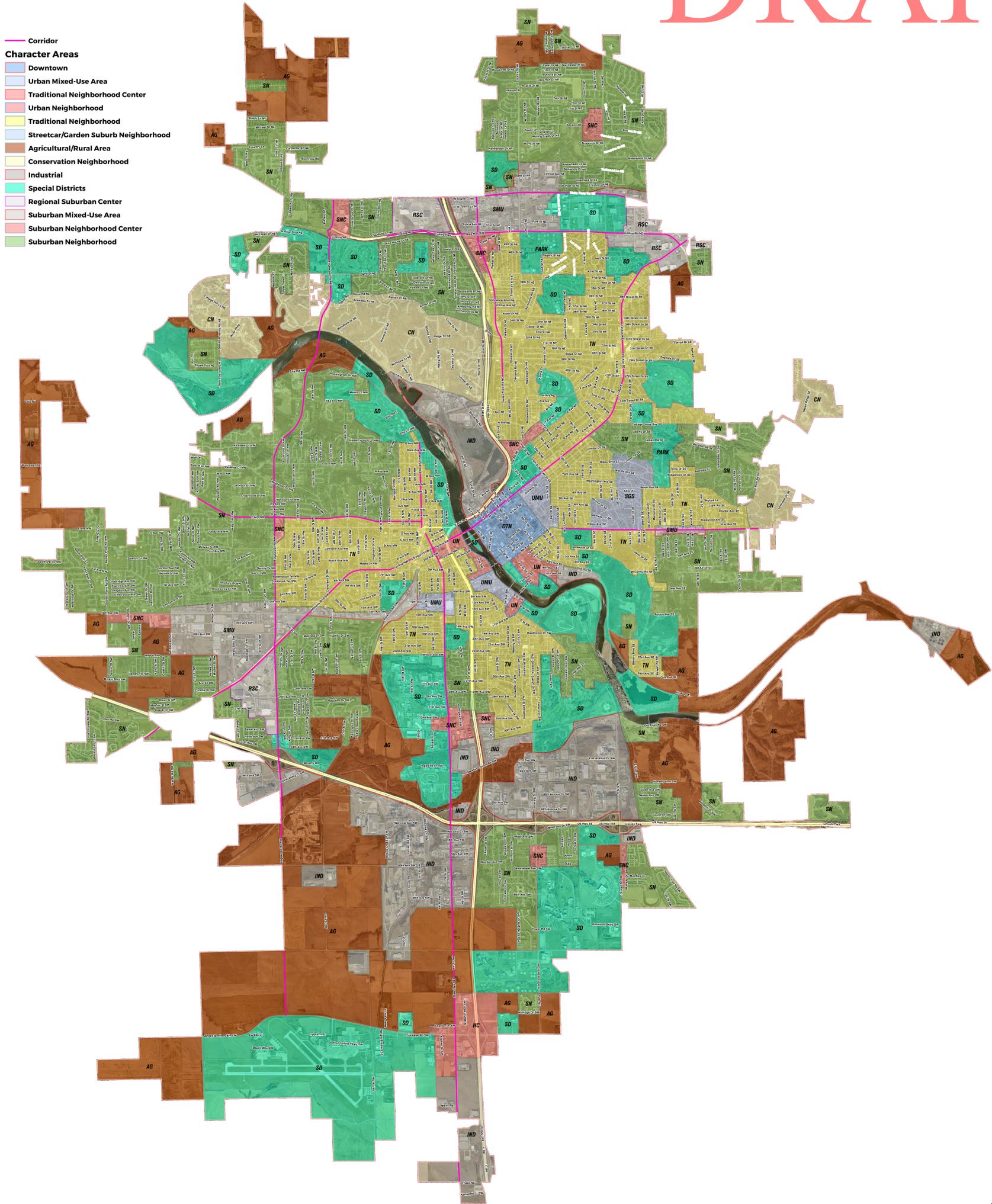


# DRAFT



0 0.5 1 2 3 4 Miles



## Character Areas: Summary Descriptions

**Downtown (DT)**, the historic center of Cedar Rapids is large-scale, mixed-use, compact, and walkable. It is the most intense area in the city, and very pedestrian-oriented, although individuals may arrive via all modes of transportation.

**Urban Mixed-Use Areas (UMU)** are of moderate to high intensity, and include a range of uses from residential to commercial to industrial, within a framework of urban building forms and an interconnected street network, generally surrounding **Downtown**.

**Traditional Neighborhood Centers (TNC)** are similar in character to a downtown but on a much smaller scale. They include locally serving retail, office, and residential uses in a compact, walkable form. They are located within, adjacent to, or between **traditional neighborhoods, urban neighborhoods, or urban mixed-use areas**, (and potentially **suburban neighborhoods**) and range in size from a few blocks to a corner store.

**Urban Neighborhoods (UN)** are predominantly residential areas in close proximity to **Downtown**, comprised of a range of housing types, from apartments to townhouses and, in limited locations, small lot single family homes, arranged in a compact, walkable form.

**Traditional Neighborhoods (TN)** may be historic neighborhoods or newer neighborhood developments. They have an interconnected network of walkable streets, and include a range of housing types (but are less intense than an urban neighborhood). Some daily needs can be met within a 5-10 minute walk. These neighborhoods may encompass **traditional neighborhood centers** as well as some institutional uses such as schools and churches.

**Streetcar or Garden Suburb Neighborhoods (SGS)** were typically developed in the late 19th and early 20th centuries. They are usually comprised of single-family houses, but may include accessory dwelling units in the form of detached garages or carriage houses, as well as small apartment buildings. Street patterns are often irregular but interconnected. These neighborhoods are often within walking distance to a **traditional neighborhood center** (or historic streetcar route).

**Regional Suburban Centers (RSC)** are large-scale, auto-oriented areas, typically developed as a cohesive center following a master plan, located on major arterials, and often serving as a citywide or regional destination for goods and services. They are predominantly comprised of retail, restaurant and office uses, but may include a residential component.



## Character Areas: Summary Descriptions

**Suburban Mixed-Use Areas (SMU)** are auto-oriented locations, frequently located along a major suburban corridor or highway frontage. The uses range from light industrial to office, from retail to residential (including hotels), often configured in “horizontal mixed-use” patterns, with standalone commercial buildings or strip centers with pad sites. **Highway commercial areas** are a sub-category of suburban mixed-use areas.

**Suburban Neighborhood Centers (SNC)** are primarily auto-oriented (yet still accessible by pedestrians) commercial areas, but may include attached single-family and multi-family residential sub-areas. They are a range of sizes, typically smaller than regional suburban centers or mixed-use areas, and provide goods and services to the surrounding **suburban neighborhoods**.

**Suburban Neighborhoods (SN)** are auto-oriented residential areas, primarily built after WWII up until the present day. Street networks typically include long blocks and may lack sidewalks. Streets are often curvilinear and disconnected and frequently include cul-de-sacs.

**Conservation Neighborhoods**, a sub-category of suburban neighborhood, are low intensity residential areas with limited development potential due to topography or other natural features.

**Industrial Areas (IND)** are large scale and dominated by manufacturing, processing, and distribution uses, but may also include commercial and retail services, including restaurants. They are typically located along highway and rail corridors and are easily accessible by tractor-trailer trucks.

**Special Districts (SD)** are typically single-use areas with a form and character specific to their function. They may include small industrial areas, office parks, recreational facilities and signature parks, corporate and college campuses, and large institutional and public uses such as airports or waste-management facilities.

**Agricultural/Rural Areas (AG)** are dominated by active agricultural uses, primarily cultivated fields and pastures with little built form. The structures that do exist (in addition to individual family residences) are typically accessory to farm uses, such as barns and silos. Agriculture-related retail uses may also be present.

**Corridors** are thoroughfares that provide vehicular connections between and through different Character Areas. Long corridors frequently change form and character along their length, as they pass through various centers and neighborhoods. The built form, landscape and signage along corridors affect the overall character and perception of the city. Corridors may have an urban, suburban, rural, or highway commercial character.

