GOALS

1. We will improve the quality and identity of CR’s neighborhoods and key corridors.
2. We will support the establishment of neighborhood groups.
3. We will work with neighborhood groups to develop neighborhood plans.
4. We will adopt policies that create choices in housing types and prices throughout the City.
5. We will create a city that is affordable and accessible to all members of the community.
6. We will support initiatives that stimulate a private-market response to public investments.

Physical Features Impacting Development

1. Map of sandstone bluffs that limit city development. These sandstone bluffs include many rock outcrops, escarpments, and other geological features that limit development.
2. Drainage basins that include the Cedar River, which flows through the city, and other tributaries.

Subdivisions Pre–1946 Land Use

- Pre-WWII development characteristics:
  - Traditional Development
  - Integrated mixed land uses
  - Mixed-occupancy, typically rectangular grid
  - Pedestrian friendly, walking distance to transit
  - Commercial buildings front streets
  - Streed-oriented commercial development along corridors and at transit stops
- Pre-WWII transit lines extended northeast on 1st Ave. to north city limit
- Minneola and Central Park area

Recognized Neighborhoods

- Extent of today’s CR that embodies pre-WWII character
  - Much of northeast part of the city
  - Inter-urban transit line impact
  - Loss of area in west and south

Patterns Pre–WWII Development Character

1. Map shows natural features that limit or restrict development. These natural features include rivers, floodplains, wetlands, and areas of extreme slopes. Also shown are major street corridors that can be barriers that define development districts.
2. These features tend to divide the community into districts. For example, the Cedar River creates the “east-side/west-side” dichotomy, which is typical of towns divided by a river.
3. Development patterns and character changed with the rise of auto-dominant land development after WWII. This phenomenon is important to the creation of zoning regulations that preserve the historical character of neighborhoods.

Impact of rail transit on pre-WWII development character
- Before dominance of automobile in development: e.g. minimal off-street parking
- Pedestrian-oriented commercial development along corridors and at transit stops
- Note that inter-urban transit line extended northeast on 1st Ave. to north city limit

Pre-WWII development characteristics
- “Traditional Development”
- Integrated mixed land uses
- Mixed-occupancy, typically rectangular grid
- Pedestrian friendly, walking distance to transit
- Commercial buildings front streets
- Street-oriented commercial development along corridors
- Sidewalks throughout residential districts
- Accommodation of transit
- Sidewalks
- Front porches
STRENGTHEN CR - Neighborhoods

Prepare Neighborhood Plans

Complete a “Character Analysis” for neighborhoods and subareas in the city. Focus character analysis on:

**General Character:** Is development suburban or urban character? Density of development? Residential diversity (single-family/attached/multi-family)? Building forms? Integration or separation of land use types? What are the conditions of buildings, streets, sidewalks, land use, and property?

**Street and Block Patterns:** Grid street pattern, or irregular block shapes with cul-de-sacs? Alleys? Sidewalks? On-street parking? Public area and private landscaping?

**Building Placement and Location:** Single-family front/side setbacks? Building orientation? Multi-family and commercial setbacks? Location of surface parking?

**Building Height:** Single-family, Multi-family and Commercial buildings.

**Mobility:** Reliance on the automobile versus accommodation of pedestrian, bicycle and multi-modal transportation system.

Reinforce Neighborhood Patterns

**Pre-WWII**

**Post-WWII**

Recognized Neighborhoods and Potential Future Neighborhoods

[Map showing recognized and potential future neighborhoods]
EnvisionCR identifies areas for reinvestment and further study. The plan establishes an initial program for Cedar Rapids’ key corridors, considering **land use, appearance, functional needs, access management, policy, and redevelopment possibilities.**

**Candidate Key Corridors**

- 6th Street SW
- Center Point Road
- 1st Avenue Corridor
- Mt. Vernon Road