Cedar Rapids’ ability to develop and redevelop land within the city limits is vital to its future. City policy should encourage quality development and redevelopment within the City limits and ensure that adequate land is available to accommodate anticipated development. During the last twenty-five years, Cedar Rapids has grown from a community of 108,000 people to 130,000. Physically, the city has expanded with residential subdivisions emerging on the fringe of the built areas and commercial development becoming even more decentralized along corridors. These patterns and changes have created a dispersed city pattern, often separating services and jobs from where people live. Thoughtful and useful policies help coordinate development and unify the city’s development patterns, filling in gaps and expanding when necessary.

This section establishes the basic program for land development in Cedar Rapids during the next twenty years. This element works to manage growth for the long-term benefit of the city. Population growth and changing markets will continue to create demand for new housing and neighborhoods in Cedar Rapids. New population and trends will generate demand for commercial development. Economic development and diversification efforts will require new employment areas for changing needs. Despite this element’s emphasis on growth, the plan’s focus steers development toward infill projects to existing areas of the community.

Flooding circumstances of the past force Cedar Rapids to be even more proactive to shape its future, rather than merely react to demands resulting from devastation. Development should not occur randomly, and its appropriate management and direction will contribute to the quality of the city. Indeed, present and prospective residents of cities increasingly demand more attractive and convenient communities. Cedar Rapids’ character and quality will be important to future marketing and development within the City limits. New growth centers should be part of a coordinated policy leading to a stronger community.

This section considers the amount of development needed to accommodate the city’s projected 2035 population of 161,073 (1% annual growth rate). It establishes a strategy to guide the city’s growth, based on the premise that new growth is critical to Cedar Rapids’ success as a community. Investments in the city’s infrastructure, transportation system, public facilities, and community services should be designed to serve growth efficiently.

This section begins with an in-depth discussion of a new approach to development regulations and therefore, growth management. Following the discussion of Land Use Typology Areas (LUTAs), the specific goals are addressed.

---

**GROWCR GOALS**

1. Encourage mixed-use and infill development.
2. Manage growth and development to balance costs and serviceability to neighborhoods.
3. Connect growing areas to existing neighborhoods.
4. Communicate and collaborate with regional partners.
FUTURE LAND USE

Contemporary growth in American cities has tended to “zone” different land uses away from one another. The concept of single-use zoning grew out of a need to separate places in which people lived from major industries in order to protect their health. In some cases, neighboring uses can produce so much traffic, noise, smells, or other environmental effects that separation remains the most appropriate policy. But, increasingly, mixing of compatible but different uses creates interesting and attractive communities. A development pattern that encourages a mix of land uses and activities increases the vitality and sense of security of a place and increases the number of people using public spaces. A variety of uses closer to one another can also reduce the number of miles that people must travel by car to conduct their daily lives.

A mixed land use pattern opens up opportunities to build a variety of housing types. The development of housing above office and commercial establishments adds vitality to business areas and increases the economic yield on property. Nationally, more communities are finding that by mixing land uses, neighborhoods are more attractive to workers who are looking at quality of life criteria when determining where to settle. Plans and land development policies that provide appropriate mixing of use also provide greater flexibility for those who build communities and avoid unnecessary regulation.

LAND USE TYPOLOGY AREAS

To achieve these goals, Cedar Rapids uses a framework of Land Use Typology Areas (“LUTAs”). The LUTA framework allows differentiation between areas of the city and the types, forms, and intensities of development allowed in each area.

On the following pages, LUTAs are described in terms of their purpose, form, uses, intensity, and compatibility requirements. The descriptions of LUTAs provide a sequence for land use designations with increasing levels of intensity. It is therefore appropriate to compare them one to another when reading descriptions. If, for example, Urban Medium Intensity is described as being more intense, it is understood that it is more intense than the previously described LUTA, which is Urban Low Intensity.

The LUTA framework relies on several core concepts, described below:

Intensity

In the LUTA concept, several different factors are used to describe present and future land uses. Most people are already familiar with the idea of land uses, such as residential or commercial. However, many of the LUTAs incorporate areas that have more than one of these broad categories. The LUTA concept adds designations based on how much development occurs in an area and how that development affects its neighbors. This is measured by intensity and/or density of development.

• Density applies to residential use, and is measured by dwelling units per acre for net area of the project site.
• Intensity is measured by a factor called floor area ratio (FAR), calculated by dividing building area by site area.
• Other factors, such as how it affects its neighbors also helps determine its intensity. See explanations on next page.

Integration and mixing of uses

One advantage of the LUTA concept is its ability to integrate, rather than separate, different land uses, providing both more interest and more efficiency in the city. Uses may be integrated in two ways: horizontally and vertically.

Horizontal integration keeps individual building purposes separate, but allows neighboring buildings to contain different, compatible uses. Vertical integration puts more than one use in the same building.

Compatibility

One of the most important concerns in land use planning is the relationship between different uses and their relative compatibility with each other. In suburban style areas where densities are low, compatibility is usually achieved by spacing between buildings and by congregating like uses together. This simple method is easy to administer and understand; however it leads to some undesirable conditions such as increased commute times with employment and residential areas being further separated from each other. It creates an automobile dependent city, which leads to un-walkable neighborhoods, congestion, and increased transportation expenses.

Compatibility in today’s world can be attained in a more sophisticated way by focusing on the performance of various uses and designing regulations that allow greater integration of uses. If carefully done, the integration of uses can be achieved to shorten commute times, create walkable, interesting neighborhoods, and preserve privacy, security, and aesthetics. The LUTAs described below exist on a continuum of intensity. This leads to a continuum of compatibility methods. That is to say, as LUTAs become more intense and uses become more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on performance-based methods that directly address issues such as noise, traffic, air quality, privacy, and aesthetics.

1 The LUTAs concept emerged from the comprehensive planning process in Oklahoma City and was originally authored by its staff.
**UNDERSTANDING DENSITY AND MIXING OF USES**

At its most basic measure, density is a calculation of how many dwelling (housing) units are in a given area. This is typically measured as dwelling units per acre, calculated using the net area of the project site. All proposed residential densities must fit within the range specified by the LUTA for the particular property. Higher density does not always mean apartments or rental properties. While multi-unit can have higher densities than other types of housing developments, it is possible for housing with higher density to be owner occupied. Missing Middle housing refers to those housing types that are in between single-family homes and large-scale, multi-family developments and integrated into neighborhoods with a variety of housing types.

The homes toward the left in the image above can fit within the development patterns of a traditional neighborhood and provide housing options which are compatible with the scale and density of detached, single-unit housing. Development of Missing Middle housing in neighborhoods with single-unit housing allows for a variety of styles and price points within the same area. This mixture of housing types also makes transitioning from one housing style to another possible. This gives residents the opportunity to stay in the same area as their housing needs change over the course of their lives.

**Integration and Mixing of Uses**

**Horizontal Integration**

Horizontal integration of uses means that different uses are housed in different buildings, but are adjacent and related to each other.

**Vertical Integration**

Vertical integration of uses means that different uses are located in the same buildings.
Compatibility

Table 1 shows the types of land uses proposed to be included in each of the LUTAs. EnvisionCR includes both location standards and criteria and compatibility standards for land uses. Table 2 shows the compatibility between different types of land use and each LUTA. Table 3 provides characteristics and considerations for each LUTA.

The relationship between different land uses and their relative compatibility with each other is important to successful execution of an integrated land use concept. Compatibility measures the ability by which different uses may be near or adjacent to each other without impacting either property.

EnvisionCR includes both:

- **Location and character standards** that will apply to each general land use category. They are designed to ensure that transportation and infrastructure are adequate to serve the proposed use.

- **Transitional standards** that ensure that methods are used to minimize potential incompatibilities between adjacent mixed uses. As LUTAs become more intense and uses become more integrated, compatibility methods focus less on spacing and congregating of similar uses, and more on performance-based methods that directly address issues such as noise, traffic, air quality, privacy, and aesthetics. Figure 4 demonstrates transitions in land use intensities.

**FIGURE 4: Transitions in Land Use Intensities**
# LAND USE TYPOLOGY AREA SUMMARY

Table 1: Land Use Typology Areas

<table>
<thead>
<tr>
<th>Land Use Typology Area</th>
<th>Description/Purpose</th>
<th>Residential density (du/A)</th>
<th>Non-residential or Mixed-use intensity (FAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AP Agricultural Preserve</td>
<td>Areas preserved for permanent farming and agricultural production.</td>
<td>1 unit/40 acres max</td>
<td>NA</td>
</tr>
<tr>
<td>R Rural</td>
<td>Areas that are unlikely to receive urban services. Agriculture and very low-density development will be the probable final use.</td>
<td>1 unit/2 acres max</td>
<td>NA</td>
</tr>
<tr>
<td>U-LL Urban-Large Lot</td>
<td>Areas with urban services including very low-density residential constrained by environmental elements, such as steep slopes, waterways, and woodlands.</td>
<td>0-6</td>
<td>0.50 max.</td>
</tr>
<tr>
<td>U-LI Urban-Low Intensity</td>
<td>Areas with urban services including relatively low-density residential and neighborhood commercial and service uses.</td>
<td>2-12</td>
<td>0.50 max.</td>
</tr>
<tr>
<td>U-MI Urban-Medium Intensity</td>
<td>Areas with urban services including medium-density residential and neighborhood commercial, office, and service uses.</td>
<td>4-24</td>
<td>1.0 max.</td>
</tr>
<tr>
<td>U-HI Urban-High Intensity</td>
<td>Areas with urban services including medium and high-density residential, major commercial, office, and service uses, and limited industrial in suitable locations.</td>
<td>8-40</td>
<td>3.0 max.</td>
</tr>
<tr>
<td>DT Downtown</td>
<td>High-intensity mixed uses focused on Downtown and immediate environs.</td>
<td>20 and up</td>
<td>1.0 and up</td>
</tr>
<tr>
<td>C Commercial</td>
<td>Areas dominated by major community and regional commercial development that are both large in scale and have high traffic impact. May include high-density residential use.</td>
<td>16-40</td>
<td>1.0 max.</td>
</tr>
<tr>
<td>I Industrial</td>
<td>Areas dominated by large-scale industrial uses.</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>ER Employment Reserve</td>
<td>Areas reserved for future large employers.</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>P Public, Semi-Public</td>
<td>Areas with major, typically land-intensive public, semi-public, or other civic uses.</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>OS Open Space</td>
<td>Areas intended to provide open space recreational uses, such as local and regional parks and for the preservation of environmentally sensitive areas. May include accessory or complementary uses if permitted by flood plain or other environmental regulations.</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>UR Urban Reserve Overlay</td>
<td>Areas that are unlikely to be served by urban infrastructure during the planning period but will be feasibly served and needed for urban development in the long-term.</td>
<td>1 unit/40 acres max</td>
<td>NA</td>
</tr>
<tr>
<td>EC Environmental Conservation Overlay</td>
<td>Areas will remain undeveloped due to sensitive environmental features and habitat.</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>FC Flood Control Study Area</td>
<td>Areas of the community currently under study for planned flood control project.</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

The table displays the range of typology areas that apply to Cedar Rapids. The majority of the city’s area falls into U-LI, U-MI, and U-HI.
<table>
<thead>
<tr>
<th>Land Uses</th>
<th>AP</th>
<th>R</th>
<th>U-LL</th>
<th>U-LI</th>
<th>U-MI</th>
<th>U-HI</th>
<th>DT</th>
<th>C</th>
<th>I</th>
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<th>UR</th>
<th>EC</th>
<th>FC</th>
<th>Area</th>
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<tbody>
<tr>
<td>Agriculture (agriculture and related activities)</td>
<td>●</td>
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<tr>
<td>Single-family residential</td>
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<tr>
<td>Two-family residential</td>
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<tr>
<td>Multi-family residential</td>
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<td>Rural commercial (commercial uses that are compatible with rural and agricultural uses)</td>
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<tr>
<td>Neighborhood commercial (Small scale commercial development appropriate for neighborhood settings. Includes smaller shops, convenience stores, restaurants and offices)</td>
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<tr>
<td>Community commercial (Commercial developments which serve larger areas of the community and require access to arterial roads, such as supermarkets, medium sized office buildings, restaurants, and medium size retail centers)</td>
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<tr>
<td>Regional commercial (Regionally significant office and commercial uses, such as shopping centers, malls, and major retailers)</td>
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<tr>
<td>Limited industrial (Light industrial uses, such as light manufacturing, assembly, warehousing, and distribution)</td>
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<tr>
<td>Intensive industrial (Heavy industrial uses, such as heavy manufacturing, refineries, and other labor and capital industrial activities)</td>
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<tr>
<td>Employment centers (Centers with major office and business uses, such as technology and research centers, corporate headquarters, and clean industry centers)</td>
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<tr>
<td>Parks (Open space recreational uses)</td>
<td>●</td>
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<td>●</td>
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</tr>
<tr>
<td>Public and civic facilities (Public and semi-public uses, such as fire stations, libraries, schools, community centers, and utility facilities)</td>
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</tbody>
</table>

The categories listed above are intended to be general in nature and not strictly applied to land uses in the Zoning Ordinance. A mix of land uses are allowed and encouraged in many LUTAs, assuming the uses proposed are permitted by the Land Use Typology Area and the Zoning Ordinance.

- Normal permitted
- Requires location and compatibility standards
Cedar Rapids is a community that transitions from a relatively high intensity typology (e.g. downtown) to a rural cross-section of exceptionally low-intensity. Thus when developing land use categories, the full range of Cedar Rapids’ development must be addressed.
OVERVIEW OF LAND USE TYPOLOGY AREAS (LUTA)

Land Use Typology Areas (LUTA)
The Land Use Typology Areas are described on the following pages.

**Land Use Categories**
- Urban - Large Lot (U-LL)
- Urban - Low Intensity (U-LI)
- Urban - Medium Intensity (U-MI)
- Urban - High Intensity (U-HI)
- Downtown (DT)
- Agricultural Preserve (AP)
- Rural (R)
- Commercial (C)
- Industrial (I)
- Employment Reserve (ER)
- Public/Semi-Public (P)
- Open Space (OS)
- Flood Control Study Area (FC)

**Overlays**
- Environmental Conservation Overlay (EC)
- Urban Reserve (UR)
### Table 3: Land Use Criteria and Descriptions

<table>
<thead>
<tr>
<th>LUTA</th>
<th>Use/Form/Intensity Characteristics</th>
<th>Location/Compatibility Characteristics</th>
<th>Service and Infrastructure Considerations</th>
</tr>
</thead>
</table>
| **Agricultural Preserve** | - Agriculture will remain the principal use during the planning period.  
                         - Very large minimum lot sizes.  
                         - Maximum residential density of 1 unit/40 acres. | - Rural areas focusing on areas with prime farmland soil.  
                                                        - Minimal pressure or conflicts from residential or other uses. | - Minimal infrastructure.  
                                                                                        - Extension of urban services will not occur during the foreseeable future. |
| **Rural**             | - Very large lot, single-family residential.  
                         - Maximum residential density of 1 unit/2 acres.  
                         - Open space buffers should be provided along arterials for development at higher densities. | - Rural areas where more intense development is not planned.  
                                                        - Buffering or separation from pre-existing agriculture or agricultural industries. | - Extension of urban services is unlikely during the foreseeable future.  
                                                                                        - Community water/wastewater systems in rural cluster developments. |
| **Urban-Large Lot**   | - Very large lot, single-family residential.  
                         - Maximum residential density of 6 units/acre. | - Areas within the city limits that, due to steep terrain or other environmental factors, cannot be developed to typical urban residential densities.  
                                                        - Due to large lot sizes and limited uses, incompatibilities are minimized. | - Full urban services.  
                                                                                        - Low densities make provision of urban services and infrastructure less cost effective than in typical urban residential areas. |
| **Urban-Low Intensity** | - Single-family, two family, and multi-family residential with densities between 2 and 12 units/acre allowed.  
                          - Potential lot clustering.  
                          - Innovative subdivisions or site configurations encouraged through planned unit developments.  
                          - Commercial development clusters may be integrated into mixed use projects with commercial/residential uses.  
                          - Commercial uses should have frontage along streets, with limited direct surface parking exposure along right of ways. Pad sites may be used to shield parking lots. Cohesive sign design, with consistency of materials, lighting, and height. | - Areas should be buffered from uses with adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic.  
                                                        - Compatibility may be achieved with density and land use transitions, from lower to higher densities.  
                                                        - Locate new commercial facilities on commercial nodes, typically at median breaks or intersections of collector and/or arterial streets.  
                                                        - Neighborhood nodes should restrict commercial uses to one or two quadrants of intersections.  
                                                        - Locations may vary as part of a planned unit development. | - Full urban services.  
                                                                                        - Framework of interconnected streets and sidewalks and trails.  
                                                                                        - Commercial uses should have direct access to collector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts.  
                                                                                        - When applicable, internal auto and pedestrian circulation systems should be provided.  
                                                                                        - Direct pedestrian access from transit stops, public sidewalks and paths to business entrances.  
                                                                                        - Transit and bicycle access is advisable.  
                                                                                        - Convenient local access to surrounding neighborhoods with design that discourages external traffic. |
### Table 3: Land Use Criteria and Descriptions

<table>
<thead>
<tr>
<th>LUTA</th>
<th>Use/Form/Intensity Characteristics</th>
<th>Location/Compatibility Characteristics</th>
<th>Service and Infrastructure Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban-Medium Intensity</strong></td>
<td>Single-family, two-family, and multi-family residential with densities between 6 and 24 units/acre allowed.</td>
<td>Reasonable access or location on collector or arterial streets.</td>
<td>Full urban services.</td>
</tr>
<tr>
<td></td>
<td>Potential lot clustering.</td>
<td>Convenient access to neighborhood commercial services.</td>
<td>Framework of interconnected streets and sidewalks or paths.</td>
</tr>
<tr>
<td></td>
<td>Innovative subdivisions or site configurations encouraged through planned unit developments. May incorporate community commercial scale clusters of developments.</td>
<td>Buffering from or mitigation of adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic.</td>
<td>Transit and bicycle access is advisable.</td>
</tr>
<tr>
<td></td>
<td>Commercial uses should be integrated wherever possible into mixed use development with residential uses.</td>
<td>Compatibility may be achieved with density and land use transitions.</td>
<td>May include internal or alley access.</td>
</tr>
<tr>
<td></td>
<td>Frontage along streets, with limited direct surface parking exposure along right of way lines.</td>
<td>Locate new commercial facilities in commercial nodes, typically at median breaks or intersections of collector and/or arterial streets.</td>
<td>Commercial uses should have direct access to collector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts.</td>
</tr>
<tr>
<td></td>
<td>Cohesive sign design, with consistency of materials, lighting, and height.</td>
<td>Neighborhood nodes should restrict commercial uses to one or two quadrants of intersections.</td>
<td>When applicable, internal auto and pedestrian circulations systems.</td>
</tr>
<tr>
<td></td>
<td>In areas with access to transit, direct pedestrian access from transit stop to business entrances is encouraged.</td>
<td>Locations may vary as part of a planned unit development.</td>
<td>Direct pedestrian access from public sidewalks and paths to major pedestrian ways within projects.</td>
</tr>
<tr>
<td></td>
<td>Commercial and mixed use development should include public or assembly space, typically in a plaza or urban sidewalk configuration with user amenities.</td>
<td></td>
<td>Transit and bicycle access.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Convenient local access to surrounding neighborhoods with design that discourages external traffic.</td>
</tr>
<tr>
<td><strong>Urban-High Intensity</strong></td>
<td>Single-family, two-family, and multi-family residential with densities between 8 and 40 units/acre allowed.</td>
<td>Adjacency to collector or arterial streets.</td>
<td>Full urban services.</td>
</tr>
<tr>
<td></td>
<td>Innovative site configurations encouraged through planned unit developments.</td>
<td>Convenient access or integration into neighborhood and/or community commercial services.</td>
<td>Framework of interconnected streets and sidewalks or paths.</td>
</tr>
<tr>
<td></td>
<td>May be a component of mixed use projects, or include secondary retail and office uses. See Community Commercial in Urban-Median Intensity.</td>
<td>Buffering from or mitigation of adverse environmental effects, including noise, odors, air and light pollution, and heavy traffic.</td>
<td>Transit and bicycle access.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Compatibility may be achieved with density and land use transitions.</td>
<td>May include internal streets and connections to mixed uses.</td>
</tr>
</tbody>
</table>
### Table 3: Land Use Criteria and Descriptions

<table>
<thead>
<tr>
<th>LUTA</th>
<th>Use/Form/Intensity Characteristics</th>
<th>Location/Compatibility Characteristics</th>
<th>Service and Infrastructure Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>Unique regional commercial, employment, cultural and governmental center. Land uses reflect the most mixed use district in the city. Multi-family residential with a minimum density of 20 units/acre. Building intensity is the greatest in the city, with a minimum FAR of 1.0 required. Variety of building types. Placement characterized by zero or minimal front yard setbacks. Parking frequently provided off-site in public parking facilities.</td>
<td>Historic location of downtown along the Cedar River. As the most intensely developed area, land use intensity drops off with distance from the center. Defining the limits of Downtown is difficult and subject to change over time. Downtown-proper is bordered by area with less intense downtown support services and public institutions. Transitions to area where off-street parking is a building requirement must be defined.</td>
<td>Full urban services. Focal point for transportation network and area of largest infrastructure needs due to density of development.</td>
</tr>
<tr>
<td>Commercial</td>
<td>Unique retail and/or entertainment destinations serving metropolitan areas and surrounding region, as well as medium to high intensity offices and low-impact business parks. Variety of building configurations. Retail centers should be integrated into large-scale mixed use development with high-intensity office and residential uses. Cohesive sign design, with consistency of materials, lighting, and height. Access to transit is a high priority, direct pedestrian access from transit stop to major center entrances is required, where feasible. Developments should include significant public or assembly space.</td>
<td>For new facilities, location at regional highway interchanges or at arterial intersections with superior regional access. Location at major intersections and transit stops is highly desirable. Locations may vary as part of a planned unit development.</td>
<td>Full urban services. Superior arterial and highway access. Internal auto, bicycle, and pedestrian circulation system. Direct pedestrian access from public sidewalks and paths to major pedestrian ways within project. Local and regional transit service. Shared access with other projects is encouraged to minimize curb cuts.</td>
</tr>
</tbody>
</table>
### Table 3: Land Use Criteria and Descriptions

<table>
<thead>
<tr>
<th>LUTA</th>
<th>Use/Form/Intensity Characteristics</th>
<th>Location/Compatibility Characteristics</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td>Broad range of industrial uses allowed. May include warehousing and distribution, manufacturing, and office/flex buildings.</td>
<td>Convenient access to major arterials, highways, and other transportation facilities, as needed.</td>
<td>Full urban services with adequate availability of water and sewer to serve needs.</td>
</tr>
<tr>
<td></td>
<td>May include limited supporting retail and commercial uses for the primary purpose of serving employee and business needs.</td>
<td>Locations with limited visibility along major civic corridors.</td>
<td>Excellent access to transportation facilities without encroaching on lower-intensity uses, particularly residential.</td>
</tr>
<tr>
<td></td>
<td>Landscaping and screening at perimeter and along street exposures.</td>
<td>Locations that are distant from or do not affect incompatible uses, such as residential and major commercial.</td>
<td>Transit service is desirable. May take the form of special services or transit “brokerages.”</td>
</tr>
<tr>
<td></td>
<td>Screening of high impact site components. Special design controls to mitigate visual and operational impact.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Employment Reserve</strong></td>
<td>Areas most suitable for large-scale industrial and business development.</td>
<td>Good freeway and rail access. Access to airport.</td>
<td>Depending on nature of business, may have extraordinary water and sewer discharge/treatment needs.</td>
</tr>
<tr>
<td></td>
<td>Desire retention of large land parcels to accommodate major employers.</td>
<td>Availability of water and sewer infrastructure.</td>
<td>Employee and truck service traffic require extensive street and highway infrastructure.</td>
</tr>
<tr>
<td></td>
<td>New uses to be employment or employment related, such as manufacturing, office, distribution, warehousing, technology and research centers.</td>
<td>Proximity to other employment centers and accessibility from residential areas for employees.</td>
<td>High-speed internet infrastructure needed for most new employment uses.</td>
</tr>
<tr>
<td></td>
<td>Only commercial uses that support employment base allowed.</td>
<td>Compatibility with adjacent land uses. Need for appropriate buffering and screening from residential areas.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not located within sensitive environmental areas, especially flood-prone areas.</td>
<td></td>
</tr>
<tr>
<td><strong>Public, Semi-Public</strong></td>
<td>Uses range from colleges, campuses, cemeteries, and large public institutions.</td>
<td>Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management.</td>
<td>Typically requires full public services.</td>
</tr>
<tr>
<td></td>
<td>Intended for areas where the form and function of public and semi-public uses varies from the surrounding LUTAs. Examples include multi-building campuses, cemeteries, and other large planned areas. Public uses are permitted in any LUTA without map amendment, provided that they generally conform to the design requirements of the underlying LUTA.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Open Space
Areas intended to provide open space recreational uses, such as local and regional parks and for the preservation of environmentally sensitive areas. Uses include parks and undevelopable areas due to accessibility or extreme slopes.

- Parks should be centrally located with easy access for both pedestrian and auto users.
- Ideally, residents should be within approximately a half a mile of a park facility.
- All parks should be connected through the city's trail and greenway systems.
- Minimal impact on public infrastructure. Parks and policing services impacted.

### Urban Reserve Overlay
Areas established in the plan as the long-term growth areas for Cedar Rapids.

- Goal is to keep rural residential development out of area to minimize conflicts with ultimate provision of city infrastructure and urban-scale development.
- Typically require residential development to have minimum 10 acre lot size to discourage development.
- Consider watershed boundaries and natural drainage patterns for provision of sanitary sewer service.
- Other locational factors include natural features and pre-existing development.
- Existing municipal boundaries and competition for growth areas can be factors.
- Requires inventory and capacity analysis of public infrastructure and service needs of growth area.
- Should conduct a cost/benefit analysis prior to establishment of future growth area.

### Environmental Conservation Overlay
Environmentally sensitive areas that should be protected from development.

- Includes wetlands, prairies, floodplains, drainage channels and scenic corridors.
- Should follow environmental features.
- Should be pre-designated in development areas.
- Can be incorporated into the city’s trail system when appropriate.
- Natural and improved drainage systems require periodic maintenance.

### Flood Control Study Area
Land which may be impacted by the future Flood Control System.

- Uses should be limited to existing land use or open space until the Flood Control System alignment is finalized.
- Development or establishment of new uses should not be permitted unless it is determined that they will have no impact on the Future Flood Control System.
- Temporary LUTA designation which should be amended once final decisions are made on Flood Control System alignment.
- Land near the Cedar River.
- Flood protection strategies required and may need periodic maintenance.

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<td>Urban Reserve Overlay</td>
<td>Areas established in the plan as the long-term growth areas for Cedar Rapids.</td>
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<td>Should follow environmental features.</td>
<td>Natural and improved drainage systems require periodic maintenance.</td>
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<td>Flood Control Study Area</td>
<td>Land which may be impacted by the future Flood Control System.</td>
<td>Land near the Cedar River.</td>
<td>Flood protection strategies required and may need periodic maintenance.</td>
</tr>
</tbody>
</table>
Due to the dynamic nature of the Future Land Use Map, all instances of this map shown in this document are intended to be representative. The official Future Land Use Map shall be maintained by the city and made available online or upon request.

Urban—Low Intensity (U-LI)

The intent of this LUTA is to create smarter (more efficient, dense, walkable, bikeable) new suburban style development and encourage retrofitting of existing suburban style development to a more efficient, walkable pattern. As compared to denser LUTAs, Urban Low Intensity areas should offer more space and separation of uses in exchange for greater distances to destinations, fewer shared amenities, and less immediate access to jobs and cultural amenities.

1. Different intensities of land use are positioned to create a smooth internal transition from lower to higher intensity uses.
2. Larger commercial or office uses should cluster around arterial streets.
3. Smaller, neighborhood scale commercial uses may be appropriate on collector streets.
4. Complementary uses like schools, small parks and religious institutions, or neighborhood retail or mixed-use, are sited within neighborhoods where they take advantage of excellent connectivity, which allows for multiple access points and routes to and from the complementary uses.

Form, Uses, and Intensity

Suburban style development. At the lowest density, areas should be just dense enough to warrant urban utilities and urban levels of service. At the highest density, areas should be only dense enough to support minimal transit.

1. Residential densities range between 2 and 12 units/acre.
2. Non-residential or mixed-use floor area ratios (FARs) have a maximum of 0.5.
3. High connectivity grid pattern to expand viable locations for commercial land uses, resulting in greater integration of land uses.
4. Residential neighborhoods include complementary uses like schools, small parks and religious institutions, and neighborhood retail or mixed-use. These complementary uses are integrated into neighborhoods so that residents can access them easily by walking or biking.

Compatibility

Compatibility in these areas will be achieved through gradual increases of intensity, transitioning from one land use to another. For example, a cross-section of this area may show large lot single family next to medium lot single family, next to small lot single family, next to townhomes, next to apartments, next to commercial. Although the focus is on gradual changes in intensity, these changes should occur at a small enough scale to ensure integration of land uses within an area roughly a quarter section in size in order to encourage walking, biking, and the reduction of auto trips.

Service and Infrastructure Considerations

These areas should have full urban services, including a framework of interconnected streets, sidewalks, and trails. Commercial uses should have direct access to collector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts. When applicable, internal auto and pedestrian circulation systems should be provided.

Infrastructure should also include direct pedestrian access from transit stops, public sidewalks, and paths to business entrances. Transit and bicycle access is advisable. Connectivity should be provided for convenient local access to surrounding neighborhoods with design that discourages external traffic.
Urban—Medium Intensity (U-MI)

The intent of this LUTA is to create vibrant, urban areas that draw customers and employees from outside the immediate area. A greater degree of space and cost saving should be attained through increased FARs. Increased density improves opportunities for economic activity and social interaction and acts as an incentive to redevelop aging buildings and develop vacant lots.

Form, Uses, and Intensity
Includes multi-story residential and commercial uses.

1. Residential densities between 4 and 24 units/acre are allowed.
2. Non-residential or mixed use FAR have a maximum of 1.0.
3. A high-connectivity grid pattern should be used to expand the viable locations for commercial land uses, resulting in greater integration of land uses.
4. Encourage more transportation, housing, and shopping choices in close proximity to each other.
5. Light industrial uses should be rare, due to their low FAR.

Compatibility
Land uses and intensities should be integrated at a finer grain than within the Urban Low Intensity designation. As compared to U-LI areas, compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations.

1. Land uses are sometimes mixed vertically, resulting in complementary and alternating times of use and the ability to share parking areas.
2. Different intensities of land use are still positioned to create a smooth internal transition from lower to higher intensity uses; however, this transition happens over a shorter distance than within the U-LI designation.
3. Larger commercial or office uses should cluster around arterial streets and rail lines.
4. Medium density, light industrial uses may be allowed with requirements that they mitigate any anticipated negative impacts on adjacent land uses and that they are located on arterial streets or rail lines.
5. Smaller, neighborhood-scale commercial uses are appropriate on any street provided a smooth transition in intensity of uses is maintained.
6. Complementary uses like schools, parks and religious institutions, or neighborhood retail or mixed use, are sited within neighborhoods where they take advantage of excellent connectivity. This allows for multiple access points and routes to and from the complementary uses.
7. Urban amenities, such as parks, plazas, and higher quality streetscapes, should be more prevalent than in the U-LI areas, in order to offset the area’s intensity level and enhance livability.

Service and Infrastructure Considerations
These areas should have full urban services, including a framework of interconnected streets and sidewalks or paths. Commercial uses should have direct access to collector or arterial streets. Shared access with other projects is encouraged to minimize curb cuts. When applicable, internal auto and pedestrian circulation systems should be provided. Internal or alley access may also be provided.

Direct pedestrian access from public sidewalks and paths to major pedestrian ways within projects should be provided. Transit and bicycle access is strongly encouraged. Connectivity should be provided for convenient local access to surrounding neighborhoods with design that discourages external traffic.
Urban—High Intensity (U-HI)

Sub-regional and regional attractions with large office or medical buildings and high density residential living. High density improves economic performance and opportunities for social interaction, and acts as an incentive to redevelop or rehabilitate aging buildings and develop vacant lots.

Form, Uses, and Intensity
1. Residential densities range between 8 and 40 units/acre are allowed.
2. Non-residential or mixed use FAR has a maximum of 3.0. Parking garages are sometimes found in these areas.
3. Shared parking is encouraged to reduce land used as parking areas.
4. U-HI areas should generally have good access to freeways, highways, arterials, and transit, while still being designed around pedestrians.
5. A high-connectivity grid pattern should be used to expand the viable locations for higher intensity land uses, resulting in greater integration of land uses.

Compatibility
Land uses and intensities should be fully integrated and mixed. As compared to U-MI areas, compatibility should be achieved through increased attention to traffic circulation and parking, site and building design, and on-site operations.

1. Different land uses can be close together because high levels of service, design, and amenities take into account these juxtapositions and make appropriate accommodations.
2. Form and design rules and performance regulations address aesthetic and functional compatibility.
3. Industrial uses may be allowed with requirements that they mitigate any anticipated negative impacts on adjacent land uses and that they are located on arterial streets or rail lines.
4. Land uses should be fully integrated horizontally and mixed vertically, resulting in complementary and alternating times of use and the ability to share parking areas.
5. Higher levels of urban amenities are necessary to offset the area's intensity level and enhance livability.

Service and Infrastructure Considerations
These areas should have full urban services, including a framework of interconnected streets and sidewalks or paths.

Transit and bicycle access is essential in these areas. Infrastructure in these areas may include internal streets and connections to mixed uses.
Downtown (DT)

As the most intense area in the city for commerce and tourism, downtown should exhibit high density and intensity. The economic health of downtown benefits from close proximity between businesses. Downtown should allow for residential opportunities at all price points from affordable to high-end.

Form, Uses, and Intensity
High Density. Multiple land uses coexist horizontally and vertically in buildings.

1. Residential densities must achieve a minimum of 20 units/acre.
2. Non-residential and mixed-use development must achieve a minimum of 1.0 FAR.
3. Nearly all open space is public.
4. Encourage location of regional scale amenities and attractions to downtown.
5. Parking garages are used frequently and integrated into structures.

Compatibility
Because land uses and intensities are fully integrated and mixed, allowance is made for less harmonious neighbors through increased attention to traffic circulation and parking, site and building design, and on-site operations.

1. Different land uses can be close together because high levels of service, design, and amenities make appropriate accommodations.
2. Form/design rules address aesthetic and functional compatibility.
3. Limited industrial uses may be allowed if they meet design and compatibility standards, and mitigate any anticipated negative impacts.
4. Land uses should be fully integrated horizontally and mixed vertically, resulting in the ability to share parking areas.
5. The edge of the DT land use typology area should step down in form and intensity to match the character of adjacent areas.

Service and Infrastructure Considerations
These areas should have full urban services. Downtown areas should be the focal point for the transportation network. These are the areas of largest infrastructure needs due to the density of development.
LAND USE TYPOLOGY AREAS (LUTA)

Urban Large Lot (U-LL)

The intent of this LUTA is to provide low density, residential neighborhoods with availability of urban services. Designation is intended for existing neighborhoods. Amendments to the Future Land Use Map to this LUTA is discouraged. Any proposed amendments would need to show confirmation of environmentally sensitive areas. Development would need to avoid any identified environmentally sensitive areas.

Form, Uses, and Intensity
Areas are served by urban utilities and urban levels of service.

1. Maximum residential density of 6 units/acre.
2. Development is limited due to sensitive environmental conditions. These should be documented and mapped:
   - Habitat and plants.
   - Soil quality, including texture, depth, and slope.
   - Wetlands, streams, rivers, waterways, and bodies of water.
   - Sensitive ecosystems for fishes, reptiles, birds, and mammals.

Compatibility
Compatibility in these areas will be achieved through gradual increases of intensity, transitioning from one land use to another. Different intensities of land use are positioned to create a smooth internal transition from lower to higher intensity uses.

1. Complementary uses like parks, religious institutions, retail or mixed-use, are sited to take advantage of excellent connectivity to major streets.

Service and Infrastructure Considerations
These areas should have full urban services. However, the low densities of these areas make the provision of urban services and infrastructure less cost effective than in typical urban residential areas.

Agricultural Preserve (AP)

The intent of this LUTA is to preserve working agricultural ground or large estates long into the future.

Form, Uses, and Intensity
1. Maximum residential density of 1 unit/40 acres.
2. Minimal infrastructure (rural arterials; no transit, water, or sewer).
3. A small amount of commercial to serve rural residents is appropriate, and located at crossroads of major streets.

Compatibility
1. Minimize the conflict between agricultural operations and new development of any kind, including residential.
2. The large tracts needed for agricultural or livestock operations are kept available with minimal pressure from residential, or any other, development. AP land should not be permitted to develop at urban or rural residential densities until such land is designated for urban or rural residential development through a comprehensive plan amendment.
3. Rural commercial uses could be allowed, but must take added measures to ensure compatibility with the rural, agricultural character of this area. Such measures include large buffers of open space and appropriate design.

Service and Infrastructure Considerations
These areas should have minimal infrastructure. Extension of urban services will not occur in these areas in the foreseeable future.
**LAND USE TYPOLOGY AREAS (LUTA)**

**Rural (R)**

The intent of this LUTA is to provide plentiful space for low density, rural residential neighborhoods to remain in perpetuity with no pressure to urbanize.

**Form, Uses, and Intensity.**

1. Maximum residential density of 1 unit/2 acres.
2. Rural character should be maintained by encouraging an appropriate mix of lot sizes and preventing concentrations of smaller lots. For example, two large subdivisions with 1 acre lots should not be adjacent to each other, but should instead be separated by a subdivision with much larger lots.
3. Subdivisions with smaller lots (1/2 to 2 acres). Project may accomplish this by including open space buffers along arterials to maintain rural character. Cluster developments may also require a buffer if development is clustered near arterials.
4. A small amount of commercial to serve rural residents is appropriate. These nodes are intended to be sufficient in number to allow flexibility for market choice, while still guiding the location of new commercial development to appropriate places.

**Compatibility**

1. Rural commercial uses could be allowed, but must take added measures to ensure compatibility with the rural, agricultural character of this area. Such measures include large buffers of open space and appropriate design.
2. Cluster development is appropriate; however, a minimum lot size is still necessary to maintain rural character. Cluster developments must include assurances such as easements or other mechanisms to ensure open space remains undeveloped in perpetuity.

**Service and Infrastructure Considerations**

Extension of urban services is unlikely in these areas in the foreseeable future. Community water/wastewater systems should be used in rural cluster developments.
Commercial (C)
This involves regional, community, and neighborhood scale areas where city investment, regulation, and policy is intended to enhance retail activity and performance, leading to stable neighborhoods and revenues. Special areas are reserved for their geographic positioning within markets and their appropriateness for retail uses. While other uses such as office and services may be allowed, the predominant uses should be retail in order to maximize effectiveness of city investment and policies.

Form, Uses, and Intensity
1. Includes retail, commercial, or office uses. Non-residential or mixed-use FAR has a maximum of 1.0.
2. Residential densities between 16 and 40 units/acre are allowed.

Compatibility
The focus is on compatibility with development outside the commercial areas, as development within should all be similar in nature.
1. The edge of commercial areas should taper in form and intensity to achieve a compatible interface with the character of adjacent areas.
2. Uses in these areas are likely to require heavy lighting. Development in commercial areas should, therefore, have lighting standards to protect the character of adjacent areas. If needed, area boundaries could include buffers to mitigate visual (light and aesthetics) impacts on surrounding land.
3. Measures should be taken to ensure that heavy traffic volumes do not impact adjacent areas.

Service and Infrastructure Considerations
Commercial areas should have full urban services with superior arterial and highway access, along with good internal auto, bicycle, and pedestrian circulation. Local and regional transit service should be available. Direct pedestrian access from public sidewalks to major pedestrian ways within projects should be provided. Shared vehicular access with other projects is encouraged to minimize curb cuts.

Industrial (I)
The industrial designation allows for a broad range of industrial uses from small to large employers. Typical land uses range from outdoor storage to large indoor manufacturing and warehousing facilities.

Form, Uses, and Intensity
Industrial areas are intended to house all types of industrial uses including manufacturing, warehousing, distribution, and office/industrial flex space. Limited retail and services are allowed, such as a gas station. Uses in this area can be smaller in size than in the Employment Reserve (ER) areas and aesthetic and other standards are less stringent.

Consider the following criteria when making decisions regarding industrial uses:
1. Freeway access
2. Rail access
3. Proximity to water lines and availability of water
4. Proximity to sewer lines
5. Availability of sewer treatment capacity
6. Proximity to existing employment centers
7. Environmental constraints (floodplain, slope, etc.)
8. Compatibility of neighboring land uses
9. Brownfield status
10. Access route to freeway(s) and the impact of added employee/truck traffic to non-industrial uses along that route
11. Impact of added employee/truck traffic to the level of service of affected arterial roadways in the surrounding area

Compatibility
Development abutting an industrial boundary should ensure compatibility between employment uses inside and outside the area. Design standards should include land buffers, architectural and site design standards, and other appropriate standards implemented through Planned Unit Development (PUD) or new codes or guidelines. Operational standards should consider traffic, noise, lighting, and air quality.

Service and Infrastructure Considerations
These areas should have full urban services with adequate availability of water and sewer to serve needs of industrial uses. Excellent access to transportation facilities is also important in these areas. However, transportation access should not encroach on lower-intensity uses, particularly residential areas. Transit service is desirable in industrial areas, which may take the form of special services or transit “brokerages.”
Employment Reserve (ER)

Employment Reserve areas contain sites that are the most suitable for large industrial and business development in the city. Protection of these areas is essential for Cedar Rapids’ economic stability and future growth. The Employment Reserve designation provides a competitive advantage for attracting new companies and retaining companies that need to expand. Large acreages should be maintained to maximize clustering for specialization, synergy, transportation efficiency, and knowledge exchange.

Form, Uses, and Intensity.
Employment Reserve areas are prime areas for manufacturing, warehousing, distribution, office, and office/industrial flex space uses. ER areas require a higher standard for industrial infrastructure, urban design, access, and other factors. Non-industrial and non-office uses should be limited to support services for the primary employment generators. This may include limited commercial development. Fragmentation of Employment Reserve areas by small-scale development or incompatible uses is strongly discouraged.

1. Ensure the bulk of land within Employment Reserve areas is used for manufacturing, warehousing, distribution, office, and other industrial uses that generate substantial employment.

2. Allow small-scale industrial or office uses that support and strengthen major employment generators provided these do not impair the viability of future industrial or office development within Employment Reserve areas by fragmenting viable parcels or impeding internal circulation or exterior connectivity.

3. Allow commercial and other uses within Employment Reserve areas only as needed to support the primary purpose of the Employment Reserve designation and only in locations that do not fragment or otherwise limit capacity for industrial and office development.

4. Support transportation and utilities infrastructure improvements, both within and outside ER areas, that increase the viability of these areas for industrial and office uses.

5. Transportation infrastructure improvements should provide for efficient street layouts and enhance connectivity and capacity.

6. Subdivisions that result in inefficient street layout, poor parcel configuration, or otherwise limit future development in ER areas should not be approved.

7. A perpetual inventory of development-ready land should be maintained. (Development-ready land has all necessary infrastructure in place, or has the ability to achieve that state in short order)

8. As Employment Reserve Areas develop, analyze the need for new industrial and employment reserve land. Employment Reserve Area lands that are developed may also need to be re-categorized accordingly.

9. Consider the following criteria when appropriating new ER lands:
   - Freeway access
   - Rail access
   - Proximity to water lines and available capacity
   - Proximity to sewer lines
   - Availability of sewer treatment capacity to serve such development
   - Proximity to existing employment centers
   - Environmental considerations (floodplain, wetlands, slope, etc.)
   - Compatibility of neighboring land uses

Compatibility:
1. Do not allow uses that are incompatible with large-scale industrial or office development to locate within Employment Reserve areas. Such uses include, but are not limited to, residential and schools.

2. Ensure development adjacent to Employment Reserve areas is compatible with and will not compromise viability of employment lands. Uses considered incompatible inside the Employment Reserve area may be appropriate adjacent to the area if compatibility can be demonstrated through special development controls in a Planned Unit Development.

3. Apply special design controls to Employment Reserve areas. These controls could at first be implemented through Planned Unit Developments (PUDs) or design guidelines. Encourage industrial park design which includes sensitive design and placement of buildings, screening or prohibiting outdoor storage, parcel sizes which allow for long term expansion for individual users, special landscaping requirements, and buffering treatments for truck access and loading facilities. Design standards should mitigate negative aesthetic, traffic, and other impacts.

4. The creation of a new zoning classification should be
LAND USE TYPOLOGY AREAS (LUTA)

considered to assist in obtaining the type and quality of development desired for this area.

5. Development abutting an ER boundary, whether inside or outside the boundary, should be held to higher design standards to ensure compatibility between employment uses inside the ER area and possible residential uses outside the area. Such design standards should include land buffers, architectural and site design standards, and other appropriate standards implemented through PUDs or new codes or guidelines.

6. In cases where infrastructure (e.g. sewer, transportation) has been installed with the express purpose of providing necessary capacity to Employment Reserve areas, any proposed rezone or subdivision outside of the Employment Reserve area must not impact the necessary capacity of the Employment Reserve.

Service and Infrastructure Considerations
Depending on the nature of businesses in Employment Reserve areas, there may be extraordinary water and sewer discharge and treatment needs. Employee and truck service traffic requires extensive street and highway infrastructure. High-speed internet infrastructure is also needed for most new employment uses.

Public/Semi-Public (P)
The intent of this LUTA is to provide space for educational, institutional and assembly, and other public uses, including hospitals, major campuses (high school, college, and university), cemeteries, airport, landfills, water plant, and major utilities.

- Educational. Educational uses are public, private, and parochial institutions at high school, or post-secondary level, or trade or business schools, that provide educational instruction to students.

- Institutional and Assembly Uses. Institutional and Assembly Uses generally include community facilities, cultural facilities, cemeteries and places where large groups of people assemble for a common activity.

- Other Public Uses. Other Public Uses include major public facilities, such as landfills, water treatment facilities, major utilities, or other large public campuses.

Service and Infrastructure Considerations
Public/Semi-Public areas typically require full public services.

Open Space (OS)
Open spaces are important areas intended to provide open space recreational uses, such as regional and local parks and for the preservation of environmentally sensitive areas.

Form, Uses, and Intensity
Development is recreational and low impact in nature, while complementary to the purpose of the wider area as open natural space.

Compatibility
These areas are valuable for their natural character, so uses within them should have as close to zero impact on the area as possible. This requires minimal visual, auditory, and other pollutants that would reduce the pristine character of the areas. Aids for compatibility may include:

1. Heavy landscape screening
2. Very large buffers
3. Height limitations
4. Zero odor emissions
5. Strict air quality standards
6. Strict ambient noise requirements

Service and Infrastructure Considerations
Open Spaces areas should have minimal impact on public infrastructure. However, Parks and Police services are impacted.
Urban Reserve Overlay (UR)

The intent of this overlay is to preserve working agricultural ground or large estates until urbanization occurs. UR areas are adjacent to existing urban areas and will eventually be urbanized. UR designation helps prevent premature extension of infrastructure resulting in additional, unnecessary maintenance costs and parcelization, which encourages “leapfrog” development and makes orderly and efficient growth difficult.

Form, Uses, and Intensity
1. Maximum residential density of 1 unit/40 acres.
2. Minimal infrastructure (rural arterial, no transit, water, or sewer)
3. A small amount of commercial to serve rural residents is appropriate; however such commercial should be allowed only at nodes specified on the Future Land Use Map.

Compatibility
In this LUTA, the goal is to minimize the conflict between agricultural operations and new development of any kind, including residential.
1. Large tracts needed for agricultural operations are kept available with minimal pressure from residential, or any other uses. UR land should not be permitted to develop at urban or rural residential densities until such land is designated for residential development through a comprehensive plan amendment.
2. Low-impact industrial uses could be allowed only if the net impact is nearly the same as open space or agriculture. In other words, resulting new traffic, noise, smells, air pollution, visual impact, etc. should be negligible. In addition, aesthetics of new development should be consistent with the rural area to include large land buffers and appropriate architectural design.
3. Rural scale commercial uses may be allowed, but must take added measures to ensure compatibility with the rural character of this area. Such measures include large buffers of open space, appropriate architectural design, minimal signage, and appropriate improvements to transportation infrastructure to accommodate additional traffic.

Service and Infrastructure Considerations
Urban Reserve Overlay areas require inventory and capacity analysis of public infrastructure and service needs required for the growth area. Prior to establishment of a future growth area, a cost/benefit analysis should be conducted.

Environmental Conservation Overlay (EC)

This overlay is intended for areas of special environmental importance or sensitivity where basic land use policies are amended in consideration of the area’s environmental significance. The EC overlays other LUTAs on the Future Land Use Map. EC policies are intended to be combined with other LUTAs. For example, if an EC area overlays a U-LI area, policies from both designations apply. The EC areas are designated for the following attributes, yet require additional study.

- Groundwater Recharge.
- Species Preservation.
- Flood Zone, Riparian, Wetlands.
- Combinations of features may exist.

Form, Uses, and Intensity
Development may be of the same general uses, and form as allowable in the underlying LUTA; however, measures should be taken to ensure development is low-impact in nature. Such measures may include:
1. Clustering of development
2. Permeable pavement
3. Minimal site disturbance requirements
4. Green infrastructure
5. On-site water retention

Compatibility
The key consideration in these areas is minimizing the impact of development on the natural environment and seeking to integrate development into the natural environment in a symbiotic way. Development should preserve and enhance views, both from development and from streets and riparian corridors or other natural amenities.

Service and Infrastructure Considerations
In Environmental Conservation Overlay areas, natural and improved drainage systems will require periodic maintenance.
Flood Control Study Area (FC)

These areas of the community are currently under study for planned flood control projects.

Form, Uses, and Intensity
Development should be limited in nature prior to adoption of the Flood Control Project by the City Council, at which point the future land use map should be updated to reflect anticipated future development. Open space and maintenance of existing structures should be a priority while this LUTA is used.

Compatibility
Any development within this area should carefully consider any impacts to future flood control. Development should ensure:

1. Land is reserved for the future flood control project or is incorporated into the site design.
2. Development will not be affected by the construction of the future flood control project.
3. Development provides an appropriate transition to adjacent properties.
4. Development meets the city’s flood plain ordinance.
5. Development is serviceable by utilities and city services after the construction of the flood control project.

Service and Infrastructure Considerations
In these areas, flood protection strategies are required and may need periodic maintenance.
DEVELOPMENT REVIEW

Cedar Rapids, like most cities, used a Euclidean (use-based) zoning ordinance for most of its history with districts dominated by a single major use classification (agricultural, residential, office, commercial, and industrial). While traditional Euclidean zoning (named after a landmark Supreme Court decision that sustained use-based zoning) addresses the primary purpose of separating incompatible uses, it has significant shortcomings, including its relative inflexibility, tendency to encourage decentralized development, and inability to accommodate mixed use urban development. These problems have led planners to propose alternatives such as performance zoning, “smart codes” that regulate building form, incentive zoning, and other techniques. In one way or another, each of these regulates how development is designed over the use of the development.

Since the adoption of EnvisionCR in 2015, the City has been working to update its zoning code to address these issues and better implement the goals of the Comprehensive Plan.

Transition Future Land Use from Use-Based to Intensity-Based

During the EnvisionCR comprehensive planning process in 2015, the future land use approach shifted toward a model that makes greater use of intensity categories. The philosophical bases of this approach are that:

- Intensity (or density) of a development type is more influential in measuring impact on the land and potential compatibility than the specific land use. This concept replaces the traditional hierarchy of uses (agricultural, residential, office, and commercial in ascending order) with other measurements, such as residential density (typically measured by dwelling units per acre), floor area ratio (ratio of building area to site area), and traffic generation (measured by trips generated per day).

- It is impossible for a future land use map to anticipate a specific property’s use. Attempting to do so leads to so many comprehensive plan amendments that the overall point of the plan is lost in the clutter and the document itself becomes irrelevant.

- The growing preference for walkable and bikeable projects and neighborhoods, clearly manifest in Cedar Rapids, leads to development proposals that mix uses together. This mixing of uses, if managed carefully, leads to more desirable projects and major efficiencies, including complementary use of parking and reduced dependence on automobiles.

In following these principles, the Cedar Rapids approach moved toward intensity-based categories, or LUTAs (see previous pages for discussion). These categories define ranges of intensity of urban development (for example, low, medium, and high). Each of these categories can incorporate a variety of uses, corresponding to a level of intensity measured by objective metrics (du/A, FAR, ADT, for example). Thus, a land use area designated Urban-Low Intensity may include residential uses with a density range of 1-4 units per acre and certain non-residential uses with similar impact (such as an FAR below .30 and/or traffic generation below 50 daily trips per acre of development).

Following the 2015 adoption of Envision CR, the Cedar Rapids Future Land Use Map was updated using these LUTAs.

Zoning Code Update

In November 2018, the City of Cedar Rapids adopted an updated zoning code intended to implement the goals of EnvisionCR. The new code shifts away from traditional Euclidean zoning by focusing on density and intensity of uses and by using Urban, Traditional, and Suburban character areas. The updated code is intended to provide greater flexibility for development, while ensuring that the scale and character of new development is compatible with existing districts and neighborhoods.

The Urban Districts use Form-Based Code, which places an emphasis on physical form, character, and intensity of development, with a secondary focus on land use, to maintain or create traditional urban design and preserve and enhance community character. In the Traditional and Suburban districts, Mixed Use districts replace the previous Commercial districts. This allows for more integration of compatible uses, while maintaining more traditional Euclidean zones for residential and industrial uses.

MAP 3: Future Land Use Map

The image to the left shows an excerpt of the Future Land Use Map. The Future Land Use Map defines the intended intensity for each part of the City.

To view the full Future Land Use Map, see http://crgis.cedar-rapids.org/FLUM/index.html
The updated zoning code was drafted based on the following guidelines from original EnvisionCR (2015):

**Level One: Intensity Ranges.** Districts are based on specified intensity ranges, established by the comprehensive plan. In order to comply with the comprehensive plan, a development proposal should fall within the range of intensities for its intensity district. While most districts would be intensity-based, some single-use districts (particularly for regional commercial and industrial uses) will continue to be necessary. These would be used for types of development where mixed uses are extremely unlikely or even inadvisable.

The updated zoning code includes Urban, Traditional, and Suburban Districts and defines compatibility between each zone district and LUTA. Intensity in each zone district is controlled by minimum and maximum residential densities and maximum lot coverage and footprint size for non-residential uses. Design standards ensure that the scale and design of development is appropriate for its context.

**Level Two: Standards for Appropriate Location.** While the intensity-based concept proposes mixed uses, it does not mean that every land use is appropriate everywhere. Commercial and industrial uses have particular needs for transportation, surrounding conditions, utilities, and visibility. Urban uses in general require adequate water, wastewater, and utility infrastructure that can meet their demands for service. These individual requirements apply even in mixed use environments. This makes specific criteria for location and design of individual uses especially important. Developers and builders will use these criteria as they select sites and design projects. Neighborhood residents will be reassured that potentially incompatible uses will be directed to appropriate sites. Approving agencies will use criteria to evaluate the quality of development proposals and their compliance with the comprehensive plan.

The updated zoning code used the Future Land Use Map and the previous zoning code to determine appropriate zone districts. For the most part, the updated zoning code converted previous zones to the nearest “matching” district in the new code. In some cases, the updated zoning code used the Future Land Use Map as a basis for altering zone districts in places where previous zoning was incompatible with the identified LUTA.

**Level Three: Transitional Standards.** Finally, when different types of uses are adjacent or close enough to each other to create potential conflicts, design standards to moderate the transition should be in place. For example, a commercial use may be appropriately located next to a residential use according to level one and two. Transitional standards will further govern how that use is developed to prevent or minimize impact on its neighbors. The comprehensive plan will establish the thresholds for applying transitional standards and recommendations for guidelines that should then be incorporated into the zoning ordinance.

The updated zoning code includes provisions on Neighborhood Manners that apply additional standards to intense urban form districts that are adjacent to lower intensity residential districts. These standards include additional screening, setbacks, and height step backs to prevent adverse impact on adjacent single-unit neighborhoods. In other more intense districts, landscaping and buffering requirements prevent impacts from higher intensity uses on neighboring lower intensity uses.
GOAL 1: Encourage mixed-use and infill development.

Development that occurs in existing urban areas, rather than at the urban fringe, is called infill. Infill development is a way of “recycling” land, since many infill lots were previously used for another purpose. Infill makes use of existing infrastructure, such as streets and sewer connections. Although there are often costs uniquely associated with infill, such as site clean-up, this type of development can be more economical overall, due to the lesser need for infrastructure extension. The City should concentrate on upgrading facilities in urban areas and prioritizing the use of existing capacity over construction of new facilities.

GrowCR provides a framework for increasing the diversity and density of land uses within the city. The new Future Land Use Map supports infill projects and provides greater flexibility to approaches for redevelopment.

Downtown Cedar Rapids. Downtown is the heart of the city. Downtown retains an intimate walkable scale, making it an attractive district that can form a cornerstone for additional central city development. Enhancements to its special features can strengthen its role as an attraction for both residents and visitors.

Commercial Clusters. Commercial clusters, such as Lindale Mall and Westdale have a high concentration of retail. Westdale Mall is being redeveloped into mixed use.

Commercial Corridors. Commercial corridors, such as 16th Avenue and 1st Avenue (among others), are oriented to automobiles. StrengthenCR establishes an initial program to stimulate further investment by the private market, while providing improved access and circulation.

Neighborhoods. Following the 2008 flood, many neighborhoods focused on revitalization efforts. StrengthenCR reinforces these planning initiatives.

INITIATIVES

1. Develop a strategy to encourage small-scale infill development on vacant City-owned properties.


Analyze regulatory barriers to mixed-use and infill development, and amend the municipal code to remove barriers and incorporate regulatory incentives as part of the comprehensive update to the zoning code.

Completed 2019.
POSSIBLE BARRIERS

Although infill development is strongly encouraged in Cedar Rapids, there can be barriers to infill development. These should be considered early in the process of infill development or redevelopment.

**Land Use Regulations.** Land use regulations, such as zoning, can sometimes provide barriers for infill development. However, the updated zoning code is intended to mitigate this issue by allowing for Major Design Exceptions and Minor Design Adjustments. In some cases, infill development may require public hearings that may not be necessary for greenfield development.

**Assembling Parcels.** Some sites for potential infill are challenging in terms of site location, size, topography, or other physical constraints. Infill sites may also have existing structures in disrepair or be classified as brownfields. Assembling a site out of many parcels can be challenging when land is owned by multiple entities. Legal property issues such as liens and restrictions can also pose challenges to infill development.

**Resident Opposition.** When a public hearing is required for infill development, resident opposition to new development or redevelopment can present a challenge.

POSSIBLE BENEFITS

Infill development also has benefits, both to the developer and the community. Possible benefits are outlined in order to encourage smart growth development within infill areas.

**Existing Infrastructure.** Development and redevelopment within infill areas has the benefit of utilizing existing infrastructure. This reduces cost for the developer, as they will not need to extend infrastructure, such as roads, water, and sewer, into undeveloped areas.

**Less conversion of open space.** Infill development makes use of land in developed neighborhoods and reduces the need for development of agricultural areas or open space.

**Transportation.** Locating new development closer to existing schools, employers, retail, and other services reduces travel times and prevents congestion. Infill development can more easily be connected to public transportation, trails, and bike routes, which offer more options for residents or users.

The image above shows an infill home built in 2018 by Habitat for Humanity. This displays an example of how new development can fit into and enhance traditional neighborhoods and provide additional housing in developed areas.
GOAL 2: Manage growth and development to balance costs and serviceability to neighborhoods.

Cedar Rapids is a growing community, projecting to increase by about 30,000 people by 2035.

As Cedar Rapids grows, so will the demands on city services, such as water, sewer, and stormwater. Although this growth will correspond with an increased tax base, funds are limited. Keeping growth and revenue in balance is essential to maintaining a high level of services in everything from libraries to fire response. The City wants to continue to provide the same high level of service as it grows. The building of new neighborhoods should not be at the cost of older neighborhoods.

Growth should occur first in areas that provide opportunities for infill and redevelopment. EnvisionCR recognizes that demand will emerge for development on the fringe of previously built areas, and proposes a strategic approach to manage that growth within a framework of growth areas.

The type of development experienced can have a tremendous impact on service costs. For example, lower density neighborhoods are typically more costly to serve than higher density areas, since households are spread out over larger areas—that means everything from garbage trucks to ambulances have more miles to cover.

In a similar way, location of development has a tremendous effect. Due to topography or geographic proximity, certain areas may be impractical to serve, while unconstrained areas have fewer challenges and cost less to serve. Map 4 summarizes the serviceability of sanitary sewer and water in potential growth areas. Maps 5 and 6 show the individual serviceability of sanitary sewer and water in potential growth areas. Map 7 shows the estimated drive time for the Cedar Rapids’ Fire Department to serve the city.

Additional study is required to fully understand serviceability. The evaluation on the following pages is a snapshot based on information from Public Works, Utilities, Police Department, and Fire Department. Each offered opinions on serviceability based on known conditions. Geographic areas were scored using the criteria on the next page.

The City must be strategic in infrastructure extension, encouraging development in areas that will be cost effective, and allowing continued high level of service.

The provision of city services, especially sewer and water, heavily influences where growth occurs. Service and infrastructure investments should be made in strategic areas. Strategic areas are those that meet three measures.

First, the city wishes to grow there, according to the comprehensive plan and other plans; second, it is efficient to grow there, and; third, the market can support growth in that area. Strategic growth areas can include revitalization areas and new development areas.
MAP 4: Aggregated Serviceability for Sanitary Sewer and Water.

**Evaluation**

- **Excellent serviceability.** The area can be adequately served for proposed land uses by existing infrastructure.
- **Good serviceability.** The area can be adequately served for proposed land uses by existing infrastructure. Affordable upgrades required.
- **Serviceable.** The area can be adequately served for proposed land uses. For example, extension to the system is required and typical for conventional development. This is a typical rating for conventional development.
- **Serviceable, but requires improvements.** The city has planned or is planning improvements for this area. For example, the city knows that we need a lift station or water tower is needed.
- **Serviceable, but requires study.** The city assumes the area can be serviceable through improvements. For example, the city believes that a lift station or water tower is needed.
- **Unknown serviceability, requires study.** The city has not planned for service to this area.
MAP 5: Sanitary Sewer Serviceability

MAP 6: Water Serviceability

SOURCE: CITY OF CEDAR RAPIDS, RDG PLANNING & DESIGN
MAP 7: Fire Response Time

Estimated Drive Times

- 0-4 minutes
- 4-6 minutes
- 6-8 minutes

Sources: City of Cedar Rapids, RDG Planning & Design, ESRI
The growth area approach will help maintain vibrant character, ensure efficiency in infrastructure and services, provide logical connections that improve access and mobility, and encourage a mix of uses. Each area functions as a neighborhood - it provides a balance of development types and community services, and requires community investments and features that create desirable living environments. Growth Areas are connected to one another by collector streets and greenways. This approach to growth helps maintain and enhance overall community character by extending Cedar Rapids’ distinctive pattern of neighborhoods.

Future potential attributes of the Growth Areas, also found in many of Cedar Rapids’ existing neighborhoods, include:

- A mixture of housing types and lot sizes.
- Organization of new neighborhoods around continuous street patterns, often including a street that links civic, educational and park facilities.
- New parks, trails and active recreation areas, designed as central open spaces that are focuses of the neighborhood.
- Development of higher-density residential and limited commercial, service, and civic uses at nodes along parkways or major streets, adjacent to open spaces, or at strategic locations that link communities.
- Care in establishing setbacks, landscaping, and streetscape standards along major streets.

Where growth occurs, it should be contiguous to existing development to make efficient use of transportation and utility infrastructure.

**POTENTIAL GROWTH AREAS**

Map 5 defines the potential Growth Areas, and each area is discussed in detail on the following pages. These growth areas are based on the criteria defined. Important considerations for each Potential Growth Area include:

- **West.** Orienting development in response to the Highway 100 expansion, and incorporating the natural environment as an amenity.

- **Southwest.** Dedicating land for industrial projects and establishing a network of streets for emerging neighborhoods.

- **South.** Dedicating land for major employer and large parcel projects, while completing a network of projects that would relate to Kirkwood Boulevard, while setting the stage for future growth past the southern ridgeline, which necessitates improved infrastructure.

- **North.** Dedicating land for residential development, accompanied by a continuous parkway that connects neighborhoods and parks.

**Calculating Possible Population Yield**

EnvisionCR presents possible population yields for growth areas. The calculation is only an assumption, and can be later used to assist in future transportation modeling. The development concept designates more land uses beyond the life of the plan. Population is calculated by:

- Measuring the acres for the area (gross acres).
- Assuming 20% of the land is reserved for transportation right-of-way and open space, results in net acres for development.
- Calculating households per acre appropriate to the district in net acres
- Applying an average household size of 2.2 people per household, results in population yield.
### Table 4: Demonstration for Population Yield

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<td>1056-2,112</td>
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</table>

**SOURCE:** CITY OF CEDAR RAPIDS GIS, 2019

### MAP 8: Potential Growth Areas

**Master Legend**

Map 6 to Map 9

- Cedar Rapids Boundary
- Proposed
- Arterials
- Collectors
- Local Roads
- Existing Trails
- EnvisionCR Trails

- Agricultural Preserve
- Rural
- Urban - Large Lot
- Urban - Low Intensity
- Urban - Medium Intensity
- Urban - High Intensity
- Downtown
- Commercial
- Industrial
- Employment Reserve
- Public/Semi-Public
- Park/Open Space
- Urban Reserve

**SOURCE:** CITY OF CEDAR RAPIDS GIS, 2019
The West Area is one of the primary areas for growth in Cedar Rapids. The Highway 100 Corridor Management Plan provides more detail for the study area. Development in the area far exceeds the total demand for Cedar Rapids’ 2035 land needs.

**Land Use Features**
- Mix of development intensities.
- New commercial projects near major intersections, representing a likely demand for its development.
- New major commercial/office project near the crossroads of Highways 30 and 100.
- New community park that is connected by a greenway and trail to Morgan Creek.
- Limiting development to south of the ridgeline.
- Phasing of development and providing infrastructure.
- Strong consideration to environmental concerns.
- Possible new school(s).

**Connectivity Features**
ConnectCR discusses strategies for an interconnected and multi-modal transportation system. Major transportation elements in the West Area include:
- Network of streets to serve development.
- Extensions of E Avenue and Covington Road.
- Network of green spaces.
The Southwest Area considers the land uses to complete the gaps between existing built areas and the City of Fairfax.

**Land Use Features**

- Completing emerging neighborhoods.
- Increasing intensities north of Highway 30.
- Steering industrial uses to be near Highway 30 and along the railroad.
- Providing a mix of intensities west of Stoney Point Road SW.
- Establishing a system of green space and parks.
- Buffering between uses.

**Connectivity Features**

ConnectCR discusses strategies for an interconnected and multi-modal transportation system. Major transportation elements in the Southwest Area include:

- Extension of 44th Avenue SW.
- Extension of Lakeview Drive SW.
- Morgan Bridge Road SW over Highway 30.
The South Area is increasingly positioned for strong growth. This area is benefiting from major office development along Wright Brothers Boulevard and proximity to the airport, Prairie View Technology Park, and Kirkwood Community College.

**Land Use Features**

- Office uses near Kirkwood Community College.
- Area around airport reserved for future expansion.
- Employment Reserve near the airport, representing large land areas intended for new major employers.
- Industrial uses west of 6th Street SW.
- Continued development of Prairie View Technology Park.
- Low intensity uses in the southeastern part, along C Street SW, require a lift station.

**Connectivity Features**

Major transportation elements in the South Area include:

- Prepare study for new street network to connect employment reserve and office park. A master plan should be developed to coincide with proposed development.
- Improve airport per Airport Master Plan.
- Linking campuses for College Community School District and Kirkwood Community College to the city’s trail system.
The North Area is one of the primary areas for growth for Cedar Rapids. The Tuma Soccer Complex, located at the crossroads of C Avenue and County Home Road, is two miles north of Cedar Rapids' corporate limits. The development concept provides a concept for connecting the soccer complex into the city.

**Land Use Features**

- Mixed-use commercial development at the intersection of Tower Terrace Road and C Avenue NE.
- Higher intensity uses near city limits, moving outward to lower intensity uses.
- Series of parks. Park spaces could be civic/public uses. Medium-intensity areas overlooking parks.
- Preserve greenways adjacent to waterways.

**Connectivity Features**

ConnectCR discusses strategies for an interconnected and multi-modal transportation system. Major transportation elements in the North Area include:

- Planned Tower Terrace Road improvements.
- New study required for a collector street running parallel to C Avenue, providing dedicated space for parks, trails, and bicycle paths.
- Extension of local streets to connect into the overall system.
- Extension of trails and bike paths.

**Elements in the North Area include:**

- Elements in the North Area include:
- Planned Tower Terrace Road improvements.
- New study required for a collector street running parallel to C Avenue, providing dedicated space for parks, trails, and bicycle paths.
- Extension of local streets to connect into the overall system.
- Extension of trails and bike paths.
OTHER AREAS

For areas not identified as Growth Areas, there are a number of obstacles that would increase the cost of providing necessary infrastructure for new development. Some of these obstacles include difficulty in providing water or sanitary sewer service, challenging topography, or sensitive environmental features.

Growth in these areas is unlikely because of these additional costs. Growth should be directed instead to infill opportunities within City Limits or the Growth Areas, discussed above. Directing growth to areas with existing infrastructure is more efficient and ensures that new development has access to adequate city services.

Although development is not likely in these areas, it may still occur in some cases. When this happens, connectivity features should be a priority. ConnectCR discusses strategies for an interconnected and multi-modal transportation system. Major transportation elements to prioritize in these areas include multiple points of transportation access for all developments and connectivity with future roads to provide a network of streets.

INITIATIVES

2. Develop a strategy to preserve conservation areas identified in the Future Land Use Map following annexation.

As the growth areas experience development pressure, Cedar Rapids can ensure orderly growth and conservation leading to other jurisdictions.

Cedar Rapids, in association with the county, nearby cities, and watershed authority, can identify and reserve land for conservation.


ProtectCR provides a cursory review of infrastructure serviceability to growth areas. The city should commission detailed studies for extending services to these growth areas.

4. Enhance and expand the Capital Improvement Projects and Management Handbook and include a publicly available digital copy of this on the Department’s website.

This initiative will help improve the efficiency and coordination of projects in both growth and infill areas.
GOAL 3: Connect new and existing neighborhoods to growing areas and services.

As Cedar Rapids grows, it should maintain a connected street network while providing options for moving about the city, including walking, biking, and using transit.

Cedar Rapids must maintain an effective transportation system to maintain good connections within and between neighborhoods, between neighborhoods and major activity centers, and for local and regional travel.

EnvisionCR reinforces Connections 2040 (Corridor MPO’s Long-Range Transportation Plan), which specifically identifies connections between neighborhoods as a priority, stating:

| Provide Accessibility to Existing and Future Development Areas: Providing a good transportation system to travel from home to work or shopping and a transportation system that provides good access to business are important for economic vitality. This transportation system can be responsive to land use growth patterns or provide a structural infrastructure element to promote target development areas, which are integrated with the land use system. |

Elements of this Cedar Rapids transportation system are considered in more detail in ConnectCR, and summarized below:

Support Complete Streets

Complete streets are street corridors designed to accommodate all types of transportation, including motor vehicles, bicycles, transit and pedestrian transportation. The “complete street” concept applies to both arterial and collector streets and should be integrated into the transportation network of the city, particularly in existing areas and in areas which are developing for the first time.

Establishing a vocabulary of streetscape elements that span older and developing neighborhoods can unify the neighborhoods. Connected sidewalks, landscaping patterns, banners, neighborhoods graphics, and lighting are all elements of subtly connecting neighborhoods to each other.

Ensure Access

All neighborhoods, both existing and newly created, should have multiple points of access. Subdivisions must be designed to allow for continuous movement and avoid streets that end in cul-de-sacs or stubs. Phasing of construction should be considered such that complete build-out accommodates vehicles, pedestrians, bicyclists, and possible transit.

Support Green Streets

Travelers sometimes choose routes based on the experience of the street. Pedestrian and bicyclists, who move at slower speeds and have a closer relationship with the street environment, tend to gravitate toward attractive and secure corridors.

New collector streets should consider a tree planting pattern, while a reforestation program should be established for older neighborhoods.

Connect Trails and Parks

A pathway and greenway system knits neighborhoods together. A planned greenway system includes a network of trails, pathways, and green spaces that connect both existing and new neighborhoods, activity centers, and pathways along major streets. The city’s street and pathway system provides some of the connecting tissue that assures that Cedar Rapids’ neighborhoods are, in the end, components of a unified and diverse city.

Increased connectivity between existing and emerging neighborhoods strengthens the concept of a unified community made up of distinct parts.

Connect Natural Areas

Maintaining natural areas and open spaces between existing and new neighborhoods is relatively easy to accomplish in Cedar Rapids by preserving areas that are difficult to develop, such as hills, steep slopes, drainage ways, and floodplains.

INITIATIVES

Identify ways to promote connectivity and accessibility as part of the comprehensive update to the zoning code.

Completed 2019.
GOAL 4: Communicate and collaborate with regional partners.

Participants in EnvisionCR and other community leaders frequently cited a need to improve regional collaboration for communication and efficiency.

Cedar Rapids benefits from numerous regional organizations and initiatives already in operation, including Cedar Rapids Metro Economic Alliance, Iowa’s Creative Corridor, ImpactCR, Leadership for Five Seasons, Diversity Focus, Greater Cedar Rapids Community Foundation (GCRCF), Iowa Cultural Corridor Alliance, and many more. All of these organizations and initiatives facilitate dialogue among various members of the community - living in or doing business in the area.

Organization

Iowa’s Creative Corridor celebrates the region’s culture and promotes the marketability of the region for business development. Through the leadership of the Economic Alliance, in association with Iowa City Area Development Group, the Iowa’s Creative Corridor Project could expand to include a coordinated effort that effectively creates an umbrella initiative for all organizations that seek to improve the quality of life for the region.

Participants would organize themselves around the five principal capitals and be chaired by leaders in the region: financial, human, social, natural, and physical.

Adopting a common project to garner purpose and support will strengthen the communication and interaction among the various groups. Ultimately, chairs and co-chairs would become the central steering committee for the project and assist in coordinating sub-committees related to their capital.

- **Financial Capital.** Organizations and initiatives supporting the improvements of value. Possible organizations: Economic Alliance, banking and financial industry, and major employers.

- **Human Capital.** Organizations and initiatives supporting the improvements of people’s health, knowledge, skills, motivation, and mental state. Possible organizations: college and universities, school districts and Grant Wood AEA, hospitals, health and human services organizations.

- **Social Capital.** Organizations and initiatives supporting stewardship of communication, relationships, and partnerships. Possible organizations: ImpactCR, Leadership for Five Seasons, Diversity Focus, GCRCF, and AARP.

- **Natural Capital.** Organizations and initiatives supporting the improvement of the natural environment. The health and quality of Natural Capital influences all other capitals. Possible organizations: Corridor Conservation Coalition, Linn County Conservation Board, Trees Forever, and Solid Waste Management.

- **Physical (Manufactured) Capital.** Organizations and initiatives producing goods and providing services. Possible organizations: Developers, major manufacturing, businesses that export goods.

**Government Coordination**

Communication between levels of government and with the public is essential to providing efficient and effective service. Actions for consideration to enhance local and regional communication include:

- Host annual open house. For example: Leawood, Kansas provides an annual open house for the community to learn about projects happening in their city. Departments have booths for people to approach managers to discuss projects that are adopted or being developed.

- Continue participation and coordination with the Corridor MPO.

- Initiate monthly meeting for mayors or city administrators in the region to discuss issues facing their community and region.
**Update Annexation Agreements**

The city should work with Linn County and nearby cities to assure consistent development standards for areas outside of Cedar Rapids’ jurisdiction that are likely to be incorporated into the planning area during the next twenty years. Areas covered by annexation agreements are shown on Map 11. The following criteria should be used when evaluating annexation requests:

- Areas outside the city that already have substantial commercial, office, or industrial development are logical candidates for annexation. In addition, existing residential areas developed to urban densities should be considered for potential annexation.
- In many cases, public service issues can provide compelling reasons for annexation.
- Annexed areas will be capable of receiving City services through coordinated municipal utility and service plans and the capital improvements program.
- Areas that can be the most economically served with existing and proposed infrastructure services should be annexed before other areas.
- Consider a cost recovery model for actual and hypothetical development patterns when considering annexations. This cost recovery model should include the following:
  - Replacement cost of infrastructure such as water/sewer/storm water and roads when they have passed their useful lifespan or reached capacity.
  - Taxes paid based on general square footage, structure type, projected usage, and estimate of assessed value.
  - Islands and irregular city limit boundaries should be annexed prior to other areas in order to more efficiently provide all municipal services. Flagpole annexations should be avoided.
  - The general direction and path of future collector and arterial streets should be analyzed and included as part of the agreement to annex property to the corporate limits.

**ONGOING**

**Continue to support regional planning efforts through coordination with school districts, other local jurisdictions, and the Corridor MPO.**

Communication and collaboration among organizations for planning efforts ensures broader support and probable implementation.

**INITIATIVES**

Iowa’s metropolitan regions have benefited tremendously by undertaking initiatives to improve dialogue between private and public sector organizations.

The purpose of the organizational effort is to enhance the region’s marketability strength to compete with other metropolitan regions throughout the Midwest when attracting people and businesses to start or locate in Iowa.

5. Develop annexation guidelines that incorporates infrastructure and service issues and costs, geographic features, environmental and other land use constraints, and market needs.

Cedar Rapids should maintain annexation guidelines that incorporate areas that are experiencing development, meet state statutory requirements for annexation, and meet one or more criteria for incorporation into the city.

6. Update annexation agreements with adjacent communities.


**Determine the best way to address SET Task Force recommendations and proposals; second phase of SET Task Force.**

Completed 2019.