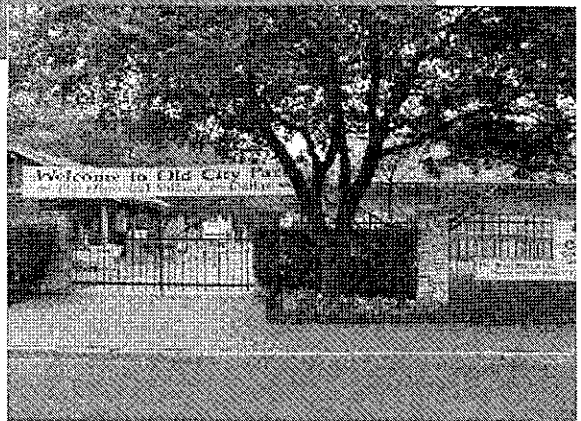
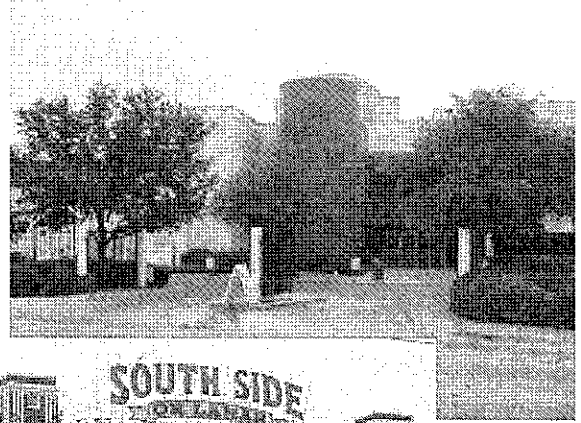
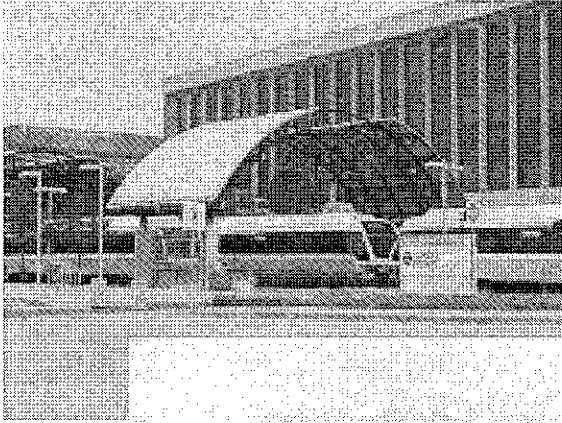


CEDARS AREA PLAN



City of Dallas
Planning & Development Department
January 2002

Contents

Acknowledgements	1
Executive Summary	2
Study Impetus and Process	4
Cedars Area Highlights	5
Location and surroundings	5
Land Use	5
Zoning	9
Demographics	9
Economics	11
Transportation and Circulation	12
Analysis of Existing Conditions and Findings	13
Land Use and Zoning	13
Urban Design	15
Transportation and Circulation	16
Miscellaneous Issues	17
Recommendations	18
Land Use and Zoning	18
Urban Design	21
Transportation and Circulation	23
Miscellaneous	25
Implementation	25
Appendices	I - XIII

List of Illustrations

Maps

Map 1.1	Location Map	4
Map 1.2	Cedars Landmarks	6
Map 1.3	Existing Land Use	8
Map 1.4	Existing Zoning	10
Map 3.1	Future Land Use Plan	20
Map 3.2	Urban Design Recommendations	22
Map 3.3	Transportation Recommendations	24

Charts

Chart 1.1	Existing Non-conforming Land Uses	9
Chart 1.2	Household and Population Trends	11
Chart 1.3	Employment	11
Chart 3.1	Implementation Chart	27

Acknowledgements

City Councilmember

John Loza, Council District 2
Deputy Mayor Pro Tem

City Plan Commissioner

Lawrence Wheat, Council District 2

City Staff

Planning & Development

Sherell Cockrell - Director
Peer Chacko, AICP - Project Manager
Clark Bonilla (former City employee)
Nathaniel Barnett
Neva Dean
Edwin Bateman

Economic Development

Karl Stundins
Stanley Pritchard

Public Works & Transportation

John Brunk
Kenneth Melston

Code Compliance

Ronald Robinson

Executive Summary

The primary focus of this plan is on land use, zoning, urban design, and transportation issues. The goal is to create a vision for future development in the Cedars to be used as a basis for amending the zoning in the area and as a policy guide for future City actions. Summarized below are the key findings and recommendations.

Summary of Issues and Findings

Land Use and Zoning

- 1 There is a significant market trend towards residential development within the Cedars.
- 2 Most of the major industrial and warehouse/distribution land uses are concentrated in the eastern and southern parts of the Cedars and are likely to continue operating in the area in the short to medium term.
- 3 Inappropriate land use adjacencies persist within the Cedars and the existing zoning does not provide adequate buffer or transition between high intensity and low intensity land uses.
- 4 The existing zoning does not support mixed-use development around the DART light rail station.
- 5 The existing zoning lacks clarity and is too complex, making compliance and enforcement difficult.

Urban Design

- 1 Existing development and landscaping standards do not encourage a pedestrian friendly urban environment.
- 2 Existing density and height regulations are unrealistic and inappropriate based on access and site conditions.
- 3 The physical environment is in need of enhancement in order to attract residential and mixed-use development to the area.
- 4 The historic remnants of the old Cedars neighborhood are valuable assets that can serve to lend the area a unique character and enhance its value.

Transportation and Circulation

- 1 Automobile traffic circulation into and within the Cedars area is poorly managed.
- 2 The handling of truck traffic access, circulation and parking within the Cedars area needs special attention with consideration given to enabling the coexistence of residential and warehouse/distribution land uses.
- 3 Pedestrian and bicycle pathways are needed to take advantage of the excellent mass-transit access and to encourage less automobile dependence.

Miscellaneous

- 1 Code violations are a persistent problem in the Cedars and act as a disincentive for private investment in the area.
- 2 Homelessness and loitering are very evident in the Cedars and contribute to the perception of a lack of public safety.
- 3 The existing infrastructure in the Cedars is outdated and inadequate to support future development.

Summary of Recommendations

Land Use and Zoning

Adopt a future land use plan and amend the Cedars Special Purpose District (PD 317) to accomplish the following goals:

- 1 Support and encourage market trends towards residential and mixed-use development
- 2 Consolidate industrial, heavy warehouse/distribution, and commercial business service land uses in clearly

defined areas

- 3 Establish appropriate buffers/transitions between residential and high impact non-residential land uses
- 4 Encourage transit-oriented development around the DART light rail station, and
- 5 Simplify zoning.

Urban Design

- 1 Amend PD 317 to encourage an urban mixed-use environment in the Cedars area by establishing appropriate transit-oriented incentives, urban landscape standards, and enhanced residential adjacency review standards.
- 2 Preserve the historic character of the Cedars area by working with property owners towards landmark designation of structures with historic value.
- 3 Enhance Cedars area identification by establishing gateways that mark the entry points into the neighborhood.
- 4 Enhance landscaping along I-30 to improve the connection between the Cedars and Downtown.
- 5 Explore the potential for re-establishing Mill Creek as an attractive amenity within the Cedars area.

Transportation and Circulation

- 1 Improve vehicular access from I-30 into the Cedars area with consideration given to Lamar, St. Paul/Ervay, Harwood, and Central; and to the handling of heavy truck access onto Lamar and Central.
- 2 Improve east-west circulation within the Cedars linking new residential developments, Old City Park, and the DART station, by establishing a second collector connecting Lamar and Harwood north of Corinth.
- 3 Establish a pedestrian and bicycle circulation network within the Cedars area linking potential residential/mixed use areas with key destinations such as the DART station, Old City Park, Downtown and the Trinity Corridor.
- 4 Improve heavy truck circulation between Central and Good Latimer.
- 5 Identify solutions to the problem of heavy truck parking within the Cedars with consideration given to the possibility of creating a heavy truck parking facility on TXDOT right-of-way under Julius Schepps Freeway.

Miscellaneous

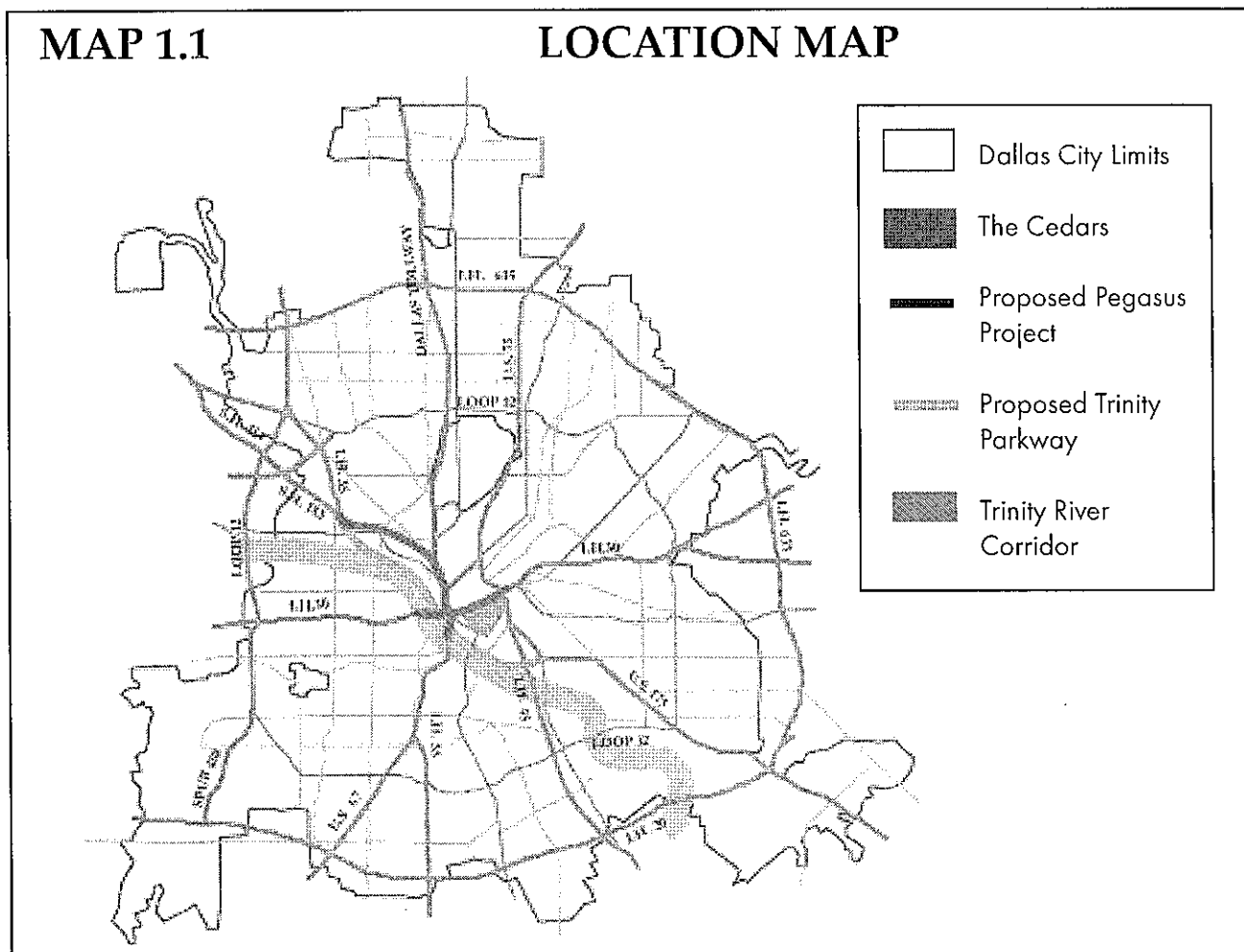
- 1 Bring chronic and major code violators into compliance, with particular consideration given to areas where violations have a high impact on existing and future residential areas.
- 2 Develop a comprehensive strategy for the central city area to address the problem of homelessness and loitering.
- 3 Upgrade infrastructure to support future development within the Cedars.

Study Impetus and Process

The Cedars Area Plan was initiated to deal with three concurrent objectives:

- 1 To follow the directive of the Department of Planning and Development Work Program for 1998-1999 which called for a land use and urban design study of the Cedars area
- 2 To follow the directive of a City Plan Commission authorized hearing to determine proper zoning in the Cedars area as defined by the Cedars Special Purpose District (PD 317), and to recommend amendments to the zoning for City Plan Commission consideration
- 3 To incorporate a private application for an amendment to PD 317 for the proposed Gilley's development on Lamar Street, with consideration given to alternative landscaping, parking and ground coverage requirements for areas near the DART light rail station

The planning process included thorough research and analysis of existing conditions, and close coordination with the Departments of Economic Development, Public Works & Transportation, Code Compliance, and the City Attorney's Office. During the research process Planning Department staff conducted interviews and surveys of key community leaders, developers, businesses, and property owners. Three town hall meetings were held, one in September 2000 to kick off the process, one in February 2001 to present the preliminary analysis and findings, and one in November 2001 to present preliminary recommendations. The meetings were well attended by a good cross section of Cedars area stakeholders.



Cedars Area Highlights

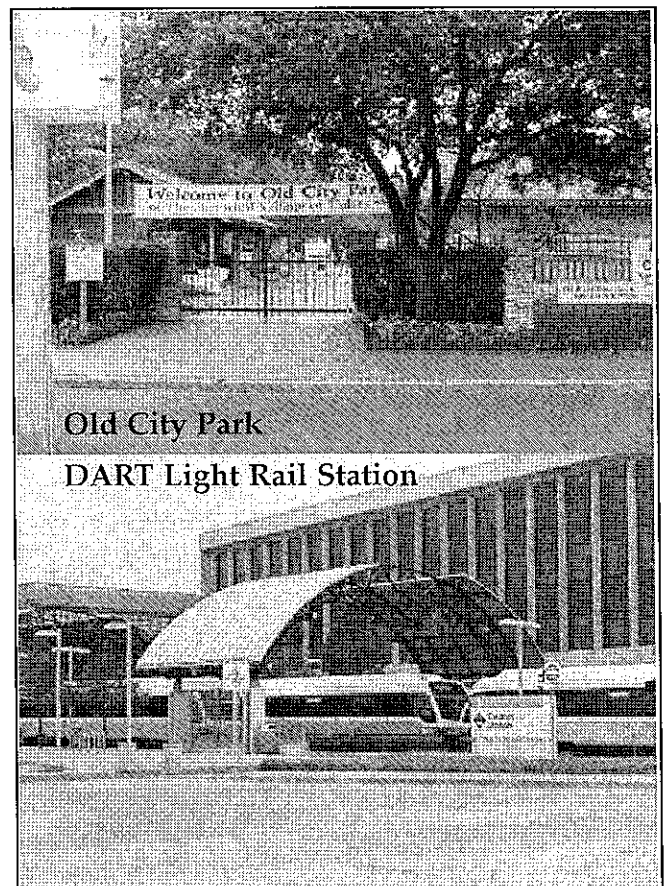
Location and surroundings

The Cedars area is defined for the purpose of this study by the boundaries of Planned Development District 317. It has a land area of approximately 560 acres and is bounded by R.L. Thornton Freeway (I-30) on the north, the G. & S.F. railroad right-of-way on the south, the M.K. & T. railroad right-of-way on the west, and Julius Schepps Freeway (I-45) on the east (see Map 1.1). The Cedars is an important gateway area to downtown Dallas from the south. The southern portion of downtown Dallas bordering the Cedars includes significant destinations such as the Convention Center, City Hall, and Farmers Market. This area has seen recent revitalization including the development of over 1,000 residential units around Farmers Market, and expansion of the Convention Center. The Trinity River Corridor is to the west of the Cedars across the M.K. & T. railroad. This is currently an underutilized industrial/warehousing area, envisioned by the Trinity River Corridor Plan to transition into a residential and mixed use district by taking advantage of proximity to proposed Trinity River amenities and the downtown Dallas market. South Dallas is located to the south across the G. & S.F. railroad. The portion of South Dallas bordering the Cedars is also primarily an underutilized industrial/warehousing area. A special purpose zoning district has recently been established in South Dallas to stabilize the residential neighborhoods and encourage commercial development along the main corridors, including Lamar, Ervay, and Harwood which connect to downtown Dallas through the Cedars. The American Beauty Mills loft conversion located on Lamar at the border with the Cedars is an indication of potential transition in this area.

Land Use

The Cedars contains significant public assets that serve as useful landmarks for a discussion of land use patterns (see Map 1.2). The important Dallas institution of Old City Park located between Ervay and Harwood along the I-30 corridor is the only public open space in the Cedars. It has the distinction of being Dallas' first park and features interesting historical displays that are a visitor attraction. The Police Headquarters building, under construction at Lamar and Bellview, will contribute significantly to public safety in the area. The DART station located at Bellview and Wall Streets provides excellent transit access to the area and is a potential node for future development activity. The Bill J. Priest Institute located on Corinth Street provides resources to promote small business and community development.

In general land use patterns in the Cedars area are in transition (see Map 1.3). There are significant amounts of vacant property scattered throughout the Cedars. The majority of these vacant properties are small lots under speculative ownership making land assembly for redevelopment potentially difficult. Many properties are underutilized with land uses that

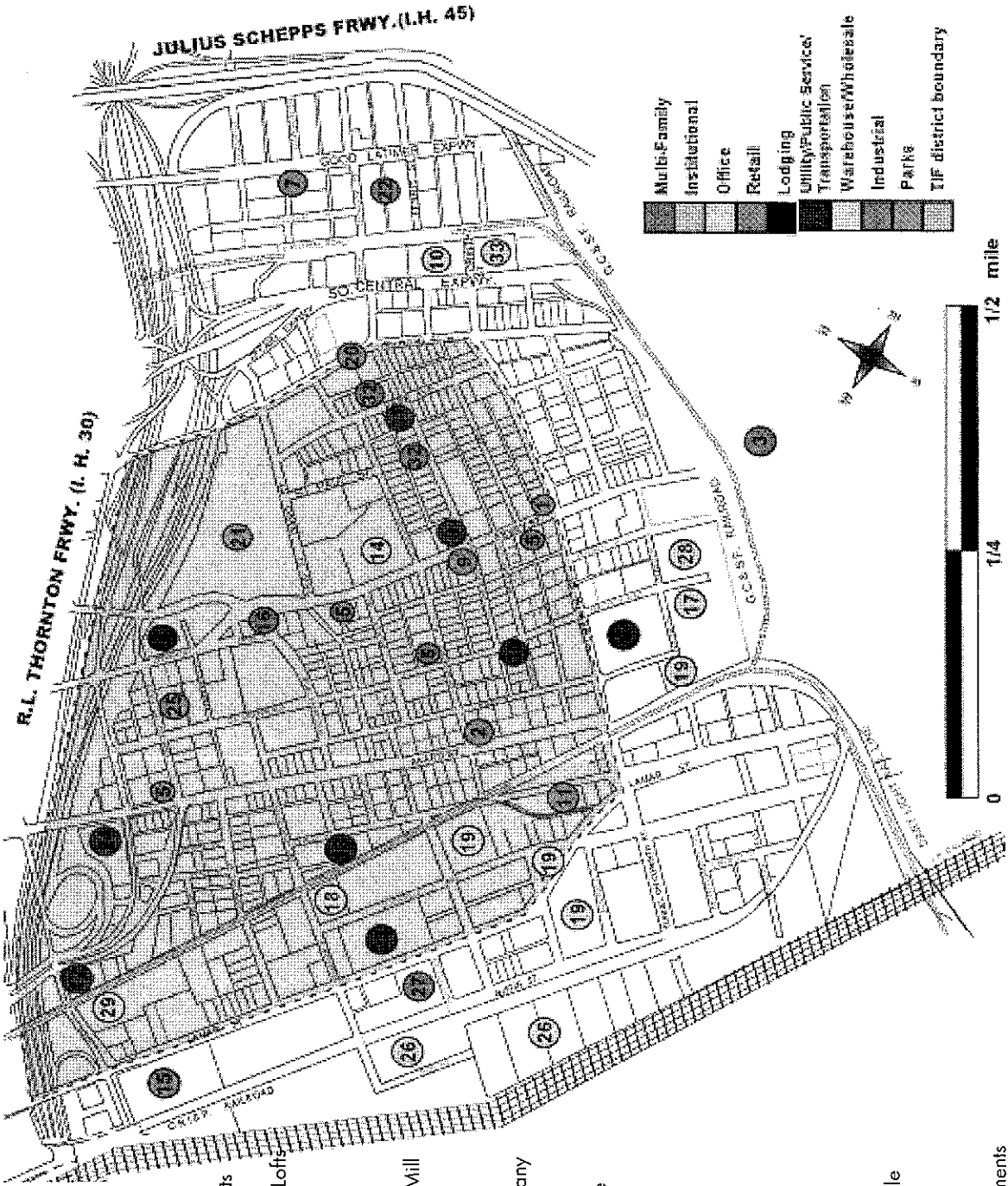


Old City Park

DART Light Rail Station

CEDARS LANDMARKS

MAP 1.2



- 1 Abuelita's
- 2 Ambassador Hotel
- 3 American Beauty Mill Lofts
- 4 Baby Back Shack
- 5 Bennett Miller Company Lofts
- 6 Bill J. Priest Institute
- 7 Bridgeford Foods
- 8 Bunkhaus
- 9 Bus Stop Deli
- 10 Castleberry Lumber and Mill
- 11 City Industries
- 12 Dallas Life Foundation
- 13 DART Station
- 14 George Anderson Company
- 15 Gilley's (proposed)
- 16 Gulf-Cone Condos
- 17 Hardies Fruit & Vegetable
- 18 IBM
- 19 Iron Mountain
- 20 Nagales
- 21 Old City Park
- 22 Pilgrim's Pride
- 23 Police Headquarters
- 24 Ramada Plaza Hotel
- 25 Seafood Supply
- 26 Sears Logistic Service
- 27 South Side on Lamar
- 28 Standard Fruit & Vegetable
- 29 Texas State Government
- 30 Uptown Motel 1
- 31 UPlown Motel 2
- 32 Value Maintenance Apartments
- 33 Wha Ming of Texas

are vestiges of a bygone era, waiting for the right time for redevelopment.

There are some significant pockets of residential use within the Cedars. There are 19 multifamily complexes, 10 of which are loft apartments converted from older commercial buildings, representing a significant land use trend. These lofts are generally located along Lamar, Ervay, and Akard, and include the recently completed South Side on Lamar project and several smaller complexes developed and managed by the Bennett Miller Company. The remaining 9 multifamily complexes are older low-income apartments in poor condition managed by Value Maintenance, clustered along Hickory between Browder and S. Harwood. There are also about 45 older single-family and 4 duplex units that are mostly concentrated between Akard, Ervay, Sullivan and Corinth, as well as along Richardson between St. Paul and Park Avenue.

Industrial and warehouse/distribution land uses are mostly concentrated in the eastern and southern parts of the Cedars, though there are also several scattered sites. There are about 26 industrial sites in the Cedars and the largest include Pilgrim's Pride, Commercial Metals, Castleberry Lumber and Mill, Bridgford Foods, Texas Nameplate, and Seafood Supply. There are about 29 warehouse facilities and 20 outside storage yards. The largest warehouse establishments include Sears Logistics Service, Iron Mountain, Hardies Fruit & Vegetable, Standard Fruit & Vegetable, and Wha Ming of Texas.

There are about 58 commercial business service establishments scattered through out the Cedars along the major corridors as well as along local roads. They constitute the majority of small businesses within the Cedars, and include catering services, job or lithographic printing, vehicle engine repair/maintenance, custom business services, and woodworking operations.

Retail and personal service, office, and lodging land uses are poorly represented in the Cedars. Retail and personal services are conspicuously in short supply, with about 35 small establishments limited to liquor stores, food and beverage stores, auto parts/service shops, and restaurants. The proposed Gilley's entertainment complex will initiate a positive retail trend in the area that takes advantage of the Convention Center market. Office land uses are mostly small and scattered between Lamar and Ervay. The two most significant offices are IBM on Bellview, and Texas State Government on Cadiz. There are few lodging land uses in the Cedars in spite of the potential that exists due to proximity to the Convention Center. The recently renovated Ramada Plaza Hotel located on Akard and W. Griffin is the only quality hotel. The original Ambassador Hotel building located at Ervay near the I-30 corridor now operates as a religious educational institution. Two lodging uses, Dallas Life Foundation and the Bunkhaus, provide overnight shelter for the homeless and while fulfilling an important social function, contribute to loitering and a lack of public safety in the area. There are also two



EXISTING LAND USE

MAP 1.3



motels, on Browder Street and Park Avenue, in locations poorly suited for hotel uses. Both of them are in poor condition and attract activities that are detrimental to the neighborhood.

Zoning

The Cedars area has Planned Development District zoning (PD 317) that was established in 1989. Map 1.4 shows the current zoning boundaries. PD 317 currently has 16 sub-districts that range considerably in size from a single property to several large City blocks. Appendix C shows a summary of the existing land use regulations and development standards. In general there is considerable inconsistency between the current land use patterns and zoning sub-districts. A significant number of land uses are non-conforming. This refers to land uses that existed at the time of the original establishment of PD 317, and are therefore legal even though they are no longer permitted by PD 317 regulations. According to a Planning Department field survey there are a total of 86 existing non-conforming land uses and the majority (59%) are residential (see Chart 1.1).

PD 317 has been amended eleven times since it was established and these amendments have resulted in increased complexity. In addition to zoning amendments, eleven Specific Use Permits (SUP) have been granted since 1989, and four historic overlay districts have been established. See appendix D for a summary of these zoning changes.

Chart 1.1 Existing Non-conforming Land Uses

Land Use Category	Occupied	Vacant	Subtotal	%
Single Family	36	6	42	49%
Duplex	7	1	8	9%
Multifamily	1	0	1	1%
Lodging	1	0	1	1%
Commercial Business Service	12	2	14	16%
Warehouse/Distribution	2	0	2	2%
Open Storage	6	0	6	7%
Industrial	11	1	12	14%
Totals	76	10	86	100%

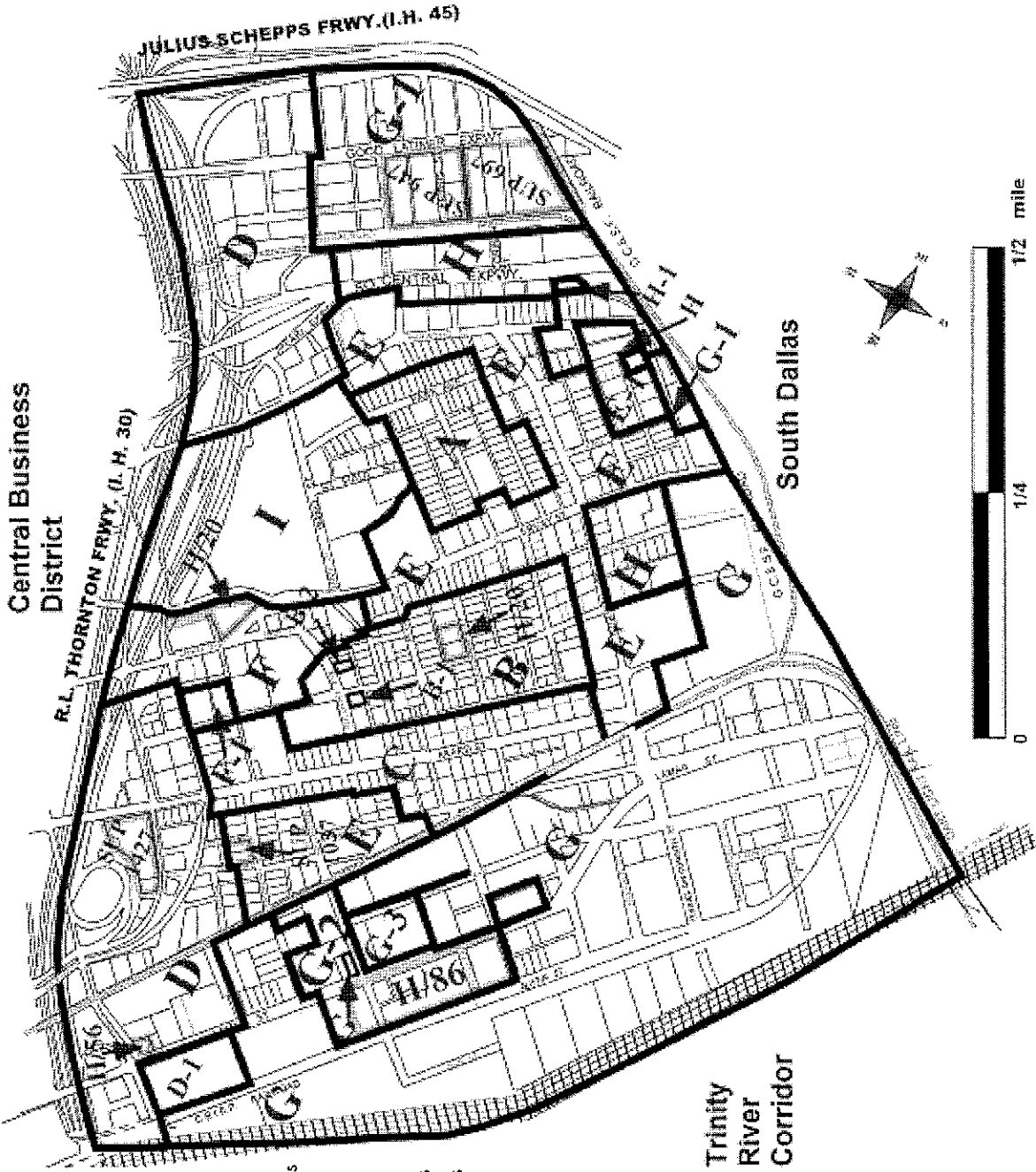
Demographics

A comparison between 1990 and 2000 census data for the Cedars area is difficult due to disparities between census tract boundaries. However, Planning Department estimates show that there were approximately 1,110 persons living in 373 households within the Cedars area at the end of the year 2000. Approximately 89% of this population lived in apartments or lofts. This represents a 21% increase from the 1990 census count of 307 households. This increase in households has not been accompanied by a proportional increase in population. During the same period the household population decreased by 13% from the 1990 census count of 1,272 persons, due to shifts in household size. However, completion of South Side on Lamar and the conversion of the Gulf-Cone-Corning building to Ace Condominiums is projected to add approximately 590 new residents to the area, bringing the total population to 1,700, a 34% increase since 1990 (see Chart 1.2).

Comparison between 1990 census data for the Cedars and City of Dallas reveals some notable facts (see

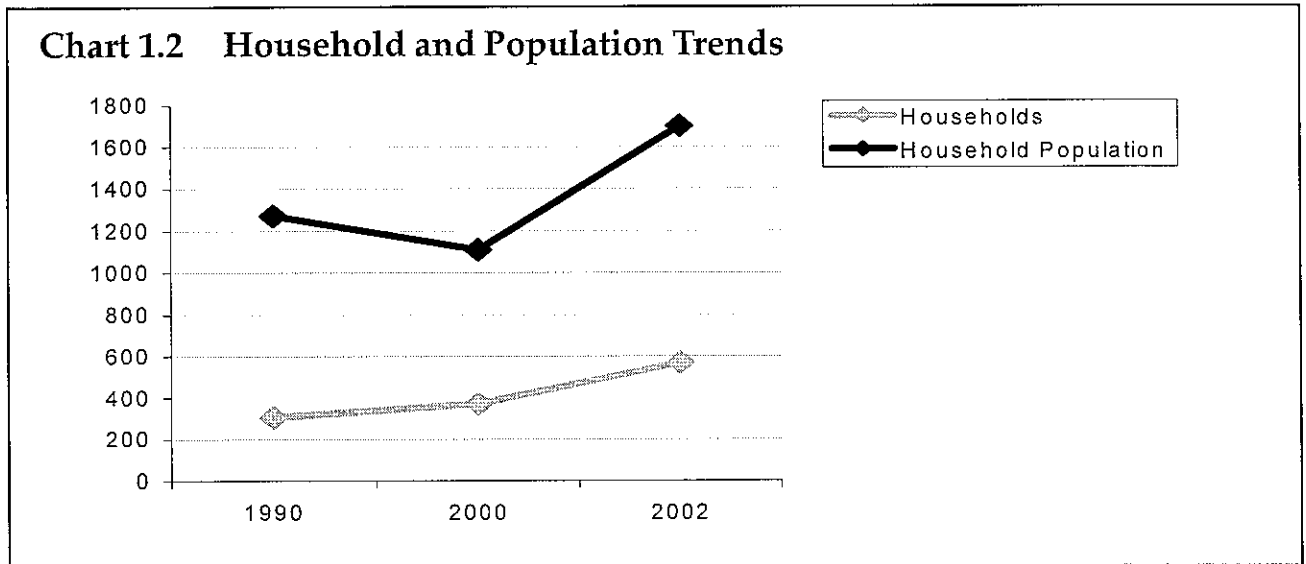
MAP 1.4

EXISTING ZONING



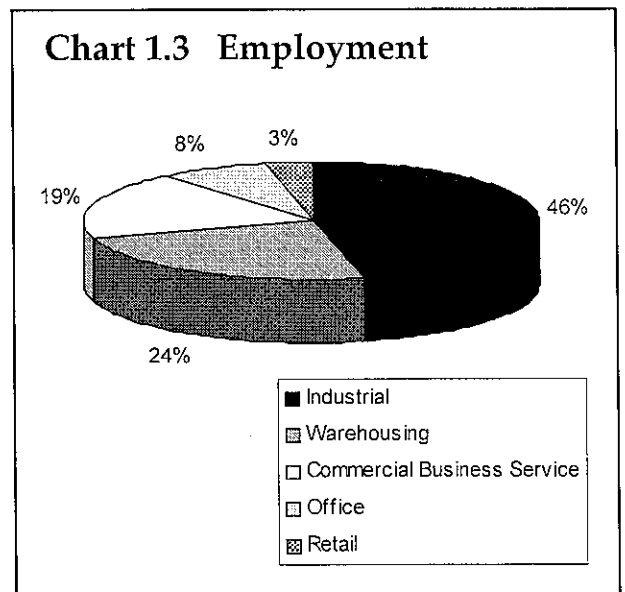
- A** Residential with Secondary Uses
- B** Commercial/Residential Uses
- B-1** Commercial/Residential Uses
- B-2** Commercial/Residential Uses
- C** Akard Street Commercial
- D** Freeway Frontage District
- E** Commercial/Secondary Uses
- E-1** Commercial/Secondary/Utility Uses
- F** Hotel District
- F-1** Hotel District
- G** Industrial/Warehouse Uses
- G-1** Heavy Industrial/Warehouse Uses
- G-2** Heavy Industrial/Warehouse Uses
- H** Commercial District
- H-1** Commercial District
- I** Park District
- H/#** Historic Overlay District
- SUP #** Special Use Permit

appendix B). The Cedars has a disproportionately large group quarter population, 19% in the Cedars compared to 2% in the City of Dallas, due to the high concentration of homeless shelters. In 1990 the Cedars also had a large proportion of Hispanic residents, 73% compared to 21% in the City of Dallas, living predominantly in low-income, large households in apartments along Hickory Street. However, the trend of loft conversions is bringing about a demographic shift by attracting smaller, middle to high income White households into the area. The 1990 data also indicates a high proportion of renters, 84% compared to 56% in the City of Dallas, a pattern that is likely to continue with the loft conversion trend.



Economics

According to Planning Department estimates, the Cedars provides over 5,200 jobs, about 46% of which are provided by industrial and warehouse land uses. Chart 1.3 shows the breakdown of employment by land use. Approximately 830 or 16% of these employees reside within the Cedars, primarily in the low-income apartments along Hickory managed by Value Maintenance. The largest employers in the area are Pilgrim’s Pride, Bridgford Foods, Sears Logistics Service, Hardies Fruit & Vegetable, Standard Fruit & Vegetable, and Seafood Supply. The food processing and distribution sector has seen a fair amount of growth and expansion in recent years chiefly along the Good Latimer and Central Expressways, and on properties along the G.C. & S.F railroad. The Lamar and Austin Street corridors, once thriving warehousing corridors, are now in transition to residential use. The IBM and Texas State Government offices account for about 370 employees. The new Police Headquarters building is anticipated to bring 1,300 employees into the area. These new employees will help support retail development in the future by substantially contributing to a firm base of day-time population in the area. Old City Park is a visitor attraction and has the potential to increase its visitor base and help support more retail in the area. The still low resident population in the Cedars



remains a barrier to retail development.

A Tax Increment Financing (TIF) district was established in the Cedars area in December 1992 with the goal of capturing tax revenue increases generated by anticipated property value increases. TIF revenue would enable reinvestment in public improvements to support future development. The TIF district is bounded by I-30 to the north, Lamar to the west, Harwood to east, and Corinth to the south (see Map 1.2), and encompasses approximately 240 acres of land with an estimated total valuation of \$39 million. Between 1999 and 2000 the Cedars TIF yielded only a 1% increase in assessed values. Much of the perceived increase in market values is based on speculation and has not yet been translated into property improvements or real increases in assessed values. It is also worth noting that some of the most significant recent developments will not contribute to the TIF fund. These includes South Side on Lamar, which falls outside the TIF district boundary, and the Police Headquarters, which is tax exempt.

The total budget projected for the 20 year life of the Cedars TIF district is about \$7.2 million in 1998 dollars. So far only about \$90,000 of this total budget has been allocated mainly for minor infrastructure improvements. About \$1 million of the projected budget has been set aside for an east-west corridor transportation study to be completed during the year 2002 to explore ways to improve circulation accross the Cedars.

Transportation and Circulation

Freeway access into the Cedars is primarily from I-30 with exit ramps onto Lamar, Akard and Central Expressway. Lamar, Ervay, Harwood, Central, and Good Latimer are the main north-south through streets, and Corinth is the only major east-west corridor providing access to Industrial Boulevard and the Trinity River Corridor. The Trinity Parkway Project if approved will afford access from the Cedars via Corinth Street, providing alternative north-south linkages to IH-35 and SH-183 in the north and C.F. Hawn Freeway in the south (See Map 1.1). Cadiz, at the northwestern edge of the Cedars, also provides access to the Trinity River Corridor, although this access is not very convenient as Cadiz does not extend across the Cedars. The Dallas Thoroughfare Plan designates Lamar, Central, and Good Latimer as principal arterials; Corinth, Akard, and Harwood Streets as minor arterials; and Ervay, Beaumont, and Bellview as collectors. The DART light rail station at Bellview and Wall provides excellent mass transit access to the Cedars area. The Convention Center DART station on Lamar is also within a quarter mile walking distance from some properties within the Cedars area.

The Texas Department of Transportation is currently in the process of developing plans for major improvements that will profoundly impact the IH-30 corridor along the northern edge of the Cedars (See Map 1.1). This planning process, known as Project Pegasus, takes in the length of I-30 from Sylvan to the west to IH-45 to the east, and IH35E from SH 183 to the north to the Trinity River bridge to the south, and will include the IH-35/IH-30 Mixmaster as well as the IH-45/IH-30 Interchange. The goals of this project will include maximizing the traffic capacity and efficiency of the freeway system while minimizing the need for additional right-of-way, enhancing Downtown accessibility and bicycle and pedestrian circulation, and integrating urban design elements to reflect the character of the location.

Analysis of Existing Conditions and Findings

An analysis of existing conditions in the Cedars led to the identification of key issues that provide the focus for this study. These issues have been grouped by functionality in order to facilitate the process of finding appropriate solutions and actions for implementation.

Land Use and Zoning

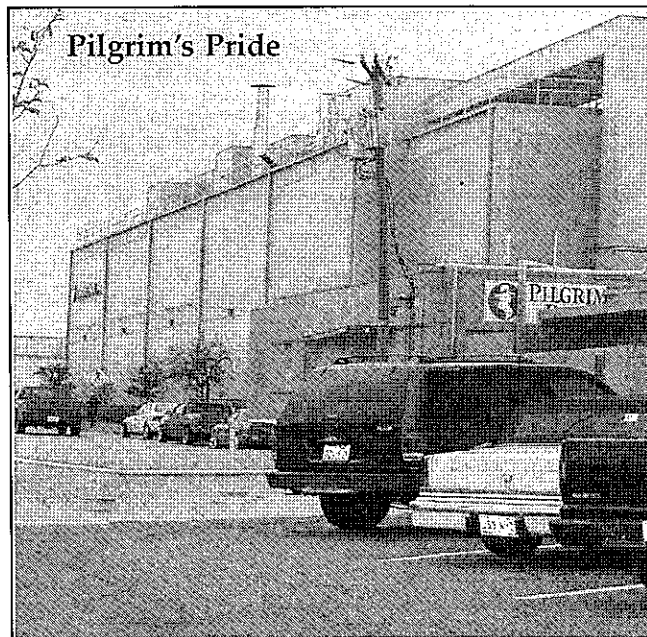
This section focuses on issues that deal with the highest and best use of land in the Cedars weighed against consideration of the potential impacts of land use activities on adjacent pieces of property. The land use and zoning issues have been identified and discussed below:

1 There is a significant market trend for residential development in the Cedars.

This transition is supported by local and national trends towards downtown residential development in response to a growing demand for convenient housing for households without children. The renovation and conversion of non-residential structures to residential use, initiated in the Cedars by the Bennett Miller Company, has resulted in an increase in residential units from the 1990 census count of 469 units to an estimated 533 units by the end of the year 2000. Completion of ongoing projects through 2002, including South Side on Lamar and the Gulf-Cone condominiums, is expected to raise the total further to 1,427. This increase was by no means continuous. In 1997, prior to South Side on Lamar, the number of residential units went down to approximately 173. It is also worth noting that this trend towards residential development has been supported by a decline in vacancy rates. Vacancy rates are down to an estimated 10% from the 1990 census level of 35%. This strong residential development trend is a key factor in the transition of the Cedars into a viable community. A strong residential base with sufficient buying power is an essential prerequisite for attracting retail and personal services to the area.

2 Industrial and warehouse/distribution land uses are likely to continue operating in the Cedars in the short to medium term.

Several of these industrial and warehouse operations continue to thrive and invest capital in their facilities. The existing concentrations of these land uses in the eastern and southern parts of the Cedars points to a way in which many of them can be accommodated while minimizing negative impacts on existing residential land use and areas with strong potential for taking advantage of the residential trend described above. In the longer term it is anticipated that rising property values will change the economics of the area leading to industrial and warehousing land uses eventually moving away. However, in the nearer term, the contribution of valuable jobs by these facilities to the Dallas economy warrants their protection during the transition.

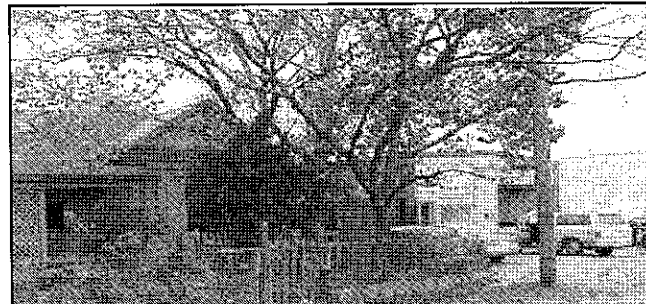


- 3 Inappropriate land use adjacencies persist within the Cedars and the existing zoning does not provide adequate buffer or transition between high intensity and low intensity land uses.

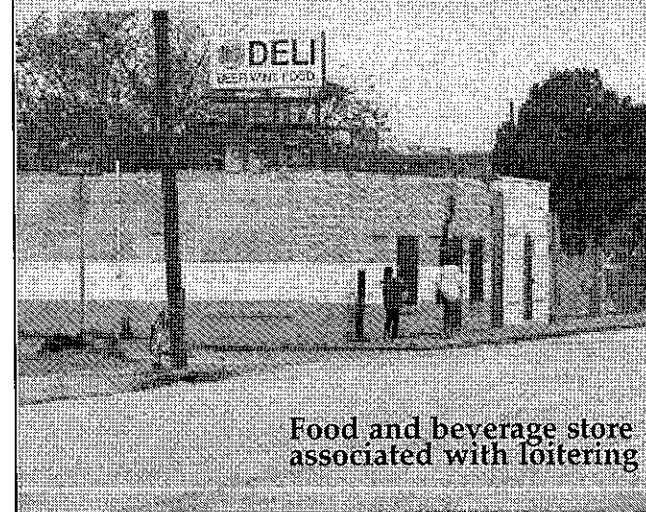
Several high impact industrial, warehouse, commercial business service, and retail land uses exist within the Cedars, and are located in close proximity to existing residential land uses or areas where the zoning is intended to encourage residential development. The industrial, warehousing, and commercial business service land uses tend to generate truck traffic and parking, unsightly open storage of materials, and other environmental impacts. Retail land uses such as liquor stores and food and beverage stores that sell alcohol for off-premise consumption are associated with loitering and public disturbances. These negative impacts severely limit the potential for residential development. Existing zoning sub-districts within PD 317 most notably A, B, C, E, and F permit co-existence of such inappropriate land uses in proximity to each other to the detriment of the area. There is an urgent need for zoning to identify core residential and industrial/warehousing areas and to establish appropriate buffers or transitions between them.

- 4 The existing zoning does not support mixed-use development around the DART light rail station.

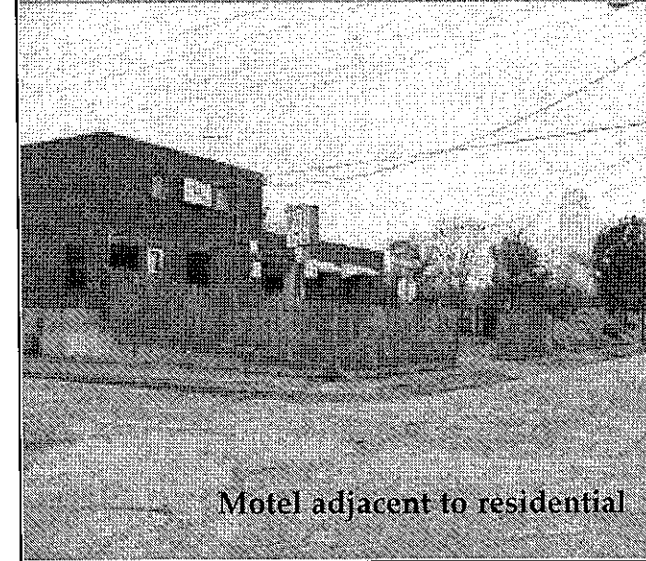
The DART station located at Bellview and Wall Streets represents a major development opportunity within the Cedars waiting to be taken full advantage of. The existing zoning sub-district G around the Cedars DART station does not permit residential land use, allows a range of non-residential land uses that are incompatible with residential land use, and provides no incentives for mixed-use development or alternative modes of transportation. The viability of mixed-use development around transit rail stations has been demonstrated in other parts of Dallas and the nation. Such mixed-use developments have the ability to maximize the potential of the land, make more efficient use of parking, reduce automobile dependency, and create synergy for formation of growth nodes around transit rail stations.



Auto body shop adjacent to single family residential



Food and beverage store associated with loitering



Motel adjacent to residential

- 5 The existing zoning lacks clarity and is too complex making compliance and enforcement difficult.

There are currently 16 sub-districts within PD 317. Several of these sub-districts are only slight variations of each other, and a number of them are only a few lots in size. The existing zoning sub-districts do not have clearly defined and consistent identities based on location, development potential and transition from one to another. The resulting complexity and lack of clarity makes it harder for property owners to understand the regulations and also harder for City Code Enforcement personnel to keep track of violations. Non-conformity is widespread and complicated by Section 11 of the PD 317 ordinance that affords all non-conforming land uses protection from termination by the Board of Adjustment.

Urban Design

- 1 Existing development and landscaping standards do not encourage a pedestrian friendly urban environment.

The existing zoning exempts most of the sub-districts that allow residential land uses from compliance with the landscape requirements of the Dallas Code. In contrast the industrial and warehouse sub-districts do require landscaping (see appendix C). Most of the existing land uses pre-date the establishment of the landscape ordinance of the City of Dallas. Consequently the existing environment is uninviting and sadly lacking in greenery. While there is scope for public improvements to address this, there is also a need for appropriate urban landscaping standards for private development that would encourage pedestrian or bicycle activity on the streets, and ameliorate the impacts of large concentrations of parking.

- 2 Existing density and height regulations are unrealistic and inappropriate based on access and site conditions.

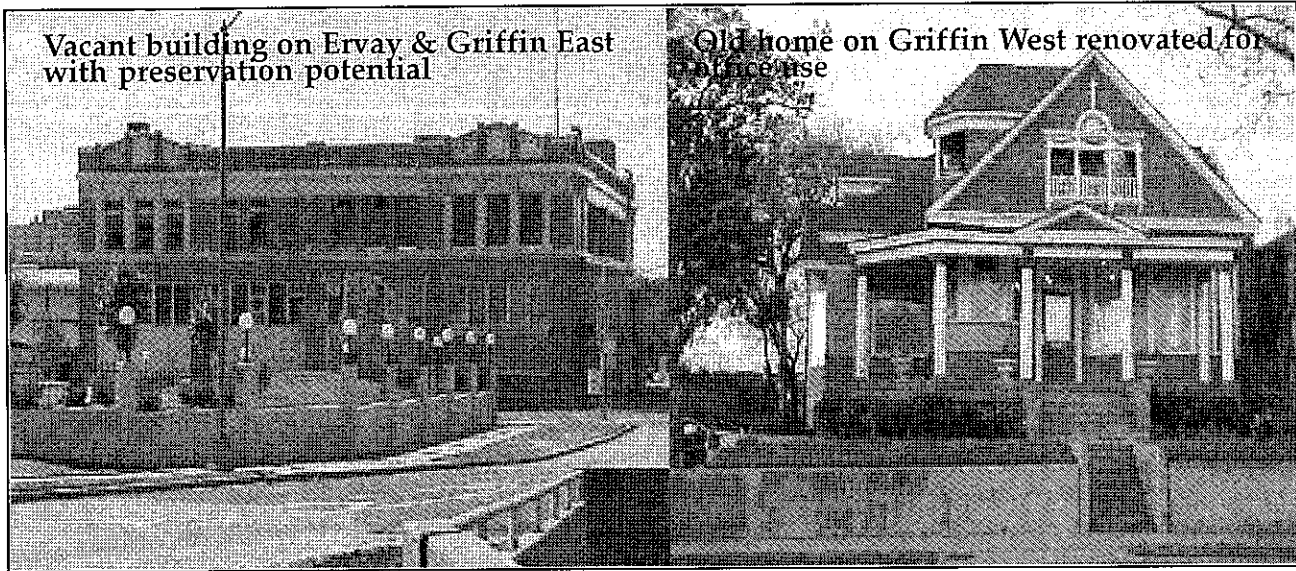
Several of the existing zoning sub-districts permit heights and densities that are unlikely to be achieved given the current and potential future circulation patterns within the Cedars (See appendix C). Sub-districts A, B, C, E, and F, allow structure heights that are both impractical and inappropriate for the scale of the streets on which they front. The structure heights also do not bear a rational relationship to the floor area ratio and ground coverage provisions.

- 3 The physical environment is in need of enhancement in order to attract residential and mixed-use development to the area.

The Cedars lacks a clear identity due to the absence of physical markers that establish a sense of arrival in the area, and lack of a unique character in the form of streetscape, public art, or natural features. The I-30 Canyon and the M.K. & T. railroad act as barriers between downtown and the Cedars, and the Trinity Corridor respectively. The Cedars has several unique features that can potentially serve to enhance the area, including Old City Park, Mill Creek, and several historic structures. There are also several corridors such as Akard, Ervay, and Lamar that act as natural entryways into the Cedars area.

- 4 The historic remnants of the old Cedars neighborhood are valuable assets that can serve to lend the area a unique character and enhance its value.

Several structures within the Cedars have historic value, though only four of these structures have received historic designation – the old Sears Building, the Ambassador Hotel, Good Luck Gas Station, and Columbus A. Langley Grocery Store. Several additional structures can benefit from historic designation incentives that would aid in their conversion to viable residential and mixed uses. There is scope for collaboration between the City and property owners to take advantage of these historic resources.



Transportation and Circulation

- 1 Automobile traffic circulation into and within the Cedars area is poorly handled. Vehicular access into the Cedars from I-30 and the Trinity Corridor is currently inadequate. Ramps from I-30 into the Cedars do not provide convenient access into and out of the Cedars. The Corinth Street underpass below the M.K. & T. railroad is currently the only easily accessible link to the Trinity River Corridor and is severely limited in its capacity. East-west circulation within the Cedars is severely constrained. Currently Corinth Street is the only street that provides an east-west link, and even it does not extend all the way across the Cedars. North of Corinth there are several important destinations that are not conveniently linked, such as the DART light rail station on Bellview, Old City Park on Gano, and the Police Headquarters building and proposed Gilley's entertainment center on Lamar near Bellview. Bellview enjoys access across the DART rail line but dead ends at Browder. Beaumont links Akard Street to Park Avenue but does not extend to Lamar across the DART rail line on the west side, nor does it provide convenient access to Central Expressway on the east side. In addition several trouble spots exist within the street pattern in the Cedars, such as the sharp turn of Lamar Street at Alexander Street, and the complicated intersections between Ervay, Sullivan and Orr Streets, as well between Corinth and Lamar, Wall, and Akard Streets.
- 2 The handling of truck traffic access, circulation and parking within the Cedars areas needs special attention with consideration given to enabling the coexistence of residential and warehouse/distribution land uses. Currently truck traffic and parking is scattered throughout the Cedars greatly increasing land use conflicts. While this problem must be resolved partly through land use and zoning, there is a need for coherent management of truck traffic into and out of the Cedars and circulation of trucks between warehouse/ industrial facilities and parking locations. There is also a need for improved truck access from the I-30 corridor. Hickory Street between Central Expressway and Good Latimer Expressway is a point of congestion and the absence of a Corinth Street extension between Central Expressway and Good Latimer Expressway is a severe limitation to truck circulation.

- 3 Pedestrian and bicycle pathways are needed to take advantage of the excellent mass-transit access and to encourage less automobile dependence.

Improved pedestrian and bicycle access is critical to the development of the Cedars area into a viable transit-oriented district that capitalizes on the multi-modal transportation access that the area enjoys. It is critical that future right-of-way improvements take place around the concept of accommodating pedestrian and bicycles as equally important modes of transportation as the automobile. The proximity of the Cedars to Downtown, the Trinity River Corridor, the Convention Center, and Deep Ellum, as well as the Cedars' potential as a mixed-use community, greatly increases the viability and importance of these alternative modes of transportation.

Miscellaneous Issues

- 1 Code violations are a persistent problem in the Cedars and act as a disincentive for private investment in the area.

Sweeps conducted by the Department of Code Compliance in the past have tended to focus primarily on two types of violations – certificate of occupancy problems or yard maintenance problems. Field surveys conducted by the Planning Department indicate a variety of other potential violations such as unscreened dumpsters, unscreened or illegal open storage, and environmental contamination. An assessment conducted in 1996 identified 12 toxic sites in the Cedars. A survey of developers, property owners, and realtors conducted by the Planning Department indicated their belief that the chief impediment to development in the Cedars is ineffective enforcement of the code. Proper code enforcement is partly hindered by the complexity and ambiguity of the current zoning, and by a shortage of Code Compliance personnel.

- 2 Homelessness and loitering are very evident in the Cedars and contribute to a perception of lack of public safety.

The Cedars has a disproportionately large group quarter population accounted for by the Dallas Life Foundation and Bunkhaus homeless shelters. This factor combined with the location of various social service facilities and retail outlets selling alcohol for off-premise consumption within the Cedars and the southern part of downtown Dallas, work to create a pattern of loitering and public nuisance. While these homeless shelters and social service facilities perform an important social function, there is an urgent need to address the severe negative impacts they can have on surrounding land uses. This issue does relate to land use and zoning within the Cedars, but it goes beyond these aspects to include citywide strategies for social service provision.

- 3 The existing infrastructure in the Cedars is outdated and inadequate to support future development.

Transition of the area into a more residential and commercial mixed-use district will call for upgrading water, sewer, and communications infrastructure. While to some extent this issue can be dealt with as development occurs, the possibility needs to be considered that the limitations of existing infrastructure will act as a barrier for future development.

Recommendations

The recommendations outlined in this section are intended to provide policy guidance for future studies as well as future actions undertaken by the City in the Cedars area. These recommendations may also serve to guide private sector investments.

Land Use and Zoning

- 1 Adopt a future land use plan to provide a vision for the future and guide land use and zoning decisions.

The goal of this future land use plan is to support and encourage market trends towards residential and mixed use development, consolidate industrial, heavy warehouse/distribution, and heavy commercial business service land uses so as to limit impacts on residential areas, establish appropriate buffers/transitions to reduce conflicts between residential and high impact non-residential land uses, and encourage transit-oriented development around the DART light rail station. Map 3.1 shows the recommended future land use plan for the Cedars area. This plan serves as the basis for defining new sub-districts to be adopted as amendments to the Cedars Special Purpose District (PD 317), and as a vision to guide future development in the area. Each land use sub-district is described below to provide guidance for future land use and zoning decisions.

SUB-DISTRICT 1 - RESIDENTIAL CORE

The purpose of this sub-district is to encourage a stable mix of low and moderate density residential land uses in areas that are isolated from heavier traffic routes, and to encourage development patterns that support alternative modes of transportation. In the future these areas are likely to be developed with a mix of townhouse and multi-family residential developments with limited office and retail land uses that serve the local residents. This sub-district also encourages preservation and restoration of existing structures with historic value as well as introduction of historic homes from other locations that emulate the character of the original Cedars neighborhood. Zoning changes to areas within this sub-district aimed at allowing commercial land uses must be considered in the context of changes to traffic patterns and residential adjacency impacts.

SUB-DISTRICT 2 - MIXED USE CORRIDORS

The purpose of this sub-district is to encourage moderate density, pedestrian-oriented, mixed-use developments along the main street corridors that serve the Cedars, and to encourage preservation of structures with historic value. This sub-district encourages zero lot line developments with parking placed at the rear of the site, and developments that combine ground floor retail with upper level residential use. This sub-district is adjacent to the residential core areas of sub-district 1 and is intended to be a moderate density transition to the higher density and higher intensity sub-districts on the periphery of the Cedars. This sub-district also requires particular attention to residential adjacency to ensure that the impacts of non-residential land uses on the residential core are minimized. Particular attention must also be paid to the impact of increased heights on the scale of the street corridor and the potential impact of commercial remote parking on residential land uses.

SUB-DISTRICT 3A - MIXED USE - FREEWAY-ORIENTED

The purpose of this sub-district is to encourage a mix of high-density retail, lodging, office and residential uses along the I-30 frontage, taking advantage of the excellent downtown views. In the future this area is likely to attract developments that serve the convention center and regional markets, in addition to the

Cedars area. TX-DOT enhancements to the I-30 corridor, and further development of the southern portion of downtown will open up new opportunities in this area. Future development plans and zoning changes should be reviewed based on consideration of this area as an important gateway into downtown Dallas, and preservation of downtown view sheds for properties located further south.

SUB-DISTRICT 3B – MIXED USE – TRANSIT-ORIENTED

This sub-district is intended to promote high density, transit oriented mixed-use development around the DART light rail station by providing incentives to encourage a mix of multifamily residential, office, and retail commercial uses on the same site. This sub-district is also intended to provide incentives for reduced automobile dependency, increased pedestrian activity, and more efficient use of parking. In the future this area is likely to develop into a 24-hour activity center and is expected to attract developments that serve the convention center and the tourism market. Future zoning changes should be reviewed with particular attention to the impact of automobile traffic generated by proposals in this strongly pedestrian oriented sub-district.

SUB-DISTRICT 4 – WAREHOUSE RESIDENTIAL TRANSITION

This sub-district is intended to enable transition from a heavy warehouse/distribution area into a loft-style mixed-use environment. Warehouses and commercial business service land use will continue to be allowed. In addition loft-style apartments will be encouraged to attract urban pioneer residents who are comfortable with a warehousing to residential transition environment. In the future as land values increase the warehouse/distribution and commercial business service land uses within this area are likely to phase out, and be replaced by land uses that are more compatible with a residential environment. Future zoning changes in this sub-district should be reviewed with particular attention to its role as a buffer between residential areas and heavier industrial areas.

SUB-DISTRICT 5 – INDUSTRIAL

This sub-district is intended to consolidate and concentrate existing industrial land uses, enabling them to maintain operation with minimum impact on residential areas. In the future as land values rise in the area and the pattern of industrial land uses changes, portions of this district could be re-considered for freeway-oriented high density mixed use development, and others for warehouse residential transition development. Future zoning cases in this sub-district should be reviewed with particular attention to the potential environmental impacts of heavy industries.

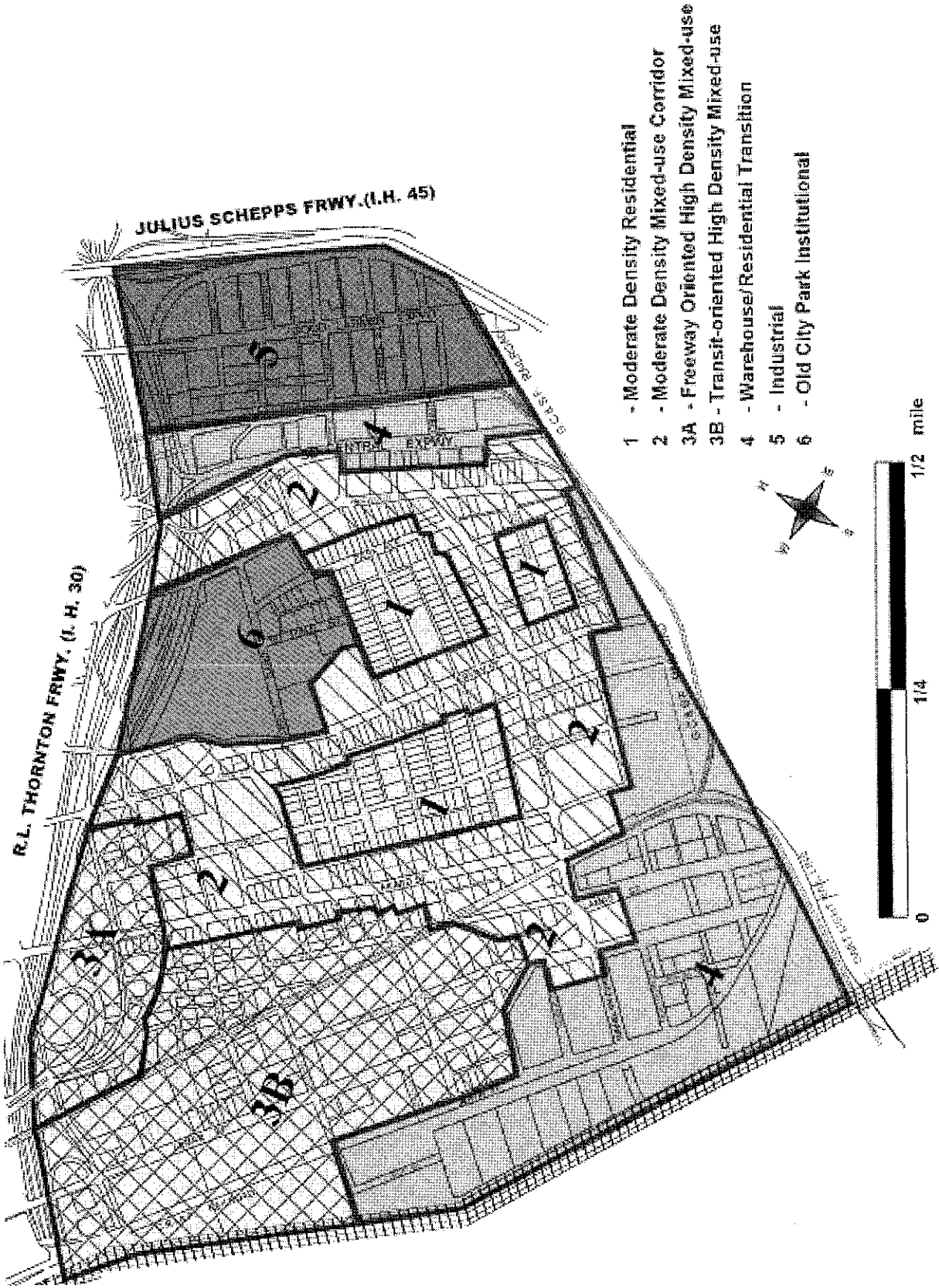
SUB-DISTRICT 6 – OLD CITY PARK INSTITUTIONAL

The purpose of this sub-district is to protect the important City of Dallas institution of Old City Park, and to maintain open space and institutional uses. Future zoning cases should be considered with particular attention to protecting this valuable public amenity.

- 2 Amend the Cedars Special Purpose District to be consistent with the future land use plan. The Cedars PD should be amended to establish zoning sub-district regulations consistent with the principles defined in the future land use plan. An important goal of this PD amendment is to simplify zoning to ensure better compliance and enforcement.

FUTURE LAND USE PLAN

MAP 3.1



Urban Design

The following urban design recommendations focus on improving the physical appearance and attractiveness of the Cedars area as well as making the environment friendly for pedestrians and bicycles. The urban design recommendations are shown in Map 3.2.

- 1 Amend the Cedars Special Purpose District to encourage an urban mixed-use environment in the Cedars.

The proposed future land uses described above call for an alternative type of urban development pattern with higher densities, pedestrian-oriented streetscapes, and efficient use of parking spaces. The existing PD 317 ordinance already encourages zero lot line, higher density developments. Amendments to PD 317 should provide incentives and alternative standards to encourage creative development plans, and adaptive reuse of existing structures. Transit oriented incentives should be provided in the proposed mixed-use transit-oriented sub-district 3b, focusing on reduced parking requirements and increased remote parking distances based on provision of enhanced pedestrian amenities. Standards should be defined for enhanced pedestrian amenities to include street trees, wider sidewalks, pedestrian lighting, benches, bike racks, and trash receptacles. These standards will specify minimum quantities but allow flexibility in the placement and clustering of amenities in order to discourage uniformity and encourage a more varied and interesting urban landscape. Urban landscape standards will be provided in sub-districts 2 and 3b to enable enhanced landscaping in the public right-of-way to substitute for part of on-site landscaping in order to encourage a more pedestrian friendly streetscape. Enhanced residential adjacency review standards will provide specific requirements for intense land uses adjacent to residential core sub-district 1 to ensure better control of negative impacts within a mixed-use environment.

- 2 Preserve the historic character of the Cedars area by working with property owners towards landmark designation of structures with historic value.

Several structures with historic value exist within the Cedars, the preservation of which would contribute significantly to a sense of historical context and to the overall attractiveness and value of the area. The City can play a role in identifying structures with potential historic significance and in spreading the word among properties about the economic advantages of historic designation. Consideration should also be given to establishment of a larger historic district that could take in Old City Park and structures along the S. Ervay Street corridor.

- 3 Enhance Cedars area identification by establishing gateways that mark the entry points into the neighborhood.

Gateway identification opportunities exist at several locations along I-30 including Lamar, Akard, Ervay and Harwood, as well as at the Corinth Street tunnel below the G.C. & S.F. Railroad leading to the Trinity River corridor. Gateway designs should give the area a unique flavor and take advantage of proposed improvements to the I-30 Canyon.

- 4 Enhance landscaping along I-30 to improve the appearance and reconnect the Cedars and Downtown.

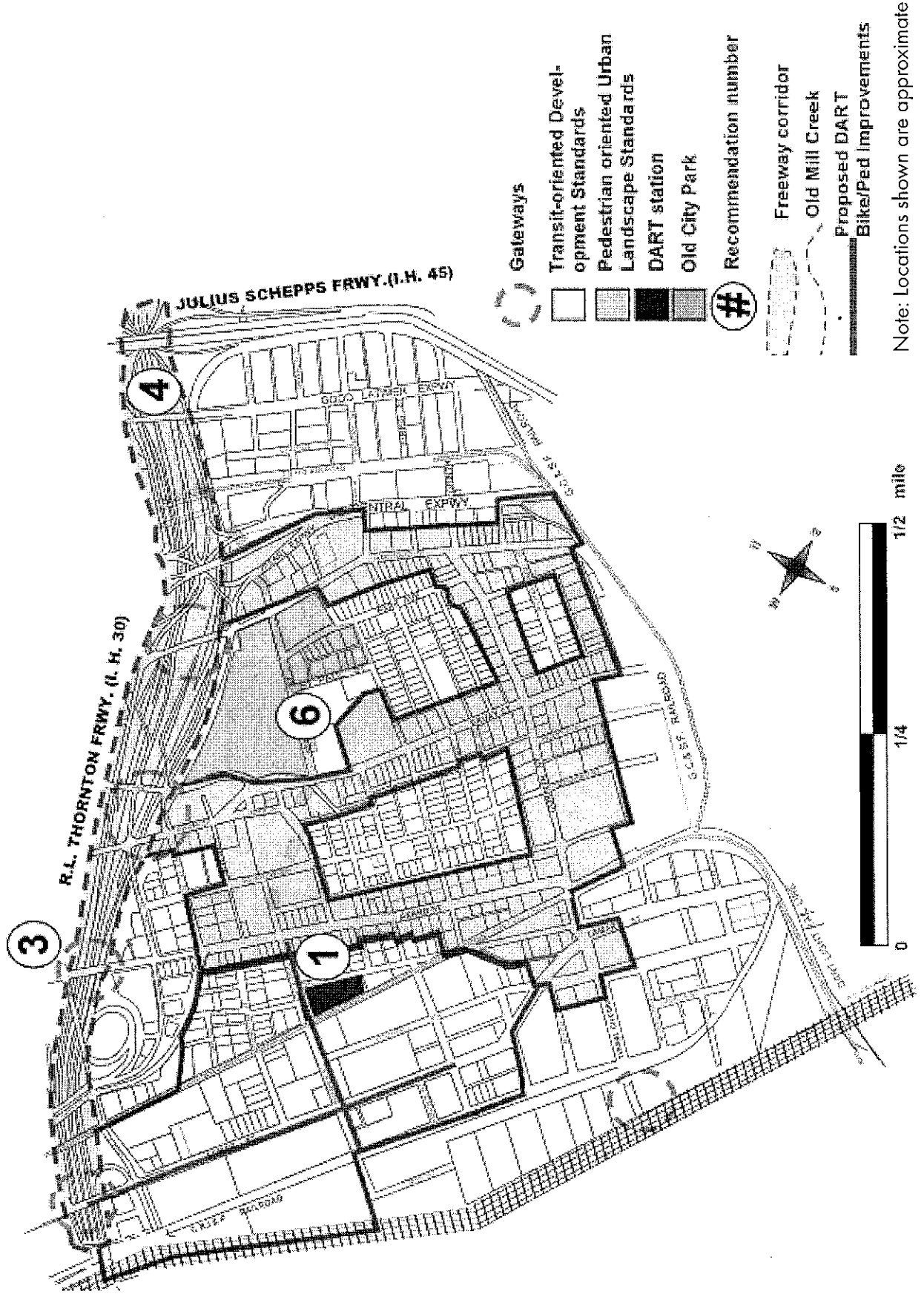
The City should work with TXDOT through the Project Pegasus process to take advantage of urban design and landscaping opportunities afforded by the proposed improvements.

- 5 Increase available open space by establishing pocket parks to meet future needs as the Cedars area matures into a mixed-use residential district.

Amendments to PD 317 will set up the "Cedars Open Space Fund" to enable property owners to contribute money in lieu of specific landscape requirements. The Cedars Open Space Fund will be used in conjunction

URBAN DESIGN RECOMMENDATIONS

MAP 3.2



with other funding sources for the creation of new open space through acquisition of property, and provision of landscaping, in coordination with the Park Master Plan.

6 Explore the potential for re-establishing Mill Creek as an attractive amenity within the Cedars area.

Re-establishment of Mill Creek as an amenity could greatly enhance the value of the Cedars area. This is an opportunity that can be explored through the I-30 Canyon project as well as through specific private development projects that occur in the vicinity of the buried creek. Creation of an attractive water feature within the Cedars, though likely to be capital intensive, has the potential to greatly enhance property values and future development potential.

Transportation and Circulation

The following transportation recommendations are identified to support the future land use plan for the Cedars area and to highlight issues for consideration through future transportation studies. Map 3.3 shows the key transportation recommendations.

1 Improve vehicular access from I-30 into the Cedars area.

Vehicular access improvement from I-30 into the Cedars needs to be accomplished in a manner that would retain the possibility for improved pedestrian/bicycle circulation between Cedars and Downtown. Lamar, St. Paul/Ervay, and Harwood are anticipated to become the main vehicular entry points, carrying traffic from I-30 to destinations within the Cedars as well as to South Dallas. These corridors are projected to develop as mixed-use corridors with retail developments that depend on good access. The long-term land use plan for the Cedars calls for concentrating heavy industrial and warehouse/distribution land uses to the east of Central Expressway from which truck access can be provided with a minimum of disruption to residential land uses. However, in the near term, there are a number of existing warehouse/distribution facilities on the western and southern side of the Cedars that will continue to need truck access from I-30 via Lamar Street.

2 Improve east-west circulation within the Cedars linking new residential developments, Old City Park, and the DART station, by establishing a second collector connecting Lamar and Harwood north of Corinth.

This east-west collector should be accomplished with minimal disruptive impact on residential core sub-district I. Bellview, Sullivan, and Gano should be considered as potential rights-of-way for this link.

3 Establish a pedestrian and bicycle circulation network within the Cedars area.

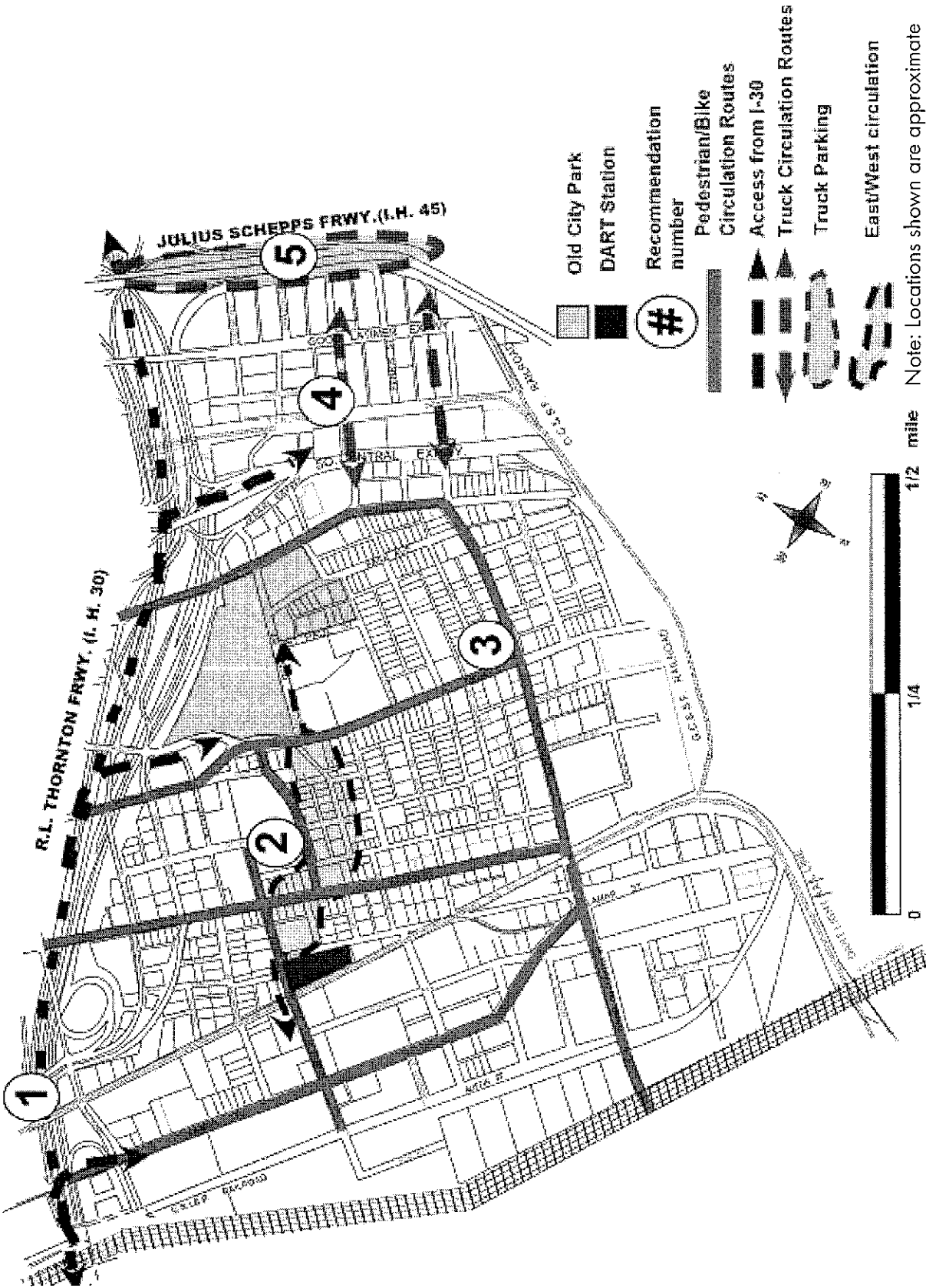
This network should link potential residential/mixed use areas with key destinations such as the DART station, Old City Park, Downtown and the Trinity Corridor. Future street and sidewalk improvements should consider pedestrians and bicycles as part of the traffic equation and creative solutions should be explored to allow the co-existence of these three modes of transportation within the same right-of-way. Consideration should also be given to linking bike paths within the Cedars to a citywide network.

4 Improve heavy truck circulation between Central and Good Latimer.

The future land use plan supports industrial and warehousing activity within the industrial sub-district 5 on the eastern side of the Cedars. This area is likely to continue to generate significant truck traffic. Central Expressway is the primary truck access route from I-30 into this sub-district. Consideration should be given to improving Hickory Street, currently the only route for trucks between Central and Good Latimer, and to providing a second east-west link, possibly on Corinth, to improve circulation. Consideration should also be given to extending these links to provide access to the Julius Schepps right-of-way where the potential for

TRANSPORTATION RECOMMENDATIONS

MAP 3.3



providing truck parking exists.

- 5 Identify solutions to the problem of heavy truck parking within the Cedars.
Consideration should be given to the possibility of creating a heavy truck parking facility on TXDOT right-of-way under Julius Schepps Freeway and to the circulation of trucks from parking to warehousing facilities. Steps should also be taken to mitigate the potential negative impacts caused by the concentration of large numbers of trucks in one place.

Miscellaneous

- 1 Bring chronic and major code violators into compliance, with particular consideration given to areas where violations have a high impact on existing and future residential areas.
Code violations should be prioritized based on severity with a focus on violations that act as serious disincentives for private investment in the area. Citations should be followed up with appropriate action to ensure compliance.
- 2 Develop a comprehensive strategy for the central city area to address the problems associated with homelessness, temporary labor, and loitering.
The problems associated with homelessness, temporary labor services, and loitering in the Cedars area cannot be affectively dealt with in isolation, but must be understood as a citywide issue, with consideration given to the pattern of occurrence and the location and enhancement of social services.
- 3 Upgrade infrastructure to support future development within the Cedars.
Realization of the full potential of proposed zoning will require upgrading water, sewer and other utility systems. The need for these infrastructure improvements should be assessed, as part of an economic development strategy for the Cedars and appropriate funding sources including TIF funds should be harnessed to implement these improvements.

Implementation

The responsibility for implementation of the recommendations crosses departmental lines and in several cases involves coordination with other agencies. Chart 3.1 summarizes the recommendations and identifies preliminary scopes, responsibilities, priorities and time frames.

CHART 3.1

IMPLEMENTATION CHART

Recommendations			Priority	Time Frame	Estimated Capital Cost	Potential Funding Sources	Lead Responsibility	
Title	Locations	Preliminary Scope						
Land Use and Zoning								
1	Establish Future Land Use Plan	Entire Cedars area	- Adopt future land use plan as policy guide - Adopt other recommendations to support realization of future land use plan	High	3 months	N/A	N/A	Planning
2	Amend PD 317	Entire Cedars area	- Consolidate and simplify sub-districts - Support market trends towards residential and mixed use development - Establish buffers/transitions between residential and non-residential areas	High	3 months	N/A	N/A	Planning
Urban Design								
1	Urban Design Standards	Mixed use sub-districts	- Transit oriented incentives - Urban landscape standards - Residential adjacency review	High	3 months	N/A	N/A	Planning
2	Preserve Historic Character	Entire Cedars area	- Identify potential historic structures - Encourage historic designation	Medium	TBD	N/A	N/A	Planning/Property Owners
3	Area Identification	- Lamar/I-30 - Akard/I-30 - Ervay/I-30 - Harwood/I-30	- Establish gateways	Medium	5 years	TBD	TBD	Planning
4	I-30 Landscaping	Between I-35 & I-45	- Enhance the appearance of the I-30 corridor and reconnect Cedars to downtown	Medium	5 years	TBD	- TXDOT - City of Dallas	Public Works & Transportation/Planning
5	Increase Open Space	Entire Cedars area	- Establish "Open Space Fund" - Identify potential pocket park locations - Acquire and establish pocket parks	Low	10-15 years	TBD	- Cedars Open Space Fund - TIF	Planning/Park & Recreation
6	Mill Creek Water Feature	TBD	- Identify Mill Creek location - Monitor impact of I-30 improvements - Explore Implementation feasibility	Low	10 - 15 years	TBD	TBD	Planning/Economic Development/TXDOT
Transportation								
1	I-30 Access	- Lamar - St. Paul - Harwood - Central Expressway	- Improve truck and automobile access - Retain pedestrian/bicycle access into Downtown	Medium	5 years	TBD	- TXDOT - City of Dallas	Public Works & Transportation
2	East-West Circulation	Between Lamar and Harwood north of Corinth	- Establish a second collector to improve east-west circulation	Medium	5 years	TBD	TBD	Public Works & Transportation/Economic Development
3	Pedestrian/Bicycle Network	- Lamar - Akard - Ervay - Harwood - Corinth	- Establish wider outer lane widths - Encourage wider sidewalks - Provide pedestrian/bicycle amenities	Medium	5 to 10 years	N/A	NA	Public Works & Transportation/Planning
4	Truck Circulation	- Between Central and Good Latimer	- Improve Hickory - Create a second truck connection	Medium	5 years	TBD	TBD	Public Works & Transportation
5	Truck Parking	- Under Julius Schepps	- Explore truck parking options using TXDOT right-of-way - Improve access to Central	Medium	5 years	TBD	TBD	Planning/Economic Development
Miscellaneous								
1	Homelessness/Temporary Labor	Entire Cedars Area	Comprehensive strategy to deal with homelessness, temporary labor, and loitering in the central city area	High	TBD	TBD	TBD	Health and Human Services / Planning
2	Code Violations	Entire Cedars Area	- Identify major and chronic violaters - Identify timetable for establishing compliance	High	6 months	N/A	N/A	Code Compliance
3	Infrastructure upgradation	Entire Cedars Area	- Identify needs - Coordinate improvements with development	Medium	5 years	TBD	-TIF	Economic Development

Appendices

Appendix A	City Council Resolution	III
Appendix B	Cedars Demographics	IV
Appendix C	Cedars Existing Zoning	V
Appendix D	Cedars Zoning History	XIII

Appendix A City Council Resolution

;

Appendix B Cedars Demographics

Data Description	Cedars*		Dallas	
	1990	2000**	1990	2000
Population	1,570	2,066	1,006,877	1,188,580
Households	307	558	402,060	451,833
Household Population	81%	74%	98%	98%
Group Quarter Population	19%	26%	2%	2%
Male	66%	62%	49%	50%
Female	34%	38%	51%	50%
Age				
0 to 4	9%	7%	8%	8%
5 to 19	21%	17%	20%	21%
20 to 64	65%	72%	63%	62%
65 & over	4%	3%	10%	9%
Hispanic	73%	59%	21%	36%
Non-hispanic				
White	12%	25%	48%	35%
Black	14%	13%	29%	26%
Asian	0%	1%	2%	3%
Other	1%	2%	1%	2%
Housing Units	469	673	465,600	484,117
Vacant	162	115	63,540	32,284
Occupied	307	558	402,060	451,833
Owner Occupied	16%	12%	44%	43%
Renter Occupied	84%	88%	56%	57%

Source: U.S. Census Bureau

* Note that for the purpose of this analysis census tract 33.00 has been used to represent the Cedars

** In the 2000 Census, tract 33.00 was expanded to include 1990 tract 32.01 around the Deep Ellum area

Appendix C Cedars Existing Zoning

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
Industrial (outside) potentially incompatible									
Medical/infectious waste incinerator									
Metal salvage facility							(G1 only) S		
Mining									
Municipal waste incinerator									
Organic compost recycling facility									
Outside salvage or reclamation									
Pathological waste incinerator									
<i>Seafood Processing Facility</i>						(F1 only)			
Temporary concrete or asphalt batching plant	+	+	+	+	+	+	+	+	+
Institutional and Community Service Uses									
Adult day care	S	S	◆	◆	◆	◆	◆	◆	
Cemetery or mausoleum							S	S	
Child-care	S	S	◆	◆	◆	◆	◆	◆	
Church	◆	◆	◆	◆	◆	◆	◆	◆	◆
College, university, or seminary		S	◆	◆	◆	◆	◆	◆	
<i>Community Home for Disabled persons</i>	◆	◆	◆	◆	◆	◆			
Community service center	S	S	◆	◆					
Convalescent and nursing homes, hospice	S	◆	◆	◆	R	◆			
Convent or monastery	◆	◆	◆	◆	◆	◆		◆	
<i>Establishment for the care of alcoholic, narcotic, or psychiatric patients</i>	S	S	S		S	S		S	
Foster home		◆		◆		◆			
Halfway house									
Hospital			◆	◆	R		◆	◆	
<i>Institution for special education</i>		S	◆	S	◆	◆		◆	
Library, art gallery or museum			◆	◆	◆	◆			◆

Legend

+ = By special authorization of the building official
 * = SUP is required if this use has fewer than 80 guest rooms
 # = Cannot be the only main use on the building site
 D = Development Impact Review
 R = Residential Adjacency Review

L = Limited use only
 S = Specific Use Permit
 X = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
Industrial (outside) potentially incompatible									
Medical/infectious waste incinerator									
Metal salvage facility							(G1 only) S		
Mining									
Municipal waste incinerator									
Organic compost recycling facility									
Outside salvage or reclamation									
Pathological waste incinerator									
<i>Seafood Processing Facility</i>						(F1 only)			
Temporary concrete or asphalt batching plant	+	+	+	+	+	+	+	+	+
Institutional and Community Service Uses									
Adult day care	S	S	◆	◆	◆	◆	◆	◆	
Cemetery or mausoleum							S	S	
Child-care	S	S	◆	◆	◆	◆	◆	◆	
Church	◆	◆	◆	◆	◆	◆	◆	◆	◆
College, university, or seminary		S	◆	◆	◆	◆	◆	◆	
<i>Community Home for Disabled persons</i>	◆	◆	◆	◆	◆	◆			
Community service center	S	S	◆	◆					
Convalescent and nursing homes, hospice	S	◆	◆	◆	R	◆			
Convent or monastery	◆	◆	◆	◆	◆	◆		◆	
<i>Establishment for the care of alcoholic, narcotic, or psychiatric patients</i>	S	S	S		S	S		S	
Foster home		◆		◆		◆			
Halfway house									
Hospital			◆	◆	R		◆	◆	
<i>Institution for special education</i>		S	◆	S	◆	◆		◆	
Library, art gallery or museum			◆	◆	◆	◆			◆

Legend

- + = By special authorization of the building official
- * = SUP is required if this use has fewer than 80 guest rooms
- # = Cannot be the only main use on the building site
- D = Development Impact Review
- R = Residential Adjacency Review

- L = Limited use only
- S = Specific Use Permit
- X = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
Public or private school			◆	◆	R	◆	S	◆	◆
Group home shelter for indigent or abused persons				*					
Lodging Uses									
Hotel or motel		*	*	*	R*	*	*	*	*
Lodging or boarding house	◆	◆	◆	◆	◆	◆	◆	◆	◆
Overnight general purpose shelter									
Residential hotel	◆	◆		◆	◆	◆			
Miscellaneous Uses									
Carnival or circus (temporary)	+	+	+	+	+	+	+	+	+
Hazardous waste management facility									
Placement of fill material									
Temporary construction or sales office	◆	◆	◆	◆	◆	◆	◆	◆	◆
Office Uses									
Financial institution w/o drive-in		◆	◆	◆	◆	◆	◆	◆	
Financial institution w drive-in		R	◆	D	R	D	◆	◆	
Med. clinic or ambulatory surgical center			◆	◆	◆	◆	◆	◆	
Office	L	R	◆	◆	◆	◆	◆	◆	◆
Recreation Uses									
Country club with private membership			◆	◆	◆	◆	◆	◆	
Private recreation center, club or area	S	S	◆	◆	◆	◆	◆	◆	
Public park, playground or golf course	S	S	◆	◆	◆	◆	◆	◆	◆
Residential uses									
College dormitory, fraternity or sorority	S	S	◆	◆	◆	◆	◆	◆	
Duplex		(B2 only)	#		#				
Group residential facility									

Legend

+ = By special authorization of the building official
 * = SUP is required if this use has fewer than 80 guest rooms
 # = Cannot be the only main use on the building site
D = Development Impact Review
R = Residential Adjacency Review

L = Limited use only
S = Specific Use Permit
X = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
Handicapped group dwelling									
Manufactured home park, manufactured home subdivision, or campground									
Multifamily	◆	◆	◆	◆	◆	◆		S	
Residential hotel									
Retirement housing	◆	◆	◆	◆	◆	◆			
Single family		(B1/B2 only)	#		#			(H1 only)	
Retail and Personal Service Uses									
Ambulance service								◆	
Animal shelter or clinic w/o outside run		◆	◆	◆	R			S	
Animal shelter or clinic with outside run									
Auto service center			◆	◆	R	◆	◆	◆	
Alcoholic beverage establishments									
Bar, lounge, or tavern	S & L	S & L	◆	◆	R	◆	◆	◆	
Business school			◆		R		◆	◆	
Car wash			◆		R		◆	◆	
Commercial amusement (inside)			◆	◆	◆	◆		◆	◆
Commercial amusement (outside)			D		D				
Commercial parking lot or garage			◆	◆	R	◆	◆	◆	
Drive-in theater									
Dry cleaning or laundry store	L	L	◆	◆	◆	◆	◆	◆	
Furniture store			◆	◆	◆	◆	◆	◆	◆
General merchandise or food store less than 3,500 square feet	L	L	◆	◆	◆	◆		◆	◆
General merchandise or food store 3,500 square feet or greater			◆		◆	◆	◆	◆	
Home improvement center or building materials sales yard					R		◆	◆	
Household equipment repair			◆	◆	◆	◆	◆	◆	
Liquor store			◆	◆	◆	◆		◆	
Mortuary, funeral home or			◆	◆	◆			◆	

Legend

- + = By special authorization of the building official
- * = SUP is required if this use has fewer than 80 guest rooms
- # = Cannot be the only main use on the building site
- D = Development Impact Review
- R = Residential Adjacency Review

- L = Limited use only
- S = Specific Use Permit
- X = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
commercial wedding chapel									
Motor vehicle fueling station			◆	◆	◆	◆	◆	◆	
Nursery, garden shop or plant sales			◆	◆	◆	◆		◆	◆
Outside sales			◆	◆	◆			◆	
Personal service uses	L	L	◆	◆	◆	◆	◆	◆	◆
Restaurant w/o drive-in	R & L	R & L	◆	◆	◆	◆	◆	◆	D
Restaurant with drive-in			D	D	D	D	D	D	
Surface parking									
Swap or buy shop									
Taxidermist			◆	◆	◆	◆	◆	◆	
Temporary retail use			◆	◆	◆	◆		◆	◆
Theater			◆	◆	◆	◆		◆	◆
Vehicle display, sales and service			◆				◆	◆	
Transportation Uses									
Airport or landing field									
Commercial bus station and terminal			◆		◆		◆	D	
Heliport				S			◆	S	
Helistop				S				S	
Private street or alley									
Railroad passenger station							S		
Railroad yard, roundhouse, or shops									
Short takeoff or landing port									
Transit passenger shelter	◆	◆	◆	◆	◆	◆	◆	◆	◆
Transit passenger station or transfer center									
Utility and Public Service Uses									
Commercial radio or TV transmitting station			◆				◆	◆	
Electrical generating plant									
Electrical substation	S	S	S	S	S	S	S	◆	
Local utilities	◆	◆	◆	◆	◆	◆	◆	◆	◆
Police or fire station	S	S	◆	◆	◆	◆	◆	◆	◆
Post office	S	S	◆	◆	◆	◆	◆	◆	◆

Legend

+ = By special authorization of the building official
 * = SUP is required if this use has fewer than 80 guest rooms
 # = Cannot be the only main use on the building site
 D = Development Impact Review
 R = Residential Adjacency Review

L = Limited use only
 S = Specific Use Permit
 X = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
Radio/TV/microwave tower							◆	◆	
Refuse transfer station									
Sanitary landfill									
Sewage treatment plant									
Tower/antenna for cellular communication									
Utility or government service center					(E1 only)		◆	◆	
Utility or government installation other than listed		S	S	S	S	S	S	S	S
Water treatment plant									
Wholesale, Distribution, and Storage Uses									
Auto auction							S	S	
Building mover's temporary storage yard									
Contractor's maintenance yard								◆	
Freight terminal							◆	◆	
Livestock auction pens or sheds									
Manufactured building sales lot									
Mini-warehouse							◆	◆	
Office showroom/warehouse					S		◆	◆	
Outside storage (with visual screening)		S					◆	◆	
Outside storage (without visual screening)									
Petroleum product storage and wholesale							S	S	
Recycling buy-back center									
Recycling collection center							◆	◆	
Recycling drop-off container									
Recycling drop-off for special occasion collection									
Sand, gravel, or earth sales and storage									
Trade center				◆			◆		
Vehicle storage lot									
Warehouse				◆	R	(F1)	◆	◆	

Legend

- + = By special authorization of the building official
- * = SUP is required if this use has fewer than 80 guest rooms
- # = Cannot be the only main use on the building site
- D** = Development Impact Review
- R** = Residential Adjacency Review

- L** = Limited use only
- S** = Specific Use Permit
- X** = not permitted in area

Permitted Land Use List

Land Uses	A	B/B1 /B2	C	D/D1	E/E1	F/F1	G/ G1	H/ H1	I
						only)			
Accessory Uses									
Accessory community center (private)			X		X	X	X	X	X
Accessory game court (private)									X
Accessory helistop	X	X	X		X	X	S	S	X
Accessory medical/infectious waste incinerator									
Accessory outside display of merchandise	X	X							
Accessory outside sales	X	X							
Accessory outside storage									
Accessory pathological waste incinerator									
Amateur communication tower	S	S	S				X	X	X
Day home									
General waste incinerator									
Home occupation									
Occasional sales (garage sales)									
Private stable	X	X	X	X	X	X	X	X	X
Swimming pool (private)									X
Pedestrian sky bridges									

Legend

+ = By special authorization of the building official
 * = SUP is required if this use has fewer than 80 guest rooms
 # = Cannot be the only main use on the building site
 D = Development Impact Review
 R = Residential Adjacency Review

L = Limited use only
 S = Specific Use Permit
 X = not permitted in area

Development Standards

STANDARDS	A	B	C	D	E	F	G	H	I
Primary Purpose	MF	MD Mixed Use	MD Mixed Use	HD Mixed Use	MD CBS Use	HD Hotel	Industrial	CBS	ICS, REC
Front Yard: Setback	15' min.	15' min.	15'	None	None	None	15'	15'	None
Setback/+36' Structures	NA	NA	20'	NA	NA	20'	NA	NA	NA
Side/Rear Yard: Setback	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'	0/0 or 10'
DU/Acre: Density Max.	160	160	80	None	80	None	None	None	None
Floor Area Ratio	0.4	1.0/2.0	2.0	4.0	2.0	3.0	1.0	2.0	0.5
Height: Max.	125'	MU125/70	MU200/70	270'	MU200/70	200'	70'	70'	100'
Lot Coverage	80%	80%	80%	80%	80%	80%	80%	80%	80%
Lot Size: Minimum	None	None	None	None	None	None	None	None	None
Stories: Max.	None	None	None	None	None	None	None	None	None
Off-Street Parking	51A-4.20	51A-4.2	51A-4.2	51A-4.2	51A-4.2	51A-4.2	51A-4.2	51A-4.2	51A-4.2
Environmental Performance Standards	Article VI	Article VI	Article VI	Article VI	Article VI	Article VI	Article VI	Article VI	Article VI
Landscape	Exempt X	Exempt X	Exempt X	Exempt X	Exempt X	Exempt X	Article X	Article X	Article X
Street Trees from Curb	30' max.	30' max.	30' max.	30' max.	30' max.	30' max.	NA	NA	NA
Min. Residential Street Tree Separation	NA	25'	50'	50'	50'	50'	NA	NA	NA
Min. Nonresidential Street Tree Separation	NA	50'	50'	50'	50'	50'	NA	NA	NA
Screening of Parking	All	All	All	All	All	All	NA	NA	NA
DIR	6000 tpd	6000 tpd	6000 tpd	6000 tpd	6000 tpd	6000 tpd	6000 tpd	6000 tpd	6000 tpd
Min. Sidewalk Width	8	8	12	12/10/6	10	10	NA	NA	NA
Sidewalk Clear Zone	6	6	6	6	6	6	NA	NA	NA

Appendix D Cedars Zoning History

Zoning Case	Adoption Date	Brief Description
Enabling Ordinance and Amendments		
20395	07-26-89	Established PD 317
20822	11-28-90	Permits group home/shelter for indigent or abused persons in area D
22003	03-23-94	Creates F-1, definition, parking, and loading provision for seafood processing facility
23144	5-28-97	Creates G-2, to permit multifamily, retail, lodging, and certain institutional uses
23379	12-10-97	Permits roof-mounted signs in area G-2
23470	03-25-98	Creates B-1, to permit single-family residential
23921	06-23-99	Creates B-2, to permit single-family and duplexes
24014	09-08-99	Creates H-1, to permit single-family residential
24017	09-08-99	Provides one detached premise sign in area I
24124	12-08-99	Changes boundaries of E-1 and H
24430	10-25-00	Creates D-2, to provide for a tower/antenna for cellular companies with SUP
24503	01-24-01	Creates G-3 for utility or government installation other than listed, increases FAR and height
SUPs		
15777	03-29-78	Established SUP 697, metal processing facility, no time limit
17650	12-15-82	Amends 697, minor changes in wording of SUP
18660	04-10-85	Amends 697, minor changes in wording of SUP
21123	11-13-91	Amends 697, minor changes in wording of SUP
22183	09-14-94	Amends 697, minor changes in wording of SUP
22443	06-14-95	Amends 697, general changes in SUP
19293	09-17-86	Established SUP 947, slaughter house for chickens in Cedars, 5 year time limit
21083	10-09-91	Expands SUP 947 to include high risk or hazardous industrial use, time limit increased to 10 years from date this ordinance was signed
22968	12-11-96	Expands area of SUP 947, time limit increased to 15 years from date this ordinance was signed
20376	07-12-89	Established SUP 1037, electrical substation, no time limit
24431	10-25-00	Established SUP 1427 to permit tower/antenna for cellular communications, 10 year time limit from date ordinance was signed, with automatic renewals for 10 year at a time (<i>must submit request for extension not before 180 days and not after 120 days prior to expiration of the SUP</i>)
Historic Overlay		
17459	06-30-82	H/20, Ambassador Hotel
20340	06-14-89	H/45, Columbus A Langley grocery store
21340	06-24-92	H/56, Good Luck Gas Station
23486	04-08-98	H/86, Sears Buildings