Land Use Map. The map shows particular types of land use located within City limits as well as in the unincorporated area. This Land Use Map is shown on the following page.

In Marion County, agricultural zoning provides for 2 houses per 40 acres of land with a minimum of 5 acres per home site. There are some restrictions and other options available in certain situations. Contact the County Zoning Administrator for more details.

Urban Land Use Pattern

To a great extent, its existing street network defines a city's general form. In Marion, that network primarily consists of narrow streets and alleys laid out in right angle grid pattern. Recent developments in the City have signaled a shift away from this more traditional framework.

While older areas of the city were designed around a grid street system, its newer neighborhoods are characterized by more attention to curvilinear streets and larger lots.

Rural/Agricultural Land Use

The most prevalent use of property in the unincorporated part of the planning area is agricultural land. The use is common throughout the entire planning area.

In terms of residential development, there are a large number of homes distributed around the Marion County Lake in a pattern that does not indicate predetermined growth. One consequence of this development is that the non-agricultural development is relatively compact in the planning area. Scattered large-lot residential sites are very common in the area.

Residential Land Use

The majority of the land within the city limits is zoned low density residential. The community has developed with more or less exclusive single-family neighborhoods, with more intensive non-residential uses and higher density residential uses confined to the periphery of these areas. Single family uses in Marion are close to services and

employment centers, yet the City has been quite successful in buffering single-family areas from any negative impacts. There are few areas devoted solely to multi-family dwellings. The current multi-family dwellings are designed for low-income, disabled and elderly. There are few apartments available for the general public.

There is little evidence of scattered site residential growth in the unincorporated planning area. The residential growth is concentrated on the north and east sides of the Lake. This may become a problem should the City attempt to negotiate pre-annexation agreements with property owners in areas with public facilities that have not been built to City standards.

In the past five years, we have approved and implemented subdivision regulations in an effort to control the systematic development of the subdivision.

Commercial Areas

The commercial areas of the city are concentrated along the Main Street Corridor (Central Business District) and U.S. Highway 56 Business Park. In addition, there are a number of other commercial properties within the City limits.

The Main Street Corridor functions as the City's primary area for office and retail space. The commercial area does not radiate into adjacent neighborhoods, except in the immediate blocks adjacent to the central business district.

Development at the Highway 56 Business Park has increased significantly in the past five years. There are prime building sites available for additional development.

Industrial Areas

The City has completed the development of the industrial park along Hwy 56 and has constructed a building for new business prospects. It is the City's intent to locate all future industrial businesses into this area as there are minimal industrial sites located along the main street corridor and adjacent properties.

Public/Semi-Public Areas

The park system in Marion is well developed. Central Park is the hub of activity and is located in the center of town. It offers a basketball court, gazebo, picnic facilities, sand volleyball courts, horseshoe pits, several separate play areas with play equipment, sand boxes, beautiful water fountains and a nature trail. East Park is located near the elementary school and offers a skate park, shelter house, and tennis courts. Liberty Park is located downtown and has a gazebo for small gatherings. The Sports Complex is located on the east edge of town next to the school's football stadium. Ann's Park, at Roosevelt and Kellison, is a neighborhood nature park, featuring a grassy area and flowers.

Marion has a Headstart program for preschool, in addition to some private preschools. The elementary school has its own campus across from the new gym/pool complex. The middle school and high school share a campus. Butler Community College has an active program within the City and they are located on the north end of town.

There are several churches, a critical access hospital with 24 hour emergency room service, chiropractic services, one nursing home, two medical clinics and an assisted living facility.

Sites are available throughout the city for both commercial and residential building. This includes lots in both our business park and industrial park, as well as residential lots scattered throughout existing neighborhoods and new developments.

The City of Marion has had zoning regulations in effect since 1976 with various revisions over the years. Subdivision Regulations were adopted in 2001.

General Zoning Pattern

For the most part, zoning in Marion follows the general land use pattern as shown on the existing map. There are few nonconforming uses, given that the use of the land is consistent with the zoning of the land.

By analyzing both the City's zoning map and its Existing Land Use Map, there appears to be an adequate amount of land zoned for commercial and industrial uses in the planning area. However, there may be a need to increase residential opportunities for both single and multi-family uses in response to particular projects. Should any property currently outside the current City boundaries become part of the City, there would be a need to rezone the land consistent with the zoning districts contained in the City's zoning ordinance.

CHAPTER 4 POPULATION AND BUILDING INTENSITY

Introduction

Population growth is affected by a variety of factors, most notably by changes in the local and regional economies. Therefore, population trends do change, but good planning cannot be based upon unfounded anticipation of change. Consequently, changes in the population must be closely monitored and analyzed to ensure the continued viability of the plan.

Marion has had a stable population base for the last seventy years. Recent economic growth in other communities in Southeast Kansas and Southwest Missouri may reflect an increase in population based on its location. The development of new housing may help to increase this growth.

Population Trends

Since 1930, the City's population has remained stable from 1,959 persons to its current level in 2012 of 2,148 persons. This represents a 1% increase in total population over the past 82 years. The City's population growth trends have been cyclical when viewed from the prospective of individual census periods. Between 1930 and 1960, the population of Marion grew 10.7% while from 1970 to 2000 the City's population increased 2.7%. Furthermore, from 2010 to 2012, the city's population increased 11.5%.

TABLE 4.1
Population Trends, 1970 to 2012
Marion County, Kansas and surrounding area

Area	POPULATION						% Change	
	1970	1980	1990	2000	2010	2012	1970-	2000-
							2012	2012
Marion	2052	1951	1906	2110	1927	2148	4.68%	1.80%
Hillsboro	2730	2717	2704	2854	2993	2953	8.17%	3.47%
Peabody	1347	1474	1349	1384	1210	1368	1.56%	-1.16%
Herington	3165	2930	2685	2563	2522	2621	-17.19%	2.26%

Sources: U.S. Census (1970, 1980, 1990, 2000, 2010, 2012)

Urban Population In Surrounding Areas

The larger cities in Marion County, Kansas, as well as Herington in Dickinson County, Kansas, were compared from 1970 to 2012. Over the last forty two years, Marion has experience the second largest increase of any surrounding community with a 4.68% population growth while Herington was the only community with a population decrease.

Of the four cities, Marion and Hillsboro had the highest rate of population increase. Table 4.1 summarizes these population trends.

Household Population

According to the 2010 Census, there are currently 859 households in Marion. In 1990 there were 834 households, which means a 3% increase in total households in the past decade. In 1990 the median household size in the City was 2.18 persons, by 2000 it had increased to 2.34 persons.

Age

Changes made by the Census Bureau to the age categories between 1980 and 1990 do not make it possible to compare earlier population distribution. However, some comparisons can be made between the City and its surrounding area between 1990 and 2012.

The largest age group in Marion is individuals who are over 65 years old. (Table 4.2) Over the last 22 years, there has been a large increase in 5-14 year olds (82.04%) and 35-44 year olds (60.10%), which is an indicator that new families are moving to our area. There has also been a large increase in 65 year olds and older (64.09%) which would indicate retirees locating to the area.

TABLE 4.2
Age of Population
Marion, Kansas

	1990	2000	2010	2012	Percent
Group	Persons	Persons	Persons	Persons	Change
Under 5	130	129	94	102	-21.54%
5-14	206	314	282	375	82.04%
15-24	189	210	219	123	-34.92%
25-34	213	206	167	313	46.95%
35-44	198	276	229	317	60.10%
45-54	159	218	277	225	41.51%
55-64	213	195	215	204	-4.23%
65 and over	298	562	444	489	64.09%

Sources: 1990, 2000, 2012 Census of Population & Housing

Educational Attainment

Marion residents are relatively well educated; the vast majority aged 25 years and over had at least a high school diploma. Of persons that are age 25 or older, 83.46% have a high school diploma, some college, an associate's degree, or at least a bachelor's degree. (Table 4.3) The number of persons who did not graduate from high school decreased by

36% from 1990 to 2010, while the number of people obtaining a high school diploma, some college or an associate's degree increased by 35.13% and those obtaining a bachelor's degree or higher increased by 41.61%.

TABLE 4.3
Education Attainment
Marion, Kansas

	1990		2000		2010		
	25 yrs or over	% of total	25 yrs or over	% of total	25 yrs or over	% total	% change from 1990- 2010
Did not graduate high school	400	29.65%	200	14.32%	256	16.54%	-36.00%
High school graduate, some college, or associate's degree	800	59.30%	957	68.50%	1081	69.83%	35.13%
Bachelor's degree or higher	149	11.05%	240	17.18%	211	13.63%	41.61%
Totals	1349		1397		1548		

SOURCE: 1990, 2000, 2012 Census of Population and Housing.

CHAPTER 5 PUBLIC FACILITIES

Introduction

As part of the planning process, it is essential that the City of Marion's existing and proposed community facilities be evaluated to determine if population growth can be accompanied without reducing the level of services provided to current customers.

Included in the review presented here are the following categories: City administrative and maintenance facilities, including police and fire protection and library; parks, recreation and open space; education; water distribution system; the sanitary sewer collector system and the wastewater treatment facility.

Municipal Buildings

Marion Community Center and Ballroom. The City has a combination city offices and community meeting rooms located on the corner of 3rd and Santa Fe.

The Ballroom is a large area with tables, chairs and stage area with stage wings. The stage was extended to allow increased area and storage space underneath. The ballroom has a seating capacity with tables and chairs of 200 persons. The ballroom was air conditioned in 2001. The balcony of the ballroom seats 234 persons.

The basement of the Auditorium is 2,700 square feet and houses a large kitchen, large meeting area and restrooms. It has an occupancy capacity of 180 people.

The City Police and Fire Station. The stations are located together adjacent to the downtown area. The Police Station is 1,440 square feet and includes a main office, chief's office, records room, interrogation room and evidence room.

The Police Department consists of 5 full-time sworn officers and 5 part-time officers. Full time officers include one Chief, one assistant chief, one sergeant, and two Patrol Officers. The department furnishes uniforms, ballistic vests, duty gear and a duty weapon, including ammunition. The Department has 5 patrol vehicles, all equipped with radios, radars and patrol rifles. The Police Station office includes computers, cameras, copy and fax equipment as well as many evidence collecting types of equipment.

The Fire Station is located in a space of 3,840 square feet. They provide services both within the City and outside of the incorporated area. The coverage extends to four townships. The City owns a 750-gallon 2006 pumper while the township owns a 2500-gallon 1984 tanker, a 750-gallon 1985 pumper, a 400-gallon 2001 rangeland pumper, a 250-gallon rangeland pumper, and a 1995 support vehicle. The Fire Department has a part time paid Fire Chief and 17 volunteers who receive compensation per run.

Emergency Medical Services: The County provides Emergency Medical Services to all residents of Marion County.

Library. The City operates an active Public Library located in the renovated and restored Santa Fe Railroad Depot. There is one full time librarian and five part time staff members. The facility is 5,400 square feet in size.

City Museum. The museum is located on Main Street and is 2,400 square feet in size.

Airport

The City-owned airport is located within the City limits on land separated from the contiguous urban area located in Marion County. The needs include a longer runway, new turn around and apron, more hangar space and an improved car parking area.

Parks, Recreation and Open Space

One of the most visible measures of the quality of life in a community is its park system. The recreational facilities the Parks contain provide opportunities for exercise and relaxation. This section includes an inventory of existing parkland and recreational facilities in Marion. This inventory is then compared with national standards to determine the need for improvements to the park system.

There are three basic types of parks that can exist in a city. Regional, containing at least 250 acres and serving more than one county; community, containing at least 10 acres and contain recreational facilities; and neighborhood parks with usually less than 10 acres and consisting of unstructured facilities.

The Marion County Park & Lake, listed on the National Register of Historic Places, is a regional park that serves Marion County as well as communities within a 60 mile radius. It is not located within the City, but is within the planning area. It is less than five minutes east of Marion. This beautiful 300 acre park includes a 153-acre lake, heated fishing dock, shower house facility, gathering hall and camping facilities.

Brooker Central Park is located on Main Street near Mud Creek (aka Luta Creek). There are large grassy and shaded areas where festivals and events are held. Facilities include picnic tables, benches, a fenced-in basketball court, a gazebo/stage area, two shelter houses, restrooms, a drinking water fountain, two decorative fountains, playground equipment placed throughout the park, horseshoe pits, a nature trail, along with a natural spring. Although Brooker Central Park is slightly less than 10 acres, which would qualify it as a “community park”, it has always been utilized as a park that benefits the entire community.

East Park, located at Thorp and Lawrence Streets, includes tennis courts, skateboard park, and a covered picnic area with numerous picnic tables.

Ann's Park, located at Roosevelt and Kellison, is a neighborhood nature park, including a variety of flowers and grassy area.

Liberty Park is a neighborhood park located in downtown Marion, at 2nd and Main. The park was named after the large American flag mural painted on the wall east of the park. This area contains a large gazebo and grassy area.

There is a privately owned nine-hole golf course, the Marion Country Club. Membership is open to all and serves as a regional recreational facility.

For a city the size of Marion, the National Recreation and Parks Association recommends 8 acres of community parks and 4 acres of neighborhood parks, a total park area of 12 acres. It is clear that in terms of park acreage, Marion's current supply of parkland is not totally deficient in meeting the needs of the community. The existing park evaluation does not include school playgrounds and recreational facilities that could function as a neighborhood/community parks when school is not in session.

Recreational Facilities. Although the evaluation of parkland is important, the most crucial variable in determining the adequacy of recreational opportunities in Marion is the supply of recreational facilities. Ideally, the number and type of facilities provided should correspond directly to the size and diversity of recreational demand.

Unfortunately, determining the precise nature of the existing recreational demand is difficult and determining future demand is nearly impossible. For this reason, this section uses national standards to determine current and future facility deficiencies. The advantage of this approach is that it does not reflect local variations in recreation needs and, therefore, should be used with caution.

Table 5.1 lists recommended recreational facilities for a community the size of Marion, and the existing recreation facilities. The recommended range of units for each type of facility is equal to the national standards, which are expressed as the number of units per 1,000 population assuming Marion's population of 2,110.

Table 5.1
Recreational Facility Needs

Activity	Facility Units	Recommended Units per 1,000 population	Facility Needs	Existing Facility
Basketball	Courts	0.400	1	1
Tennis	Courts	0.500	1	2
Golf	9-holes	0.720	2	1 **
Baseball	Fields	0.167	1	2
Softball	Fields	0.333	1	2
Soccer	Fields	0.200	1	2
Swimming	Sq. Yds of Pool	11.000	105	558
SAC	Sq. Feet	50,000		

**Identifies Facility Deficiency

Sports and Aquatics Center (SAC) was completed in the fall of 2008.

In general, the supply of recreational facilities in Marion rates quite highly. There are no deficiencies according to national standards, except for the number of golf holes available. The current quantities of basketball courts, tennis courts, baseball/softball fields, soccer fields and swimming pool size are adequate by national standards. The golf course is a non-municipally owned facility and the City of Marion has no complete direct control over these facilities and access to them by the general public may be limited or restricted to paid memberships.

Education

Unified School District (USD) 408 has experienced a decline in enrollment over the past five years, despite the trends that indicate that the overall population has increased. Not included in these totals are the approximately 50-60 students within this school district who are being home schooled and not enrolled in USD 408.

Table 5.2
Enrollment Trends 2000-2005
USD 408

<u>Academic Year</u>	<u>Totals</u>
1999-2000	732
2000-2001	741
2001-2002	717
2002-2003	685
2003-2004	642
2004-2005	641
2005-2006	631
2006-2007	617
2007-2008	599
2008-2009	606
2009-2010	578
2010-2011	566
2011-2012	542
2012-2013	534
2013-2014	506
2014-2015	499

Source: Lee Leiker, Superintendent, USD 408, 2014

Municipal Utilities

The City of Marion provides the utilities of electricity, water and sewer. Natural gas is provided privately. This section will address the municipally owned utilities.

Electric System. Kanas Power Pool provides wholesale power that is distributed and maintained by the City of Marion.

Water Supply, Treatment and Distribution System. The community currently obtains all of its water from the Marion Reservoir using a filtering system and new state of the art ozone treatment facility. In addition the City of Marion has an alternate water source with pump system from Mud Creek, if the need for alternative sources occurs. The water distribution system includes two elevated storage tanks. The larger of the two has a 500,000 gallon capacity and the smaller tower has a storage limit of 70,000 gallons. The water treatment plant has a production potential of 1,000,000 gallons per day and an outflow of 550 gallons per minute. The system is meeting the current needs of the City and has room for expansion.

Storm Drainage Issues. The goal of storm drainage management is to assure that the volume and rate of water leaving a property after it has been developed is the same as it was before development. Marion may need to formulate a storm drainage master plan to provide a complete picture of structural and nonstructural alternatives to control both existing and future problems. Restricting development in flood plains should be considered an integral part of a storm drainage plan.

Sanitary Sewer Collector System and Wastewater Treatment Facility. Marion and the surrounding area have both a gravity flow system and lift pump station. While a gravity flow system is more cost effective, it is limited to serving the areas directly uphill from the treatment facility so that sewer lines flow in a continuous downhill path.

The City's wastewater treatment facility is a three cell aerated stabilization lagoon system located on South Third Street and Sunflower Road, currently operating at approximately 50% capacity. The lagoon size has a surface area of 14.0 acres. The treatment plant has a 180,000 gallon per day capacity with a great deal of room to accommodate future residential and industrial land uses. The sanitary sewer system is sized to adequately meet the City's current needs, as well as its future needs.

The City provides water and sewer to lake

CHAPTER 6 TRANSPORTATION AND TRANSPORTATION FACILITIES

Introduction

This chapter examines the existing planning area's transportation system emphasizing major streets. Issues relating to bicycle transportation are also considered and discussed.

Functional Classification of Streets

Streets have varying degrees of service that they provide or are intended to provide, and because of this, a functional classification system was developed by the Federal Highway Administration. In general, this functional classification is based on a street hierarchy; streets at the top of the hierarchy (interstates) provide a high level of mobility without direct access, and streets at the bottom of the hierarchy (local streets) provide a low level of mobility with direct property access.

The various major streets in the planning area are either on arterial or collector street types. Arterial streets are intended to move large volumes of relatively uninterrupted traffic through the City and rural areas while property access is not the primary objective of this type street. Collector streets provide both property access and traffic circulation within residential, commercial and industrial area and are designed to "collect" traffic generated by various land uses and channel it to the arterial street.

Street Network and Land Use

Although the planning area's major street network was primarily designed for mobility, its impact on land use and development cannot be overstated. The street hierarchy discussed above serves as a permanent framework that guides the location of residential neighborhoods, commercial developments, industrial properties and many other land uses within Marion and its surrounding extraterritorial planning area.

Commercial activity in the planning area is attracted to and supported by arterial streets. Retail land uses in particular need the high traffic volumes, good property access and good visibility afforded by arterial roads.

Industrial development also requires access to vehicular transportation facilities, especially highways. Access to rail facilities may also be a determining factor in some industrial location decisions.

Residential development, particularly that designed within the last 40 to 50 years, tends to be located away from major transportation facilities such as major streets. Not all parts of the City have been developed with overt concern for the negative impacts that street layout may have on development. For example, the older sections of Marion were developed on a street grid, with little consideration given to the effect that excess traffic has on residential areas. This "neo-traditional" design is gaining popularity again in

many parts of the country. There older neighborhoods, with their straight streets, smaller lots and mixed land uses stand in contrast to the City’s newer subdivisions based on the “neighborhood unit concept”. This type of street layout protects the residential areas from through traffic by placing arterial streets on the perimeter of the neighborhood.

Street Right-Of-Way Standards

Minimum right-of-way standards for streets in the planning area should be defined in the City’s Comprehensive Plan and should be implemented in the City’s system of land use regulations. They are presented in Table 6.1.

Table 6.1
Minimum Right-Of-Way Standards
Marion and Surrounding Unincorporated

<u>Street Type</u>	<u>Minimum ROW Width (Feet)</u>
Arterial	100
Collector	80
Local	66

Bicycle Transportation

In an effort to create more environmental friendly transportation systems, bicycles have become a viable mode of transportation. In general, there are three types of bikeways that comprise a bicycle transportation system.

Bike paths

A bike path typically has its own right-of-way and is designed exclusively for bicycle traffic, along with possible pedestrians. They are physically separated from vehicle traffic.

Bike lanes

A bike lane is a designated lane on a public street for bicycle traffic only. Existing streets may be retrofitted and re-stripped so that a bike lane is feasible, and significantly less expensive than bike paths.

Bike routes

A bike route is part of a public street, but only signs designate it. In other words, bicyclists and motorists share a standard width travel lane. This is the least expensive component of a bicycle route.

CHAPTER 7 ECONOMIC CONDITIONS

City Household Income

According to the 2000 Census, household income in Marion is lower than the State's average by 21%. The median household income in Marion was \$32,125; the State's median household income was \$40,624. Approximately 20% of all Marion households earn less than \$15,000 per year, 33% earn between \$15,000 and \$35,000, and 45% earn over \$35,000 (Table 7.1).

The most significant difference between household income in Marion and the State can be seen in the middle income bracket (\$15,000 - \$35,000 per year) as well as in the highest income bracket (over \$35,000 per year). While the middle income bracket contains a larger percent of households as compared to the State, the highest income bracket has 10% less households as compared to the State. A decade ago there was considerably more disparity in the number of households in the lowest income bracket (under \$15,000). In 1990, 38% of households earned less than \$15,000 compared to 2000 when just 20% earned the same amount.

Table 7.1
Household Income
Marion and Kansas, 2000

<u>Annual Income</u>	<u>Marion</u>		<u>Kansas</u>	
	<u>No. of Households</u>	<u>% of Total</u>	<u>No. of Households</u>	<u>% of Total</u>
Under \$15,000	168	20.4	155,190	
14.94				
\$15,000-\$34,999	272	33.1	288,569	27.77
Over \$35,000	<u>382</u>	46.5	<u>595,181</u>	57.29
TOTALS	822		1,038,940	

Source: 1990 and 2000 U.S. Census, Summary File 3

However, in addition to having a lower average household income, the City also has a relatively low percentage of its population below the poverty level. According to the 2000 Census, 6.7% of the City's population lives in poverty compared to 9.9% of the State's population.

Industry Employment

In terms of employment sub-sectors, Marion's economic base is heavily concentrated in four areas; manufacturing, trade, health and education services (Table 7.2). Taken together, these sub-sectors account for over 61% of the City's workforce. Manufacturing is the largest, employing almost 18% of the City's workers.

Table 7.2
Selected Industry Employment
Marion and Kansas, 2000

<u>Industry</u>	<u>Marion</u>		<u>Kansas</u>	
	<u>Employed</u> <u>Persons</u>	<u>% of</u> <u>Total</u>	<u>Employed</u> <u>Persons</u>	<u>% of</u> <u>Total</u>
Agriculture	36	4.25	43,792	3.97
Mining	10	1.18	6,716	0.61
Construction	80	9.43	85,298	7.74
Manufacturing	165	19.46	197,960	17.95
Transportation	43	5.07	54,911	4.98
Communications and Public Utilities	8	0.94	13,953	1.26
Trade	95	11.20	195,048	17.69
Finance, Insurance and Real Estate	64	7.55	80,129	7.7
Services				
Professional	34	4.01	61,071	5.54
Recreational	9	1.06	16,949	1.54
Health	149	17.57	157,576	14.29
Educational	96	11.32	130,624	11.85
Public Administration	<u>25</u>	<u>2.95</u>	<u>58,549</u>	<u>5.31</u>
TOTALS	848		1,102,576	

Employment by Occupation

Over 66% of the selected City's workers fall into 5 occupation sectors and sub-sectors: management, professional, office support, production, construction and extraction. The occupation sector with the largest number of employees is the management, professional, and related sector.

When compared to the State, the city's construction and extraction sub-sector along with the production sub-sector are significantly above the State average. Construction and extraction occupations are 66% higher and production occupations are 61% higher as compared to the State's percentages (Table 7.3).

Table 7.3
Selected Occupation Employment
Marion and Kansas, 2000

<u>Occupation</u>	<u>Marion</u>		<u>Kansas</u>	
	<u>Occupation by Person</u>	<u>% of Total</u>	<u>Occupation by Persons</u>	<u>% of Total</u>
Management and Related				
Management	133	15%	182,437	14%
Professional	156	17%	263,151	20%
Sales and Office				
Sales and related	68	8%	140,544	11%
Office support	102	11%	199,505	15%
Service				
Healthcare support	26	3%	28,060	2%
Protective services	7	1%	20,164	2%
Food preparation	35	4%	64,838	5%
Maintenance and				
Cleaning	25	3%	39,489	3%
Personal Care	14	2%	37,591	3%
Construction				
Construction and				
Extraction	86	9%	73,173	6%
Installation and				
Maintenance	47	5%	56,767	4%
Production, Transportation				
And Material Moving				
Production	118	13%	117,684	8%
Transportation and				
Material Moving	75	8%	79,625	6%
Farming, Fishing, Forestry	<u>6</u>	1%	<u>13,255</u>	1%
TOTALS	898		1,316,283	

Commercial Sales

Commercial sales have been somewhat stable over the past thirteen years. (Table 7.4). The general trend is one of consistent annual sales of between \$13,500,000 and \$15,500,000.

The City's commercial sales data suggests that commercial sales figures have decreased by approximately 15% to 10% from a peak in the late 1990's to the present. This may be in part to the State going to a simplified sales tax system in 1999-2000 and to decline in the farm economy during this same time period. Marion County reflected a trend similar to that of the City according to the Marion County Treasurer.

Table 7.4
Commercial Sales
Marion 1990 to 2006

<u>Year</u>	<u>Sales Tax Collected</u>	<u>Commercial Sales</u>
1990	\$508,750	\$10,383,000
1991	\$530,214	\$10,821,000
1992	\$532,236	\$10,862,000
1993	\$665,950	\$13,591,000
1994	\$671,807	\$13,710,000
1995	\$675,831	\$13,800,000
1996	\$686,757	\$14,015,000
1997	\$755,955	\$15,430,000
1998	\$777,599	\$15,869,000
1999	No figures available	
2000	\$713,445	\$13,461,000
2001	\$749,971	\$14,150,000
2002	\$824,111	\$15,549,000
2003	\$785,237	\$14,816,000
2004	\$755,073	\$14,247,000
2005	\$741,124	\$13,983,000
2006	\$744,626	\$14,616,000

Source: City Clerk's Office, State of Kansas

Planning Implications

This Chapter highlights the importance of the service and manufacturing industries to the City's economy. Over five out of every ten employed persons work in these two industries, and the land use recommendations of the Future Development Plan should support those trends.

CHAPTER 8 HOUSING

Introduction

Housing constitutes the most prevalent use of land in the City. This chapter examines the types of homes in Marion, as well as their vacancy rates, values, and affordability. Past and future housing demands are also analyzed.

Housing Type and Occupancy

The 2000 Census identified 946 housing units in Marion, of which 85 percent are in single-family structures. Table 8.1 details the numbers and types of housing units in Marion.

Table 8.1
Housing Units in Structures, 2000
Marion, Kansas

Types of Structure	Number of Units	Percent of Total
1 Unit	804	85%
2 to 4 Units per structure	35	4%
5 to 9 Units per structure	20	2%
10 or more Units per structure	52	5%
Mobile home, trailer and other	<u>35</u>	<u>4%</u>
TOTAL UNITS	946	100%

2000 Census of Population and Housing, Summary File 3

Only 4% of the City's housing units are in low-density residences other than single-family units consisting of duplexes, 3-plexes, and 4-plexes. Apartments of over five units constitute about 7 percent of the City's total. In addition, 4 percent of the housing units are trailers or mobile homes.

Of the City's total housing units, 67 percent are owner-occupied while 23 percent of the City's housing units are renter-occupied. Table 8.2 summarizes occupancy and vacancy data for the city of Marion.

Table 8.2
Housing Occupancy and Vacancy, 2007 Estimate
Marion, Kansas

	<u>Number</u>	<u>Percent of Total</u>
Owner-occupied Housing Units	637	67%
Renter-occupied Housing Units	217	23%
Vacant Housing Units	<u>95</u>	<u>10%</u>
TOTAL UNITS	946	100%

2000 Census of Population and Housing, Summary File 3

The vacancy rate of 10 percent is above the average vacancy rate for a city. Typically, communities show a vacancy rate of 5%-6% when they reflect an active housing market. The housing market does not reflect a demand for housing units.

Table 8.3
Year Housing Structures Built
Marion, Kansas

<u>Construction Period</u>	<u>Number of Units</u>	<u>Percent of Total</u>
1999	1	
1998	5	
1997	6	
1996	3	
1995	2	
1994	5	
1993	2	
1992	3	
1991	1	
1990	2	
1980 to 1989	55	
1960 to 1979	229	
1940 to 1959	187	
Before 1940	427	

1990, 2000 Census of Population and Housing, Summary File 3
Marion City Clerk

Housing Values

The median housing value in Marion, according to the 2007 Census, is \$78,910, which is 65% of the States average value of \$121,200 and 45% of the national average \$173,420. Table 8.4 presents a complete summary of the owner-occupied housing values in the City.

Table 8.4
Value of Owner-Occupied Units, 2007 Estimate
Marion, Kansas

<u>Housing Value</u>	<u>Number of Specified Owner-Occupied Units</u>	<u>% of Total</u>
Less than \$50,000	136	24%
\$50,000 to \$99,000	249	43%
\$100,000 to \$149,999	138	24%
\$150,000 to \$199,999	27	5%
\$200,000 and over	<u>24</u>	<u>4%</u>
TOTAL	574	100%

Twenty-four percent of the City's owner-occupied housing units were valued at less than \$50,000 by the Census Bureau in 2007. Approximately 91 percent of Marion's homes were valued at less than \$150,000. These figures may or may not represent actual market value or what consumers would be willing to pay for homes in the open market. This might suggest an unfulfilled need for higher priced homes in Marion which is currently being unmet.

Of the specified housing units that were valued by the Census Bureau in 2000, only 53 percent were mortgaged. This suggests a lack of moves by households. This could be due to a lack of units available for purchase (Table 8.5).

Table 8.5
Mortgage Status, 2000
Marion, Kansas

<u>Mortgage Status</u>	<u>Units</u>	<u>% of Total</u>
With a Mortgage	299	53%
Not Mortgaged	<u>261</u>	<u>47%</u>
TOTAL	560	100%

Housing Affordability

Housing affordability is a national concern and is influenced by at least three factors: housing costs, household income, and lending interest rates. Table 8.6 shows the range of housing values (as indicated by a 90% mortgage) that each income bracket in Marion can afford, based on assumptions specified in Table 8.5.

CHAPTER 9

PLANNING IMPLICATIONS

Introduction

The previous chapters examined the various factors affecting the future development of Marion. This chapter discusses their planning implications and recommends general policies to be included in the following section, the Future Development Plan.

Population Trends

The population of Marion has not consistently increased at a rate exceeding the growth of Kansas. In some decades the City has grown faster than the State; in other Census periods, the reverse has been true. However, like most cities in the State, the City's population has leveled to a more moderate growth rate during the past 20 years.

While population increases are often desirable for a city, extremely fast growth can have a negative impact on such factors as traffic, development patterns, and pollution. The City's recent, more modest growth allows residents the unique opportunity to maintain and improve Marion's quality of life by planning for the future.

Perhaps the most significant population trend in Marion, from a planning perspective, is the substantial number of 1-person households. This trend suggests that not only are households getting smaller, but that their structure is changing at the same time. An increased number of households translates into greater demand for dwelling units, and more 1- and 2-person households suggests the need for housing types other than the typical single family home.

Another demographic trend that may have important planning implications is the City's educated population base. This factor alone suggests that Marion residents are capable of responding to the demands of an increasingly competitive marketplace, one that more often requires well-educated workers. When combined with the presence of Butler Community College, the City seems to have the potential to attract industries that focus on the need for skilled workers.

Finally, the population forecasts presented in this Plan mirror the moderate growth rates experienced in Marion during the past 20 years, and they may be used for planning such land use issues as housing demand, retail development, and parks and open space.

Economic Base

The data highlights the importance of the service, manufacturing and trade industries to the City's economy. Almost 6 out of every 10 employed person's work in these three industries, and the land use recommendations of the Future Development Plan will support those trends. In addition, the City needs to consider whether its manufacturing

base is something it wants to preserve and expand as part of an economic development program, and if so, what that program means in terms of future land use decisions.

Finally, the City's role as a shopping area illustrates the need for sufficient retail land as growth occurs over time. Retail areas should be planned for a variety of shopping purposes, including both neighborhood and citywide. Preservation of the downtown area as the central commercial area is important.

Environmental Characteristics

The presence and location of the 100-year flood plain is a primary factor affecting the future development of the planning area. In addition to being a hazardous area for construction, the 100-year flood plain represents environmentally sensitive land that, to the extent possible, should not be developed. It also contains some of the areas most desirable, productive agricultural land. Keeping development out of the flood plain, however, can be difficult, despite the presence of flood plain regulations and land's agricultural value.

Marion, like most communities, does not directly control land use within the flood plain. Flood plain land is zoned for development, and if the requirements of the flood plain regulations are met, development can occur there. Some communities have made it more difficult to develop in the flood way fringe by increasing the grading requirements in their regulations from one foot above the 100-year flood elevation to two feet. It is unclear whether this action further discourages flood plain development without additional land use controls.

The Comprehensive Plan should clearly express the City's intent to restrict development in the 100-year flood plain. The first step in this process is to identify all undeveloped flood plains as future open space areas on the Future Development Plan Map. As open space corridors, these flood plains may be used for future recreation, agriculture, greenbelts, or bicycle paths. They may also function as natural urban growth boundaries. Implementation techniques may include the following:

- increasing the grading requirements in the flood plain regulations from one foot to two feet.
- allowing the transfer of development rights from flood prone land to developable land.
- simple acquisition of flood plain land by the City.
- Conservation easements (with associated tax benefits) placed on flood plain land by landowners.

The topography of the planning area does not present any major constraints to development.

Existing Land Use and Zoning

Residential development: In terms of new residential development, the City should encourage more mixing of densities and housing types than has occurred in the past, particularly in the developed part of the community. This does not mean, however, that all residential uses in the City must be strictly combined. For example, the area adjacent to the northern and southeast boundaries of the City may be appropriate for suburban-type development.

In the future, vacant single-family areas in Marion are expected to develop at a pace sufficient to satisfy short-term demand. Eventually, however, it appears that single-family development at urban densities will need to be built beyond the City's current boundaries. The Future Development Plan recommends the location of those residential growth areas.

Commercial development: New strip commercial areas should be encouraged. To allow for future commercial development, commercial nodes should be recommended at major intersections.

Industrial development: Industrial area recommendations in the Comprehensive Plan should be based on such criteria as location, transportation and adequacy of existing or planned infrastructure. As with commercial development, the City should reconsider the policy of zoning large strips of land for industrial purposes. Future industrial development should be focused in clusters along designated industrial use corridors.

Zoning policies: Finally, the City may want to consider supplementing the planning area's "open" zoning policies with "planned" zoning requirements. Such requirements would focus on specifying certain uses with a rezoning application, which would give the Planning Commission more control over the type and quality of development being proposed.

Housing

Like most American cities, housing constitutes the most prevalent land use in Marion. This factor alone underscores the importance of planning for housing and residential use.

Housing has both a social and a physical development component. From a social standpoint, the Planning Commission should work to ensure that residents have an adequate supply of housing that is safe, affordable, and developed in quality neighborhoods. Each of these factors can be directly or indirectly affected by either the zoning regulations or the subdivision regulations.

One of the Plan's most important planning assumptions is the forecast that the City will need to add 120 new dwelling units to its housing stock by the year 2025. This housing unit forecast is only a small part of the City's future housing policy, however. Other policy factors to be considered include:

- the location of residential growth areas outside the City's current corporate boundaries.
- the location and mix of various residential densities, including single-family detached units, duplexes, and multi-family apartments.
- subsidies by the City to encourage residential growth.

Community Facilities and Services

Marion has done an excellent job in planning its public facilities to encourage compact growth. The City has expanded its services in a way that strongly discourages urban sprawl and promotes efficient use of existing resources. For a significant period of time, the City had a stable population that allowed it to use existing capacity. However, it is clear that if growth occurs, additional facilities will be needed. These facilities will require a significant amount of capital, often without the benefit of state or federal grants.

The goal of this Plan is to identify service areas in the City and its surrounding extraterritorial planning area. The service area concept can be described in three parts.

- Primary service area: The primary service area includes all land within the City limits. In this area, the City provides such services as sewer and water. Urban land uses and densities are encouraged in the primary service area.
- Secondary service area: The secondary service area is located outside the city limits, but it represents the area in which the City either plans to provide services such as sewer and water or currently does so. It also includes land where future City infrastructure extensions are likely, given such characteristics as existing land use, development trends, topography, and environmental factors. Like the primary service area, urban land uses and densities are encouraged in the secondary service area. The secondary service area is not an annexation boundary for the City. The City currently utilizes bilateral annexation agreements with landowners in the secondary service area who want to use City services to develop their property. The Comprehensive Plan supports the continuation of this policy.
- Rural service area: This service area has no existing or planned City infrastructure, and none seem likely in the future. As such, urban land uses and densities are discouraged in the rural service area.

Transportation

Major streets: There is a strong relationship between land use and vehicular traffic, and it highlights the need for a planning process that considers both elements together. The Phased Future Development Plan will identify the planning area's future major streets, an action that lays the foundation for acquiring the necessary right-of-way. Once a street has been designated on the Future Development Plan, it is the Planning Commission's responsibility to consider each plat, re-plat, and rezoning to determine the need for right-of-way dedications for that street. The major street designations provide a framework for the planning area's future land use patterns, as well as guidance on capital improvements programming.

Bicycle planning: Although a full bicycle master plan is beyond the scope of the Comprehensive Plan update, this document provides a forum for identifying the major concerns, issues and policies involved in bike planning for Marion and its planning area. For example, it may be the City's intent to locate any bike paths within the boundaries of the 100-year flood plain. Also, the Comprehensive Plan may identify the City's intent to identify specific major streets as bike lanes and bike routes, as well as indicate the general framework for a community-wide system of bikeways that connects such activity areas as public schools, public parks, and existing and proposed multi-family developments. Incorporating bikeway standards into the City's street right-of-way and improvement requirements should also be discussed. The Comprehensive Plan is not a bicycle master plan. Any bikeway issues discussed herein, as well as any related goals or policies are preliminary statements of intent only.

CHAPTER 10

URBAN DESIGN ATTRIBUTES IN MARION

Introduction

Urban design is concerned with the physical, cultural and aesthetic aspects of the public land common space in a city. The aims of urban design are to give a cohesive, pleasing and representational image to a city. Urban design can significantly affect the way that a community perceives itself and can create an ambience that affects private and public business. In addition, it can significantly influence the impression that a city transmits to visitors. Consequently, a city that is progressive is concerned about the aspects of urban design within its boundaries and is anxious to enhance and develop them within its capabilities.

An Urban Design Evaluation of Marion

Marion has many of the urban design advantages and disadvantages of similar midwestern small cities. It is a city well endowed with some significant architectural and historical buildings. It has a small, formerly well-developed central commercial and administrative core. The city has some rare and attractive features such as highly ornamented commercial buildings from the 19th century (e.g., the building currently housing the Gambino's Pizza restaurant and the old and ornate Donaldson building) and beautiful, simple, unadorned vernacular "Plains Architecture" facades. It is the Marion County seat and has important and architecturally prominent county facilities. It has some architecturally well-preserved and fine buildings, as well as historic, unique and beautiful former river-bed setting with recreational and tourist open-space amenities. It has some rewarding tourist attractions including the architecturally significant building on the National Register of Historic Places, Elgin House Bed and Breakfast and Restaurant, adjacent to the core. It also has a generous array of parking in the central business district. The main sources of 'industry' are located to the west and the north, outside the central and residential zones and do not impinge upon the character of the city. Although Marion is an attractive city, it has some remnants of poorly maintained or unsightly property. In addition, the city form has begun to change as new commercial and residential developments have located on the highways on the northern and eastern edge of the city, away from the central district of the city. The basic city form appears to be shifting from a centralized plan of the horse-and-buggy era toward an edge plan found in most contemporary cities in the automobile age. This has been amplified by the residential development at the nearby Marion County Lake that is close enough to the City to draw new residential location.

As a result, Marion is a city with a substantial inventory of fine, historically and architecturally interesting residential, public, commercial and industrial buildings in and close to the Central Business District or 'downtown core' but a growing amount of newer commercial establishments near the highways that thread alongside and through the city. A number of these establishments are 'chain' businesses that have standardized architectural features and do not respond to the local context of a small city in central

Kansas. This situation is typical of what is found in many small cities today. In addition, the attraction of the lake development has encouraged an edge direction of likely future growth toward the southeast.

In an urban design sense this can produce problems as the two distinct city patterns, of the centralized and dispersed, highway-based forms, compete for limited community and public resources and attention. This division in the direction of city growth often results in the demise of the 'downtown' in favor of 'commercial strip' growth. However, Marion in general seems to have strong support from the community, and is valued for its small town flavor where people know each other, crime is low and a sense of public safety predominates. The urban center of Marion seems reasonably architecturally healthy, and daily 'downtown' activities, especially for public facility needs, are sound. Some commercial limitations, due to the absence of specific retail facilities, have produced a somewhat negative view of the commercial viability of the downtown area. The areas bordering the CBD show some key urban design features such as edges, districts, nodes, landmarks and paths within the fabric of the city. These features can form the basis of an urban design, neighborhood proposal. The central business district or downtown core and the proposed linking highways to the Marion County Lake are the recommended main areas of urban design focus for Marion.

The CBD in Marion, though small and residual, is physically large, embracing about six blocks. It remains today as the city "center" of the community. However, some buildings are unoccupied, some offer poor street appearance and some are in need of maintenance and improvement and some are perhaps beyond saving. The district has an architectural beauty though this has been marred in places by fairly recent insensitive 'improvements' (such as the cover-up, modernized facades) that are out-of-context with the turn of the century styles and architectural detailing of the architecturally significant area. Limestone and an extensive use of brickwork give many of the buildings and environs a strong 19th century character. The extended CBD core contains some very fine architectural buildings. The County Court House, the elevators, the old Cottonwood River bed and Central Park, and Marion City Building form significant collective landmarks or points-of-reference within the city. The CBD is not 'centered' on one particular junction but the 3rd and Main intersection is capable of becoming a node or point-of-intensity within the City.

Marion's downtown core is surrounded by residential development of various styles and dates. In some areas, commercial enterprises are intermingled with housing, especially on the south and west. Sometimes this is not a pleasing inter-mingling.

The residential area to the north of the core gives way in a loose and architecturally unsatisfactory way to the unstructured agricultural land and park land of the former Cottonwood River flood plain which is a natural edge. On the northwestern edge of the city, adjacent to the levee, is an area of mixed scale and mixed condition housing and commercial and agricultural services.

In the eastern part of the city, the housing is newer, more homogeneous in style and scale and stretches until it reaches and is terminated by the edge of the golf course. This area is seen as the major growth area and has a significant amount of newer homes and new highway commercial and other non-residential developments.

The southern area of the City is architecturally variable, with a sense of intermittent development consisting of current and former agricultural servicing and transportation facilities and older-rural, residential properties. Architecturally, it lacks the organizing city land use and urban principles expected of planned city growth.

Along the western parts of the City is a district, or definable-area in the City identified with rural and highway commerce and the agricultural services industry. This area contains agriculturally based industrial businesses and agricultural-supply commercial businesses with associated yards, external storage facilities, etc. The area also contains rail tracks, rail and road intersections and the street that rises over the levee. Although not traditionally valued for their architectural beauty, the unadorned industrial structures in this district are a visual reminder of the city's roots of its ongoing economy. This district has a general industrial character that reflects its role in the economic life of the City and it also forms a cultural benchmark for the community. To the southwest is the natural barrier of the former flood plain (still designated as such by FEMA) and the land intensive city sewer-treatment services.

The main attention for urban design activity in Marion is the downtown core that is architecturally significant and has an environmental charm that continues to anchor the community. Coupling the downtown core with the developmental attraction of the Marion County Lake as a future growth area defines the recommended urban design intervention in this Plan.

Recommendations

In terms of urban design issues, it is recommended that the City seek a detailed and design oriented "Neighborhood Conservation and Improvement Plan" to accomplish the design of appropriate urban design outcomes. This current Comprehensive Plan suggests the design improvement possibilities and makes prototypical recommendations that should serve to direct any such future urban design plan.

This Comprehensive Plan recommends that:

- (i) the major urban design efforts should be placed in arresting decline and improving the physical condition of the downtown core
- (ii) as a secondary urban design action, the city should ensure that growth toward the lake, to the southeast, is conditioned by good urban design principles to maintain the urban integration of the new developments with the existing city character.

Urban Design in the Downtown Core

The first recommendation addresses the downtown core area. The core is identified as including some of the Central Business District and extending that area toward adjacent residential areas. This would be, approximately, both sides of Main Street between 2nd Street and 5th Street, and extending north and south by up to one city block, where appropriate.

The downtown core neighborhood plan should evaluate and recommend strategic action in the core area to maintain and enhance its position as the architectural, service commercial and cultural heart of the city. It is anticipated that such recommendation would include identification of specific urban design improvements within the core and develop ways to achieve them. The design plan would address:

- a) Structural and frontage improvements to existing buildings.
- b) Preservation and restoration of existing buildings.
- c) Design compatibility controls for any future new buildings.
- d) The elimination or adaptive re-use of unused building lots.
- e) Infrastructure improvements to the public areas such as public sidewalks, street pavement, street curbs, city landscape features, reduced wirescapes, improved public signage etc.
- f) Compatible consistence of private property aspects such as facades, signage, building extensions, etc., within the core.
- g) Improved amenities for use by pedestrians such as landscaped and shaded sidewalks and parking facilities, high quality sidewalk materials, small landscaped and shaded pedestrian parks, improved street lighting and improved street-features such as planters, hanging planters, trash receptacles, benches and small, incidental play-lots.

In the downtown core it is recommended that the City concentrate especially on improving the building-sidewalk-streetside environment as being the aspect of the city fabric that has significant visual impact on pedestrians and can be addressed in an economical way. This would largely take the form of curbside and city-property landscape treatments. Such curbside improvements may be in excess of statutory city standards for similar elements and may include features that have strong aesthetic appeal such as brick paving, field stone features, low planter walls, new planting, etc.

The City should recognize the enormous value of landscape improvement in a downtown core as both a city beautifying feature and a screening feature (for long demolished, 'missing-tooth' lots or unsightly or un-improvable private properties). Landscaping also provides the opportunity for seasonal shade and seasonal demarcation and decoration in addition to serving as an avenue-making edge. Other landscape features could include planted easements, edges and medians, curbside planters and seasonal blooming shrubbery to increase the attractiveness of the City downtown core.

In addition, the City should consider the following pro-active downtown core support activities:

- a) The City should consider continuous linear shrub planting, where possible, in the modified sidewalk area adjacent to the street curb on both sides of the identified block in the downtown core area. This has been done in many communities and is already existing for a few locations in Marion. Greenery planting is a relatively low cost – high impact urban design intervention that has visual and environmental benefits. Lining the outer edges of the curbs with a row of small greenery and diagonal parking curbs with street planters and benches would have a significant unifying effect on the downtown area and would generally effect the pleasantness of being in that area.
- b) The City should strive to control commercial signage in the downtown core. Commercial signs can transmit inordinate signals about the city’s values. The city should enact a special signage ordinance that restricts the size, type, colors, materials, etc., of commercial signs to keep them consistent with other downtown features and with the historic quality of Marion.
- c) An important feature for downtown areas is the location of well designed and intelligently placed city directory signage. Good signs can list city features and direct visitors efficiently and pleasantly toward their destinations within the city while also revealing the location and extent of city services and cultural amenities. Conventional traffic signs can also have a strong aesthetic component when enhanced by landscape treatment.
- d) The City should make every possible attempt to have residents and business owners in the downtown area improve the frontages of their property in keeping with the nature of the downtown area treatment. The City itself should take the lead by screening, relocating or rationalizing overhead cables, by providing specialized attractive street lighting and by special maintenance of the sidewalk and street pavement quality and having extra trash clean up policies.

Urban Design in the Expanding Growth Areas

The second recommendation is to introduce an urban design dimension to the new city growth toward the lake area, along the proposed identified new routes. This treatment should extend the character of Marion so that the visual sense of the city is continued in any new construction to the southeast. It is suggested that the city introduce a series of design controls that determine the characteristics of the new developments in that area. This could include frontage controls but especially curbside treatment controls including planting, edges, signage, intermittent shade tree planting, sidewalk articulation, public parkland development and other ancillary roadside urban design amenities.

It is also recommended that a new “recreational pathway” system of tree-shaded bike and pedestrian footpaths be developed that link the northern and western sides of Marion and

the downtown core to the lake area in the south east for recreational walkers and cyclists. These paths would give pedestrian clarity to the core --- lake city extension developments, unifying the city form. It is recommended that the recreational pathways system radiate from the core area (see Future Development Plan Area Map) near the edge of the current legal flood plain and meet the lake at the dam area.

The Recreational Pathway should consist of the following urban design features:

- a) The pathway, equivalent to average sidewalk in the downtown area, should have, in places, decorative, durable and aesthetic materials for paving (e.g., brick pavers) in a specially designed and attractive pattern with a demarcating continuous edge pattern. The surface in general, and in particular at the edges or at changes in level or direction, is to be textured for pedestrian safety and for the visually disabled.
- b) Wherever the pathway crosses streets, alleys, etc., the decorative pathway surface should continue in the street pavement (but in a material that can carry vehicular traffic) and be marked to reflect the fact that the walkway has right-of-way but is meeting vehicular conditions.
- c) Wherever possible, there should be summer shade tree planting along the complete length of the Recreational Pathway. In addition there should be intermittent landscape features, where appropriate, that encourage its use as a social and recreational amenity. Examples of such occasional features include seasonal-blossoming planting areas, small off-Pathway resting areas, architectural markers for significant views, weather-protected benches and small-scale children's play equipment. These features encourage such activities as tourism, conventional pedestrian shopping use, fitness walking use and evening strolling. The small rest areas should be located at strategic positions and be designed to facilitate all ages and degrees of disability.
- d) Along the route of the Recreational Pathway should be located convenient, but unobtrusive, amenity features such as fitness walking "equipment" (e.g., set-up rails). In addition, it should be recognized that the Recreational Pathway needs the careful and strategic placement of common street-furniture such as benches, small shelters, public notice boards, trash cans along its route.

Through the use of special materials, a tree-shaded recreational pathway identifies itself as an urban path, identifies the downtown core area as a destination district, identifies existing city landmarks and nodes within the core and identifies the edge of the downtown core. For city residents it is a pleasant, recreational, pedestrian network from the core of the city to the lake and it also encourages the foot traffic needed to maintain the downtown as a viable commercial alternative destination to the highway.

CHAPTER 11

FUTURE LAND USE ELEMENT

Introduction

This section presents a Future Development Plan for the planning area of Marion, Kansas. The scope of the Plan includes both the City and the surrounding area including Marion County Lake. The Chapter includes both a map and a series of policy statements.

The Phased Future Development Plan Map (see insert on page 11-2) is a general and graphic description of the Comprehensive Plan's goals, recommendations, and policies. It is meant to be a long-term conceptual look at the future of Marion over the next 20 to 25 years. The Future Development Plan Map is a general guide that outlines a scenario of future land use. The Plan should be reviewed annually and as a result of this activity, it should be monitored and updated every five years. The policies of the Future Development Plan are general statements of action to be accomplished by the City Council. As such, they also provide a general guide to future decisions within the planning area for individuals interested in the future development of Marion and the surrounding area.

The Future Development Plan consists of three planning elements: 1) land use, 2) major streets, and 3) community facilities. This Chapter presents the land use element, and the subsequent two chapters present the major street element and the community facilities element, respectively.

The land use element of the Future Development Plan recommends residential, commercial, industrial, public/semi-public, neighborhood preservation and rehabilitation and open spaces uses in the planning area. The Phased Future Development Plan Map shows the recommendations graphically within a twenty to twenty-five year time span, while the following text supports the Plan Map with principles and policies for each land use category.

Residential Land Use

Residential areas are designated on the Future Development Plan Map. The two major residential categories are: 1) Low Density Residential and 2) Medium Density Residential. The latter category includes duplexes, tri-plexes and/or garden apartments. The Plan assumes that growth will occur first in the areas closest to the City generally located to the east and southeast of the current City boundaries.

Relationship to the Zoning Regulations

The residential categories designated on the Future Development Map are compatible with the zoning districts outlined in table 11.1. Since the Zoning Ordinance was recently revised with the idea that the Comprehensive Plan would be adopted soon afterwards,

many of the City's zoning districts already anticipate this Comprehensive Plan's recommendations.

Table 11.1
Residential Land Uses and Compatible Zoning Districts

<u>Future Development Plan Land Use Category</u>	<u>Density +</u>	<u>Compatible Zoning District</u>	
Low-Density Residential	0.3-7.0 du/acre+	A ER RL RM	Agriculture Estate Residential Low-Density Residential Medium-Density Residential
Medium-Density Residential	7.0 du/acre+ and above	RM R-3 R-P RMH RE RH CBD	Medium-Density Residential Multiple-Family Residential Community Unit Plan Manufactured Home Park Elderly Housing Residential High-Density Residential Overlay Central Business District Overlay

* Proposed new zoning district.

+ du/acre = dwelling units per acre

Residential Principles

Residents living in the planning area should be provided with housing of good quality and of sufficient size to create a healthy living environment. Housing is usually the most important investment an individual can make. One role of the City is to protect the property values of its residents in the context of community growth. The housing should be affordable and offer a range of types to both homeowners and non-homeowners wishing to live in the area. The City should encourage the construction of starter homes as well as residences for second and third time homeowners. Persons who invest in

housing should be protected from outside impacts that might reduce the value of their investments. This protection applies to investors as well as to owner-occupiers of property. Finally, housing should be located in a safe and healthy environment within convenient distance from neighborhood services and public facilities. The City should strive to provide new housing opportunities in areas closest to existing neighborhoods in the short term. The City should promote mixed-use development in the downtown area. In particular, second story residential apartments would be an efficient use of existing structures to provide rental housing.

Residential Policies

The following policies support both the low density and medium density residential land use recommendations of the Phased Future Development Plan Map:

1. Residential development should be encouraged to locate adjacent to existing urban development where services are available in order to prevent areas from developing in a haphazard, scattered or unplanned manner. Before any development occurs, the City should verify that adequate utilities and infrastructure will be available in a timely manner to support permitted uses. Development should not occur on areas of steep topography or in areas subject to periodic flooding. Utilities will be extended only to those areas that are designated as appropriate for growth. Any development not conforming to the City's plans for the provision of utilities should not receive any subsidy from the City for utility development.
2. Single-family residential lots should be designed to take access from local streets only. Collector streets should be kept as free as possible from direct access to homes. Furthermore, residences should never have access on arterial streets.
3. Medium-density residential areas should be located toward the fringe of neighborhood areas on streets with heavier traffic. Another possible location is to buffer low-density residential areas from traffic generated by commercial and industrial areas. Medium-density residential areas should be close to parks. Land use buffers should occur at the rear lot line so as to provide extra land to reduce incompatibility.
4. A Special Urban Design Treatment Area should be the focus of city efforts to provide rental multi-family housing by emphasizing the area next to downtown as well as the renovation of commercial structures with second story apartments.
5. Streets and sidewalks should be separated by grass strips that are placed on the edge of the street right of way. Sidewalks should be located in the street right of way. The City should require sidewalks in the development of all new subdivisions.

6. Neighborhood areas should be planned and designed with respect and sensitivity and preservation of special geographic features such as streams and natural vegetation clusters. If vegetation or tree removal is necessary, replacement should be required.
7. Future utility lines including cable and telephone and existing overhead lines should be placed underground when installed or replaced, where this is feasible as determined by the city. Underground utilities should be a priority in all residential areas.
8. Developers of residential subdivisions should be required to plant shade trees on the lot itself. Maintenance of trees would be the responsibility of individual lot property owners.
9. Easements should be granted as part of the platting process to develop internal neighborhood walkways for recreational use, where this is feasible as determined by the City. Conservation easements and/or transfer of development rights should be explored as viable alternatives to encourage development while protecting lands identified as worthy of preserving in their undeveloped state. A recreational pathway between the City and the Lake should be developed.
10. Zero lot line development, cluster development and housing designated for the elderly should be allowed to provide larger areas devoted to private space. Higher density development should be designated to blend in with the natural character of the area. This higher density development would be appropriate on land within existing City limits that has not yet been developed.
11. The City should not allow any more uninspected mobile homes in Marion. No “single-wide” manufactured homes should be allowed on City lots. All this type of housing should be located in manufactured home parks. Current mobile homes should be replaced with either residential-design manufactured homes or site built structures.
12. In new subdivisions, single-family homes should have adequate off-street parking for two cars. This requires the provision of a two-car garage for all new homes and the construction of three parking spaces with a paved surface driveway allowing independent accessibility for all spaces. In order to promote traffic safety, the City should consider elimination of parking on one side of some residential streets.
13. Incentives should be considered for the maintenance and preservation of existing housing stock and to solve the problem of deteriorated housing. A grant program to encourage development in “the Valley” should be considered by the City.
14. Vacant land for residential development should be brought into the City through annexation; primarily, but not exclusively, on a voluntary basis. In particular, the

City should consider annexation of property between the Marion County Improvement District #2 (Marion County Park & Lake) and the City. In addition, the City would eventually annex the Improvement District.

15. New development permitted adjacent to existing agricultural lands should be screened and prevented from interfering with agricultural activities. Large acreage estate homes should be placed next to existing vegetation to keep fields open.

Commercial Land Use

Map Interpretation

Commercial areas are designated on the Future Development Plan Map as the existing downtown area along Main Street, the area along Main Street on the eastern edge of the City, the existing highway area along U.S. Highway 56 and new locations along U.S. Highway 256 as well as in the area between the City and Marion County Lake.

Relationship to the Zoning Regulations

The Commercial Land Use categories designated on the Future Development Plan Map are compatible with the zoning districts outlined in Table 11.2. The revised Zoning Ordinance provides for adequate commercial opportunities throughout the City and in the unincorporated planning area of Marion County.

Table 11.2
Commercial Land Uses and Compatible Zoning Districts

<u>Future Plan Land Use Category</u>	<u>Compatible Zoning District</u>	
Downtown Commercial	CBD	Central Business District Overlay
Highway Commercial	LC	Limited Commercial
General Commercial	GC	General Commercial

Commercial Principles

A major principle of the Comprehensive Plan is to provide convenient, safe, and appropriately scaled commercial development in the planning area. Marion needs additional commercial services to serve residents as well as visitors. In addition, Commercial uses should be integrated with surrounding residential developments in a manner that protects and buffers those residential areas. To the extent possible, commercial areas should be restricted to existing commercial areas including the

Downtown Commercial area and in areas designated as new highway commercial centers on the Phased Future Development Plan Map. A major goal of the Plan is to protect and improve the downtown commercial area through a combination of commercial and residential uses.

Commercial Policies

The following policies support the commercial land use recommendations of the Future Development Plan Map:

1. Services and retail stores should be concentrated within the downtown district as long as vacant space exists for such commercial uses. The City should provide incentives on a temporary basis to encourage certain valuable commercial land uses to locate in the community.
2. Requests to zone for commercial development should be analyzed closely in light of potential impact in the downtown commercial district. Commercial businesses should be strongly encouraged to locate downtown if that is an appropriate location for that type of business.
3. New commercial nodes should be primarily located only in areas primarily designed to serve residents of the Marion County Lake Improvement District or visitors to the Lake area. Such development should not depend upon pedestrian traffic, should provide neighborhood services and should require a high volume of vehicular traffic.
4. Commercial curb cuts on major arterials should be discouraged. Commercial areas should have access on side streets. If direct access cannot be avoided, no more than one curb cut shall be permitted for any development. In no event will curb cuts be located closer than 250 feet from centerline to centerline.
5. Where opposing commercial curb cuts are necessary, they should be offset a minimum of 125 feet. When this distance cannot be met, the curb cuts should be set directly opposite one another.
6. Commercial development proposals should not be approved where there is a lack of contiguous urban development. A proliferation of scattered automobile-service oriented development should be avoided. New commercial development should occur within city boundaries whenever possible. New commercial development should be located in concentrated areas as indicated on the Future Development Plan Map.
7. Sidewalks, including grass strips, should be constructed in the road right of way on all frontage roads constructed for commercial development.

8. Landscaping, screening and buffering requirements should be included in all commercial development proposals. Commercial areas should be visibly separated from residential uses.
9. Future utility transmission lines and existing overhead lines should be placed underground in commercial areas when installed or replaced, where this is feasible, as determined by the City.
10. Downtown Marion should be accessible to, and usable by, all persons including those who become elderly or disabled. The City should provide for such access at all intersections adjoining commercial uses.
11. A wide variety of restaurants should be encouraged downtown; additional drive-in restaurants should be discouraged. Restaurants with a significant amount of drive-through activity should be located on U.S. Highway 56.
12. Churches and civic institutions should be encouraged to remain in their present location within the currently developed part of the City.
13. Development should be of a scale so as not to destroy the inherent character of the existing downtown. Phased and scattered infill development should be encouraged. The existing storefronts should be maintained.
14. Reasonable effort should be made toward preserving and renovating buildings and facades of architectural and historic merit. The City's codes should be enforced with an emphasis on maintaining the overall scale of the character of existing buildings. Development near these historic features should be sensitively designed to not conflict with them. Historic structures should be protected through the review of development on adjacent properties as required by state statute.
15. Individual, free-standing office buildings should have adequate on-site parking, as well as be landscaped and buffered from surrounding uses.
16. Office developments may be used as a transitional land use between commercial retail and residential areas if: (a) the office development has direct access to a major street, and non-residential traffic is directed away from the neighborhood, and (b) the office area is compatible with the neighborhood in terms of architecture and height, and is screened from the homes. Generally, office buildings should be located in or adjacent to commercial areas.
17. Incentives could be offered for the location of critical businesses and services if, in the opinion of the Planning Commission and the City Commission, such policies are for the public benefit.

Industrial Land Use

Map Interpretation

Additional industrial areas are designated on the Future Development Plan Map. The new industrial park located along the south side of U.S. Highway 56 is the most appropriate place to locate industrial growth in the community. Any existing industrial development in the city should be encouraged to relocate to this area. The area along the north side of U.S. Highway 56 originally intended for industrial use should be placed in retail use.

Relationship to the Zoning Regulations

The industrial land use categories designated on the Future Development Plan Map are compatible with the zoning districts outlined in Table 11.3

Table 11.3
Industrial Land Uses and Compatible Zoning Districts

<u>Future Development Plan Land Use Category</u>	<u>Compatible Zoning District</u>
Light Industrial	LI Light Industry
Heavy Industrial	HI Heavy Industry

Industrial Principles

The planning area should be available for diversified industrial uses, served by adequate transportation facilities and public utilities. The arrangement, size, and location of the new industrial park is intended to provide sufficient area for expansion of individual operations, be conveniently sited to draw from a local and regional labor pool, and be located to minimize any negative impacts that might be generated (e.g., noise, smoke, dust, toxic spills, odor, etc.).

Industrial Policies

The following policies support the industrial land use recommendations of the Future Development Plan Map:

1. Industrial uses should be on land that is well drained and free from flooding.
2. Industrial development should be concentrated on land currently zoned for industrial use by promoting the proper mix of both heavy and light industrial

development, thus ensuring compatibility between the various uses and the use of the existing pool of skilled labor.

3. Existing industrial land uses should be encouraged to relocate to the new industrial park.
4. Parking, storage, trash receptacles and other normal rear yard equipment should be screened or placed out of view of traffic on U.S. Highway 56.
5. Industrial areas should be designed to minimize aesthetic incompatibility with neighboring land uses, particularly any residential development that is built to the south.

Public Facilities, Utilities and Open Space

Map Interpretation

Parkland areas, recreation areas, public areas, semi-public areas and open space/flood plain areas are designated on the Phased Future Development Plan Map. In general, Open Space/Flood Plain areas correspond to the limits of the 100-year flood plain as identified on Marion's and Marion County's Flood Hazard Boundary Maps.

Construction of the levee to the west and northwest of the City has in effect removed the land from designated flood plain. There is only a small amount of flood prone land left in the city. The City should reflect this fact in its official documents.

Relationship to the Zoning Regulations

The public/semi-public, parkland/recreation and open space/flood plain land use category designated on the Future Development Plan Map are compatible with the zoning districts and techniques outlined in Table 11.4.

Table 11.4
Public/Semi-Public Open Space/Flood Plain
Land Use and Compatible Zoning Districts

Future Development Plan <u>Land Use Category</u>	<u>Compatible Zoning District</u>
Public/Semi-Public Open Space/Flood Plain	A Agriculture
	LR Low-Density Residential
	LI Light Industrial
	HI Heavy Industrial
	AP Airport Zoning
	FP Flood Plain Overlay

Public/Semi-Public and Open Space/Flood Plain Principles

This land use category includes parks, schools, churches, and so forth. Public/Semi-Public uses should be located in convenient locations and on sites of sufficient area to ensure adequate service delivery. Certain regional public services and uses should be relocated to provide the best service to all residents of Marion County. Open space preserves land for recreational uses, provides a buffer between incompatible land uses, and provides green space belts.

Public/Semi-Public and Open Space/Flood Plain Policies

The following policies support the public/semi-public and open space/flood plain recommendations of the Future Development Plan Map:

1. The City should support the development and expansion of the various organizations serving the growing segment of persons over the age of 65 years. This includes the City's recreational facilities, educational facilities and nursing homes.
2. To the extent possible, areas within the 100-year flood plain should be reserved as open space. Appropriate development may occur, however, provided minimum, nationally accepted construction standards for flood protection are met. The City should consider requiring extra protection for any development built in the flood plain by requiring that all structures be built 2 feet, rather than one foot, above the base elevation.
3. The City should develop neighborhood parks consistent with neighborhood population growth. Such parks would be local in nature and would provide alternatives to recreation at Marion County Lake and at Marion Reservoir.

CHAPTER 12

MAJOR STREET ELEMENT

Introduction

The second element of the Future Development Plan, Major Streets, provides a framework for expanding Marion's major street system to support the proposed land uses in the planning area, both in the city and in the extraterritorial area. There are four primary goals of the major street element:

- The City should promote the orderly development and use of land in Marion and the planning area, both within an urban and a rural context.
- The City should facilitate the safe and efficient movement of people and commodities.
- The City should provide a City street system that is integrated with the local, state, and national transportation systems.
- The City should link the City of Marion and the Marion Lake Area in a way that promotes the interaction of visitors and residents.

Street Improvement and Relationship to Regulations

The Planning Commission should adopt, develop and utilize the Subdivision process to review proposed plats, particularly to assure that rights-of-way for proposed major streets are dedicated to the City as a part of the plat approval process.

Major Street Principles

Marion's future street system should be based on a road hierarchy that includes the following:

Arterial streets should be designed and used to move large volumes of relatively unimpeded traffic between and around major destination points. They differ from highways in three ways: 1) design speeds are lower, 2) traffic flow is less restricted, and 3) direct access from the street to adjacent properties is more common, although it should be discouraged in new developments.

Collector streets should be designed and used to collect traffic generated by residential streets and then move in to arterial streets.

Local streets should be built to provide access to individual lots.

Alleys should be discouraged as a transportation implementation mechanism.

Right-Of-Way Standards

Table 12.1 recommends proposed right-of-way standards for the above street hierarchy in the urban area.

Table 12.1
Future Street Hierarchy Standards

<u>Street Classification</u>	<u>Minimum Width Right-of-Way (feet)</u>
Arterial	100
Collector	80
Local	66

Major Street and Transportation Policies

The following policies support the major street element of the transportation network maps.

1. Establish and utilize appropriate roadway classification and design standards which are related to land use types, densities and vehicular traffic volumes in a way to reduce congestion. Appropriate land uses should be placed next to streets that can accommodate traffic.
2. Encourage improvements of major arterials leading into and out of the community. Improvements to these roads should be in place before major new development occurs that will significantly increase the use of these roads.
3. Direct access to arterial streets from business and industrial facilities should be limited through development of an internal street system and/or frontage road construction.
4. Develop a program to buffer existing residential uses from major traffic routes, especially truck traffic.
5. Promote the development of alternative transportation systems within Marion, specifically through the provision of pedestrian and bicycle paths. These should follow waterways and flood prone areas, where possible.
6. Maintain streets and related improvements, e.g., street paving, intersections, and gutters and sidewalks in a way to prevent physical and aesthetic deterioration. The City should consider a method to provide dedicated tax revenues to improve existing streets.

7. Plan for major streets in the undeveloped portions of the planning area that support the land use recommendations of the Comprehensive Plan, while at the same time ensuring that new streets are planned in accordance with existing streets in the community. Collector streets should link the existing area of the City and the Marion County Lake area.
8. The entry routes to the City should encourage unified street accessories (street lights, informational signs, etc.) to create a more orderly appearance to assist motorists. Special streetlights should continue to define the downtown area.
9. The street edge of properties abutting major entry routes into the City should be uncluttered and as maintenance free as possible. Additional setbacks at the edge of the City would provide a more defined boundary between the city and the unincorporated area.
10. The City should specify major streets as bicycle lanes and/or bicycle paths. This is particularly true around the Lake area.
11. The City should specify emergency route streets with Maple connecting to Third Street.

CHAPTER 13 COMMUNITY FACILITIES ELEMENT

Introduction

The community facilities element of the Future Development Plan consists of principles and policies for public facilities in Marion.

Parks and Recreation Land Use

Map Interpretation

Community facilities including parks and recreation development (proposed and existing) are shown on the Future Development Plan Map. These include neighborhood, community and regional parks.

Relationship to the Zoning Regulations

Public and semi-public categories (including parks and recreation) designated on the Future Development Plan Map are compatible with the zoning districts outlined in Table 11.4.

Community Facilities Principles

Public facilities such as parks and recreation facilities should be located to take advantage of and protect significant natural areas in the planning area. They should also provide for a variety of outdoor and other activities. They should appeal to residents and nonresidents alike. They should promote interaction among residents of neighborhoods as well as among residents of the entire planning area.

Community Facilities Policies

The following policies support the recommendations of the Future Development Plan Map:

1. Public facilities, such as schools and churches, which are primarily oriented toward serving a neighborhood or particular area, may be located in residential areas provided that sufficient loading zones and off-street parking spaces are included to minimize the impact of vehicular traffic on the surrounding residences. Churches and other community facilities should be located where access is available from collector or arterial streets.
2. Civic organizations and service clubs with regular social meetings should be located in a commercial setting, preferably in the downtown area, or on an arterial street.

3. Public uses that are primarily industrial in nature (e.g., equipment storage yards and utility plants) should be located exclusively in industrial districts.
4. Public uses should be designed to be compatible with surrounding development in terms of scale, yard setbacks and usage of materials. The City should set the aesthetic standard for the community.
5. Public uses with open storage areas should be screened with either fences or appropriate landscaping.
6. All public and semi-public uses should have off-street parking lots of adequate size that are paved and buffered from any adjacent residential areas. They should not be intrusive into a neighborhood.
7. Update long-range plans and improvement programs to insure adequate supply and distribution of public utilities, particularly sanitary sewer and water systems. The City should consider adopting a Storm Water Drainage Master Plan to prevent future problems from occurring.
8. Establish and maintain a policy of coordinating proposed and use plans with utility master plans thus maintaining opportunity for growth while minimizing consumer costs. The City should identify a primary service area, a secondary service area and a rural service area for its utilities. Additional growth requiring a utility connection to public services would only be permitted in the primary service area.
9. The City should develop plans for future City utility services within selected growth areas prior to development before acquisition of public land becomes too expensive.
10. Acquisition of land by the City should be limited to those parcels needed to provide public services within a short time after the City acquires property ownership. Voluntary purchases should be the preferred method of acquiring ownership of land by the City.
11. Small parks or play lots should be located near the center of a neighborhood to serve the neighborhood population. Neighborhood parks should be developed to the east and southeast of the current City boundaries. The existing and future small neighborhood parks could be connected by a linear recreational pathway to join residential areas and public land uses such as schools. In addition, recreation facilities could provide pedestrian access to the City business district.
12. A network of recreational pedestrian/bicycle pathways should be planned within the City connecting downtown, the schools, City parks, Marion County Lake and other important landmarks.

13. Flood plains should be protected and maintained as open space preserves, greenway and parks, as these areas are subject to flooding, require expensive storm drainage systems, and are risky to develop. The City should increase grading requirements in the flood plain and consider alternative planning techniques such as transfer of development rights, acquisition of flood lands and conservation easements. Areas not within the flood plain should be so noted on official City documents.
14. Individual septic systems should be prohibited from use in areas where there are unsuitable soil conditions. All development that is built on septic systems within areas designated by the Future Development Plan Map as residential should be designed for eventual connection to a public sewer system.
15. A visual buffer between arterial roads and building set back lines should be established to integrate new development with the character of the corridor and to retain open space. This buffer strip should be well landscaped and maintained. This buffer would consist of landscaping material and/or screening.
16. Developers of residential subdivisions should be required to make a dedication of land or pay an in-lieu fee to assist in building parks and recreational facilities. Developments on individual lots should provide funds for this purpose as well through an impact fee process. Money would be spent on new recreational facilities.
17. The existing airport should provide an extended runway, a new turnaround and apron area, more hangar space and an improved car parking space, as well as provide a traffic easement and a glide path easement.
18. The City should begin an active historic preservation process that would lead to the formation of an active Historical Resources Commission to protect the historic landmarks and districts in the City. The City should consider designating the downtown Marion area as a historic district.

CHAPTER 14

PLAN IMPLEMENTATION

Introduction

As a policy guide, the Comprehensive Plan has no direct regulatory authority and thus relies on a variety of implementation tools to bring its recommendations to reality. The two most effective tools are the City's zoning ordinance and new subdivision regulations. This chapter presents recommended changes to those documents as a means to implement the recommendations of the Comprehensive Plan. Specifically, this chapter suggests the following strategies:

- a) Adopt the Comprehensive Plan.
- b) Amend the City's Zoning Regulations based on the recommendations of the Future Development Plan.
- c) Adopt Subdivision Regulations in particular to protect the City's Primary Growth Areas.
- d) Extend the City's powers of land use regulation into the extraterritorial area of unincorporated Marion County indicated on the Future Development Plan Map.

In terms of actual physical development, the recommendations of the Comprehensive Plan will be implemented on an incremental basis as landowners and the developers approach the City with the development proposals and rezoning requests. These proposals and requests should be consistent with the Comprehensive Plan. The final section of this chapter discusses these long-term implementation activities.

Adopt Comprehensive Plan

The first implementation task is to adopt the Comprehensive Plan according to the requirements of K.S.A. 12-747. This task would involve the following subtasks:

- a) Planning Commission Holds Public Hearing – The Planning Commission holds a public hearing on the proposed Comprehensive Plan. Notice of this hearing shall be published at least once in the official City newspaper, at least 20 days prior to the date of the hearing.
- b) Planning Commission Adopts Plan – After the public hearing, the Planning Commission may adopt the Plan (in whole or in part) by resolution. The adopting resolution shall identify specifically any written presentations, maps, charts or other materials made a part of the Comprehensive Plan.
- c) Governing Body Approves Plan – After adopting the Plan by resolution, the Planning Commission presents a certified copy of the Plan and a written summary of

the public hearing to the Governing Body. According to state law, the Comprehensive Plan shall not be effective unless approved by the Governing Body in the manner set forth in K.S.A. 12-747.

After the Plan is approved by the Governing Body, state law further specifies that the Planning Commission shall annually review or reconsider the Plan and may propose amendments to do it. Such amendments shall be adopted by the Planning Commission and sent to the Governing Body for final approval in the same manner as that required for the Plan's original adoption.

Review Subdivision Regulations

The City needs to adopt Subdivision Regulations in order to implement the policies contained in the adopted Comprehensive Plan. The principal impact will be to make sure that the required rights-of-way are consistent with the Plan. In addition, the City may wish to consider requiring developers in new areas to plant shade trees in public spaces as well as on private property.

Adopt Land Use Regulations to Protect Primary Growth Areas

Marion County currently has not adopted subdivision regulations to cover the unincorporated part of the county. The Comprehensive Plan identifies a number of areas outside the City's boundaries where development should be encouraged (see the Future Development Plan Map). The City should extend its powers of land use control to that area indicated by the Plan to be within the City's potential lands for future growth. To maintain the development potential of these areas, the City should ensure that large-lot, rural density housing served by septic tanks be discouraged immediately adjacent to the City. If the surrounding lands are allowed to develop at rural densities served by on-lot septic tanks, future sewer extension among relatively few units, the cost for each lot would be too high for existing homeowners to absorb. Thus, rather than develop at urban densities served by a municipal sewer system, the area would continue to develop as scattered, large-lot homes, and the physical expansion of Marion could be restricted.

Thus there is a method available to the City to control growth outside of a city's boundaries. The Kansas Statutes provide that if Marion County fails to act, the City may wish to have its subdivision regulations extend into the unincorporated area around Marion. This approach would be a method to insure that residential development in Marion's extraterritorial area is built according to city standards, particularly around Marion County Lake.

In addition, of course Marion may wish to undertake annexations of adjacent property with the consent of the property owner. Such growth needs to be consistent with the capacity of city utilities to serve additional lands.

Long-Term Implementation Issues

The City should strive to coordinate its responses to development proposals with the Comprehensive Plan. Over the long-term, this method is the surest approach to assure consistency with the policies adopted by the Planning Commission and the City Council. There are at least three strategies to accomplish this objective. They involve:

- a) Implementation of Land Use Recommendations
- b) Implementation of Major Street Recommendations
- c) Implementation of Community Facilities Recommendations

Implementation of Land Use Recommendations

In general, the land use recommendations of the Comprehensive Plan will be implemented through the incremental process of rezoning specific tracts of land. It is expected that, over time, landowners will request most rezonings, and that the Planning Commission's primary responsibility will be to recommend to the City Council whether those rezonings are warranted. To implement the Comprehensive Plan, the Planning Commission should assess rezoning requests according to the criteria presently contained in the Zoning Regulations. Those regulations fully comply with state statutes and court cases. One of the criteria for approval or denial of a development request concerns conformance with the Comprehensive Plan. If a rezoning request is inconsistent with the goals, recommendations, or policies of the Comprehensive Plan, then the burden should be on the applicant to demonstrate to the Planning Commission why the Comprehensive Plan should be changed or its recommendations not followed.

Implementation of Major Street Recommendations

The major street element of the Comprehensive Plan may be implemented through administration of Marion's Subdivision Regulations, which could extend into the extraterritorial jurisdiction of Marion County. For example, as a condition of final plat approval, the City may request the dedication of any required street rights-of-way.

Implementation of Community Facilities Recommendations

In addition to the urban design section of the Plan, the community facilities element of the Comprehensive Plan recommends additional public facilities. The City should consider the placement of these proposals in a Capital Improvements Plan. This is a separate document from this Comprehensive Plan. The Plan contains a detailed list of both new capital improvement facilities and maintenance projects on existing uses.

CHAPTER 15 ACTION PLAN

Introduction

The direction for the Action Plan is provided by a series of goals and objectives that have been previously discussed in Chapter 1. Goals and Objectives provide guidelines for City officials to use when making land use decisions. As the terms are often used to mean different things, it is necessary to define them for the purposes of this Plan.

Goal - A goal is a general aim or desired end. It represents a broad, long-range purpose toward which decisions are made and subsequent actions are directed. Progress toward achieving a goal is a continuous event and its complete achievement may not be possible

Objective - An objective is a means by which a Goal may be partially attained. An objective can have a specific purpose or course of action, a method or product or a measurable performance level and does involve a given time frame.

Basic Assumptions and Guidelines

The formulation of Goals and Objectives is an endeavor to define the scope and character of development within Marion through an Action Plan. They are based on the following assumptions:

- It is the role of the City Council to perform those functions of government that are necessary to protect the health, safety, welfare and quality of life of Marion residents.
- In an effort to maintain and improve the health, safety, welfare and quality of life of Marion residents, the City Council assumes the leadership in measuring the needs of the residents, providing this information to the public, and proposing Goals and Objectives to meet those needs.
- To attain the established Goals and Objectives requires the formulation and implementation of both short and long-range plans based on the measured needs and the expected impacts from private activities within the planning area.
- In making its plans, the Goals and Objectives in this Action Plan should be the primary basis for the selection of strategies for implementation of the Comprehensive Plan.
- In the formulation of Goals and the development of the Comprehensive Plan, private property rights are to be respected. These rights include the right of all property owners to be protected from the actions of their neighbors that are

considered a nuisance, have the potential to lower property values or have a negative impact on the quality of life in the community.

Criteria of Goals and Objectives in the Action Plan

1. They are considered primarily in terms of public actions to be taken by the City Council on behalf of present and future Marion residents.
2. They are to be attainable and achieved through actions and programs undertaken by entities within Marion, or in cooperation with Marion County, the School District, other cities within the County, the State of Kansas, or the Federal Government where such cooperation is possible and desirable.
3. They are Citywide in scope and effect, and not specific to any person or property.
4. They are regarded as being within the control of the City Council.

Environmental Preservation Strategies

General Objective – To encourage the conservation and protection of natural resource and open spaces within Marion and the planning area, while providing for a growing and changing population; in particular, the area around Central Park and Luta Creek.

- Protect all areas with significant topographic and waterway features.

Primary Responsible Agency - City of Marion

Partners – Marion County and State of Kansas

Result – Amendment of Zoning Ordinance and enactment of Subdivision Regulations

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002; specific parcels of property, if any are purchased by 2025.

- Promote the planting of new trees throughout the community on private properties (not on easements and street rights-of-way).

Primary Responsible Agency – City of Marion

Partners – Kansas State Cooperative Extension and private sources

Result – Amendment of Zoning Ordinance and enactment of Subdivision Regulations to require new development to plant trees; designation of City as a “Tree City, U.S.A.”, establishment of a Tree Board

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002; ongoing until the Comprehensive Plan is revised.

- Protect important hydrologic features such as streams, ponds, flood plains and drainage ways that help promote drainage and run-off control.

Primary Responsible Agency – City of Marion

Partners – Marion County, State of Kansas and Federal Emergency Management Agency

Result – Amendment of Zoning Ordinance and enactment of Subdivision Regulations to prevent development of flood plains and to require new development to control storm water drainage.

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002

Parks and Open Space Strategies

General Objective – Preserve natural areas, maintain and expand parks and other recreation facilities as open space resources for the City of Marion as open space resources.

- Maintain and expand the local park system to serve all sections of the community

Primary Responsible Agency – City of Marion

Partners – School District

Result – Survey citizens to determine recreation needs every five years

Resources Required – Maintenance and capital expenditures to improve parks

Time Required – Capital Improvement Plan to list park improvements as needed

- Promote and encourage new recreational facilities and programs which respond to the special needs and desires of Marion residents.

Primary Responsible Agency – City of Marion

Partners – School District and State of Kansas

Result – Achievement of a standard of 12 acres per 1,000 population regarding the type and quantity of park and open space land to be provided.

Resources Required – Cost to acquire new parks and recreation facilities

Time Required – Achievement of new facilities by 2015

- Plan for future park and open space sites within growth areas prior to development before acquisition becomes too expensive.

Primary Responsible Agency – City of Marion

Partners – Marion County

Result – Amendment of Zoning Ordinance and enactment of Subdivision Regulations to require a policy which requires private developers to make contributions to the City's recreation system

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2001

- Study the feasibility of a system of jogging trails and bike paths within the City limits.

Primary Responsible Agency – City of Marion

Partners – State of Kansas and the Federal Government

Result – Linkage of future and existing small neighborhood parks by a linear pathway along the flood plains as well as a network of recreational/bicycle pathways within the City connecting downtown, the schools, City parks, and other important landmarks.

Resources Required – Costs to acquire easements where none currently exist and to complete construction of paths

Time Required – Apply for possible grants from the State and Federal Governments as needed

Built Environment Strategies

General Goal – Ensure that new development is built using site design standards consistent with its particular use and location to maintain the small-town character of Marion.

- Promote the development of land use areas to take advantage of the City's location along U.S. Highway 56.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Annexation of land, if possible on consent basis, for development particularly north of the City limits east along U.S. Highway 56 and adjacent to the Country Club to provide better access to Marion County Lake.

Resources Required – Cost of City staff time developing annexation agreements and/or service plans.

Time Required – Annexations should be completed as needed

- The City should promote the intergovernmental cooperation between the City and Marion County regarding issues of future development.

Primary Responsible Agency – City of Marion

Partners – Marion County

Result – Location of urban development in unincorporated areas where it can be served by City facilities in the near future

Resources Required – Cost of City and County staff time as well as meetings of City and County organizations

Time Required – Ongoing until the Comprehensive Plan is revised

- Extend City subdivision controls for up to three miles outside the City boundaries within Marion County if conditions warrant their extension.

Primary Responsible Agency – City of Marion

Partners – Marion County

Result – Enactment of Subdivision Regulations to extend land use regulations into the extraterritorial planning area

Resources Required – Cost of enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002

- Maintain the quality of existing neighborhoods and land use areas within the community.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Offer monetary and tax incentives for the maintenance and preservation of existing neighborhoods through payments designed to promote new construction and/or renovation.

Resources Required – Cost of uncollected tax revenue

Time Required – Initial implementation in 2002; ongoing until the Comprehensive Plan is revised

Residential Area Strategies

General Goal – Promote a mix of housing types and residential densities that provides housing opportunities for various socioeconomic groups within Marion

- The encouragement of housing development that protects existing environmental features.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Amendment of Zoning Ordinance and Subdivision Regulations to require Conservation easements and/or Transfer of Development Rights as viable alternatives to traditional growth by offering bonuses for denser housing.

Resources Required – Cost of amending Zoning Ordinance and enactment of Subdivision Regulations

Time Required – Amendment of Land Use Regulation completed in 2002

- Ensure that new housing development can be served by public services at the least cost.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Amendment of Zoning Ordinance and enactment of Subdivision Regulations to require a policy that the City verify that adequate utilities will be available in a timely manner to support permitted uses. Utilities will only be extended to those areas that are designated as appropriate for growth during a particular five-year period.

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002

- Preserve and protect existing housing through efficient code enforcement and preventive maintenance.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Adopt Housing Code with minimum housing standards and/or a Rental Residence Registration Code to prevent the abandonment, or lack of maintenance of, property.

Resources Required – City staff time investigating the adoption of a Housing Code and/or Rental Residence Registration Code

Time Required – Study of value to the City of adopting these regulations completed by 2013.

Commercial and Office Development Strategies

General Goal – Maintain and expand the range of retail and commercial service activities available within the City.

- Explore the possibility of temporarily assisting the development of desirable new, or to assist existing personal services.

Primary Responsible Agency – City of Marion

Partners – Chamber of Commerce and Marion County Economic Development

Result – Incentives are given only for new providers for personal services currently available only outside the community. There is an emphasis on location in the downtown area, if appropriate.

Resources Required – Cost of abating property tax from the new development

Time Required – Proposals for 5-year partial property tax abatement concluded by 2013

- Identify the appropriate locations for new retail and commercial service development within future growth areas.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – New commercial nodes would be located within the extraterritorial planning areas indicated by the Comprehensive Plan.

Resources Required – Cost of amending Zoning Ordinance and Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002; new commercial areas would not be constructed until required.

- Preserve and strengthen the historic downtown area as a special area within the community.

Primary Responsible Agency – City of Marion

Partners – State of Kansas and Private landowners

Result – A Historic Area Plan should be the focus of City efforts to protect areas of significant historic and architectural merit, particularly in the downtown area.

Resources Required – Cost of developing a plan and promoting the new area

Time Required – Historic Area Plan should be completed by 2010

- Promote the development of Marion as a tourist destination.

Primary Responsible Agency – City of Marion

Partners – Chamber of Commerce and Marion County Economic Development Council

Result – New tourist activity

Resources Required – Cost of promoting

Time Required – Ongoing until the revision of the Comprehensive Plan

Industrial Development Strategies

General Goal – Continue to encourage business and industrial development as an important source of revenue and employment for the community.

- Promote industrial growth in conjunction with Marion County

Primary Responsible Agency – City of Marion

Partners – Chamber of Commerce, private individuals, Marion County and State of Kansas

Result – New economic development should be promoted

Resources Required – Cost of staff time to promote development

Time Required – Ongoing until the Comprehensive Plan is reviewed

Transportation Strategies

- Design a road network system within developing areas to acquire sufficient rights-of-way.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Possible amendment of Zoning Ordinance and enactment of Subdivision Regulations to require adequate rights-of-way

Resources Required – Cost of possible amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002

- Provide for safe and convenient bicycle movement within the City and its planning area.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Specification of major streets as designated bicycle route

Resources Required – Cost of street signs designating bicycle route

Time Required – Amendment of Land Use Regulations completed in 2001

- Promote the repair of sidewalks with City participation in a Benefit District.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Continuation of program to provide sidewalks

Resources Required – Cost of concrete

Time Required – Until the Comprehensive Plan is reviewed

Community Facilities and Services Strategies

- Continue City policy which encourages all improved properties to hook up to public sewer and public water systems, in all locations where either or both systems are available.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Continuation of requirements in Zoning Ordinance and enactment of Subdivision Regulations to approve development that is connected to available City facilities.

Resources Required – Cost of amending Zoning Ordinance and enacting Subdivision Regulations

Time Required – Amendment of Land Use Regulations completed in 2002

- Assume a leadership role in the provision of utility services in future growth areas.

Primary Responsible Agency – City of Marion

Partners – Private landowners

Result – Identification of services for utilities in terms of primary service, secondary service and rural service and adoption of a Storm Water Management Drainage Plan.

Resources Required – Cost of City staff to develop utility plans.

Time Required – Adoption of plans by 2015