176.47 CENTRAL CORRIDOR OVERLAY DISTRICT. The regulations set forth in this section, or elsewhere in this chapter when applicable, shall apply in the Central Corridor Overlay District.

1. Statement of Intent. The Central Corridor Overlay District is intended to enhance the visual appearance and image of the Central Corridor and advance the public welfare through the resulting benefits to the economy and quality of life for the City of Marion. The Central Corridor extends between Highway 13 and Tama Street through the City of Marion and is the primary gateway to the community and points beyond. The City has recognized the importance of 7th Avenue/Business 151 to the City of Marion as a thoroughfare for regional traffic, the impact its character has on the image of the community, and the need to provide restrictions and guidelines to enhance the visual appearance and image of the Central Corridor.

2. Applicability. The restrictions, regulations, and guidelines on development and construction set forth by this section shall apply to the Central Corridor (CC) Overlay District shown on the Official Zoning Map of the City. If the restrictions, regulations and guidelines of the CC Overlay District require standards, height regulations, bulk regulations, open space and landscaping requirements, off-street parking and loading requirements, buffer requirements, architectural standards, sign regulations, lighting standards, street right-of-way improvements, or other requirements and standards which are greater, or different than those set forth in the underlying zoning district, the requirements and standards of this section shall govern.

3. Bulk Regulations. The following additional bulk requirements shall be observed in the Central Corridor Overlay District:

A. Lot Area. No subdivision of land shall create a lot of less than one (1) acre in size. Furthermore, no re-subdivision of any parcels shall reduce in size any existing lot.

B. Lot Width. No subdivision of land shall create a lot of less than 200'. Furthermore, no re-subdivision of any parcels shall reduce in width any existing lot.

C. Multiple use of a lot by more than one (1) principal building is permitted, if the site is developed as a complex and the approved site plan demonstrates that buildings are compatible in architectural design and use of exterior materials; organized in close physical proximity, utilizing a centralized open space, and provided parking areas are not located between buildings within the complex.

4. Open Space and Landscaping Requirements. On-site open space and landscaping requirements shall be the same as required for the underlying zoning district.
A. Parking lot designs and landscaping standards of Section 176.43 of this chapter shall also apply within the C-2, Central Business District Commercial zoning district.

5. Off-Street Parking, Access and Loading. Off-street parking and loading requirements shall be the same as required for the underlying zoning district, with the following additional requirements:

A. Parking areas and loading areas, including loading dock, shall be placed and screened to be obstructed from view from any public street.

B. No part of any parking or loading space and associated access drive shall be closer than five (5) feet to any public street right-of-way or public street easement to permit adequate area for landscape screening and to perpetuate the desired open space character within this overlay district. A waiver up to 2' may be issued upon staff review.

C. Greater setbacks than noted in (B) above may be required if future right-of-way is required for 7th Avenue/Business 151 to meet the designated widths of a major arterial street as identified in the Comprehensive Plan.

D. Redevelopment of a site within the Central Corridor, greater than 25% of the assessed value of the building and property, shall require that all access to the site be examined and brought into conformance to City Design Standards for access management, however in no case shall access to the site be completely eliminated.


7. Architectural Standards. The requirements, guidelines, and standards set forth in this section shall apply to any development or redevelopment of property within the Central Corridor Overlay District.

A. Statement of Intent. In the interest of promoting the general welfare of the community and to protect the value of buildings and property, the image and character of a community is considered important. It is recognized that the community should be visually attractive, as well as financially prosperous and the manner in which a use is accomplished is as important as the use. The quality of architecture and building construction is important to the preservation and enhancement of building and property values, prevention of the physical deterioration of buildings and the promotion of the image of the community and the general welfare of its citizens. Architectural design and use of materials for the construction of any building shall be subject to the approval of the City Council.

B. Architectural Standards. Architectural plans for buildings shall include: Documentation to be submitted shall include building elevations showing the building’s design and exterior materials and any other
information as deemed necessary to make a determination. Detailed information relating to any lighting or signage on the structure shall be provided, including backlit material or accent lighting. The architectural design shall be in accordance with the standards as contained in this section.

1) Development Within the Area Identified as the Marion Central Corridor. Building architectural design within this area shall recognize the importance of material strength and permanency through the selection of building materials, and the principle of structural strength and permanency shall dominate the structural and exterior materials and components. The primary material shall constitute at least 75 percent of the wall area, excluding glass. The primary exterior material shall consist of a combination of brick, architectural concrete panels, textured concrete block, or architectural steel, or stone panels. The standard shall apply to all sides of any building. The remaining exterior material shall be considered as building trim. For the purposes of this section, trim is defined as an ornamental design feature, that when removed does not significantly alter the appearance of the building. It would commonly consist of building elements like moldings, cornices, parapet, frieze, sills, lintels, stringcourse, quoining, and ledgement. The maximum amount of trim on the wall area, excluding glass, shall not exceed 25 percent. No wood, masonite, asphaltic exterior wall or roof material, aluminum or steel siding, non-architectural sheet metal, non-textured concrete block, stucco, vinyl, E.I.F.S. (Exterior Insulation and Finish Systems) or other similar materials shall constitute a portion of any building, except as trim.

2) Wall Area Defined. In the application of these requirements, some standards are based upon a percentage of the wall area. The wall area is defined as the total square feet of the exterior elevation of the building that is vertical to the ground. It may contain a gable end or dormer in the same plane of view. It does not contain the elevation area of a pitched roof, but would include the area of a parapet wall. Each elevation must comply with the standards unless otherwise provided for herein or as approved by the City Council.

3) Nonresidential Buildings included under the Central Corridor Overlay District. In order to achieve continuity along this corridor, buildings abutting or within 300 feet of 7th Avenue/Business 151 shall be designed in conformance with paragraph (1) and in addition, shall have brick constitute at least 50 percent of the wall area that faces the arterial street, excluding glass.

4) General Provisions.

(a) Adequate treatment or screening of negative aspects of buildings (loading docks, loading areas, outside storage areas, garbage dumpsters and HVAC mechanical units) from any public street and adjoining properties shall be required. Preference is given
to siting loading docks or loading areas out of view from public streets.

(b) The City Council, in its sole discretion and after receiving a recommendation from the Planning and Zoning Commission, may approve additional primary materials on a case-by-case basis, provided that such materials exhibit the structural strength and permanency desired, contain sufficient architectural relief, and do not detract from the desired aesthetic character of the building and the surrounding area.

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