

WEST DAVIS LAND USE STUDY



CITY OF DALLAS
DEPARTMENT OF PLANNING AND DEVELOPMENT
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EXECUTIVE SUMMARY

The primary focus of this study is to find solutions to the zoning, land use, code compliance, and urban design issues facing the West Davis Street area. The goal is to create a vision for future development in the area, a foundation for amending the zoning, and a policy guide for future city actions.

This document is the first of two parts. This first part deals with recommendations that will, when implemented, address the issues facing West Davis Street. Implementation of one of the recommendations, an Authorized Hearing to determine proper zoning, will produce the second part of the documentation for the West Davis Land Use Study. A report indicating the proper zoning for each property in the Authorized Hearing boundaries will be created, and together with this first part, constitute the complete report for West Davis. Summarized below are the key findings and recommendations included in this first part.

SUMMARY OF ISSUES AND FINDINGS

LAND USE AND ZONING

1. Throughout the study area, but especially in sections 2 and 5, uses incompatible with residential neighborhoods are operating right next to single family homes. These uses are legal with regard to the zoning, but are nonetheless incompatible.
2. Some of these incompatible uses exist only because the current zoning allows them with a Residential Adjacency Review (RAR). There is insufficient review to ensure that residential uses are protected and buffered from these uses. RAR in its current form contributes to the problems of West Davis Street.
3. Beyond RAR, Dallas' zoning code is problematic. First, the current retail zoning categories allow such a wide variety of uses that it is difficult to protect residential uses. Many uses such as gas stations or private clubs are allowed immediately adjacent to residences, even though there are serious concerns over pollution, whether ground and water or noise. Second, the current zoning boundaries are poorly located. In one case, an entire block of what was once residential is now zoned CR, allowing many uses unfriendly to residential. Alternately, there are areas along West Davis where the lots and zoning lines are only 60 feet deep. This means new development is highly unlikely to occur, as there is no room for parking or a new building. Finally, there is no logical progression in the current Retail or MU mixed use zoning categories. It is impossible to find an existing zoning category that corresponds to the land uses desired by the community without involving a great deal of non-conformity. No zoning category except for Urban Corridors allows grocery stores and sit down restaurants while prohibiting uses such as auto service centers and private clubs. Using Urban Corridors would make all the uses non-conforming, though, which makes current zoning categories difficult to apply.

CODE COMPLIANCE

4. Too many businesses in operation along West Davis Street have serious code violations, such as no Certificate of Occupancy. Code Compliance has issued citations for these violations, but the businesses are still in operation and have not changed their way of doing business. Without effective means of ensuring compliance, West Davis will never manage to improve.

URBAN DESIGN

5. Most development along West Davis was built before Dallas' landscape ordinance was adopted. The maintenance of West Davis Street itself, a State highway, has been neglected, and though improvements

are in the pipeline, they are geared to safety and will not improve the image of the street. Public monies and investment will be required to stimulate a change in the urban design of West Davis Street.

ECONOMIC DEVELOPMENT

6. There are many entrepreneurs starting businesses along West Davis Street. While this provides economic opportunity for the people in the study area, many of these businesses operate in structures with little, if any, improvements. These businesses are also often located in areas where their visibility is limited, inhibiting their growth. While Pinnacle Park has also generated economic growth in the area, it has been insufficient in the short term to improve West Davis as a whole. The programs in Dallas designed to help small businesses are insufficient, and are typically focused on job training. Programs targeted to helping small businesses operate and compete are needed. Improved code enforcement and building inspection, together with targeted small business assistance programs, will help improve the business environment on West Davis Street.

SUMMARY OF RECOMMENDATIONS

LAND USE AND ZONING

1. Adopt the future land use plan as shown in the accompanying maps to be used as a guide for future zoning change requests.
2. Authorize a Public Hearing to determine the proper zoning throughout the West Davis study area, which may include the creation of a Planned Development District (PD).
3. Initiate a code amendment to modify Residential Adjacency Review (RAR). The primary goal of this code amendment will be to update the uses allowed under RAR to ensure that no residential neighborhood will have to suffer from noise, air, ground, water, or any other type of pollution from a retail use.
4. Initiate a code amendment to modify the MU mixed use zoning categories. The goal of this code amendment will be to make sure that only those retail and office uses compatible with residential are allowed here.

CODE ENFORCEMENT

5. Undertake a detailed sweep of the West Davis Street study area every three months to ensure all businesses are complying with current city code.

URBAN DESIGN

6. Within the next five years, involve the community in the creation of an urban design plan, find funding for the improvements, and recruit a community development corporation (CDC), neighborhood or business organization to take the lead on implementing this plan together with the City of Dallas.

ECONOMIC DEVELOPMENT

7. Develop and offer an economic stimulus package for the West Davis Corridor.
8. Continue to offer low income homeowners low interest loans and other tools to improve their homes.

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BACKGROUND

The West Davis Land Use Study began with a request by three neighborhood groups to then Councilmember Steve Salazar and then City Plan Commissioner Joel Vera to revisit this area and determine the proper land use and zoning for Davis Street. Research began in November 2000, with a public meeting occurring in September 2001. City Council, City Plan Commission, Staff, and community involvement have been essential components of this study.

This study focuses on evaluating zoning and land uses, improving the economic viability, and improving the urban design of Davis Street, from Hampton Road west to Walton Walker (Loop 12), in the southwest section of Dallas (see Figure 1). The streets that connect Davis Street to adjacent residential neighborhoods are also included in this study, as inappropriate uses on these streets have negative impacts on the residential areas.

Davis Street is State Highway 180, and responsibility for the street itself rests with the Texas Department of Transportation (TxDOT). Currently, Davis between Hampton and Loop 12 varies from a five lane divided highway to a two lane undivided road. TxDOT has plans to improve West Davis, upgrading it to a five lane thoroughfare throughout the study area.

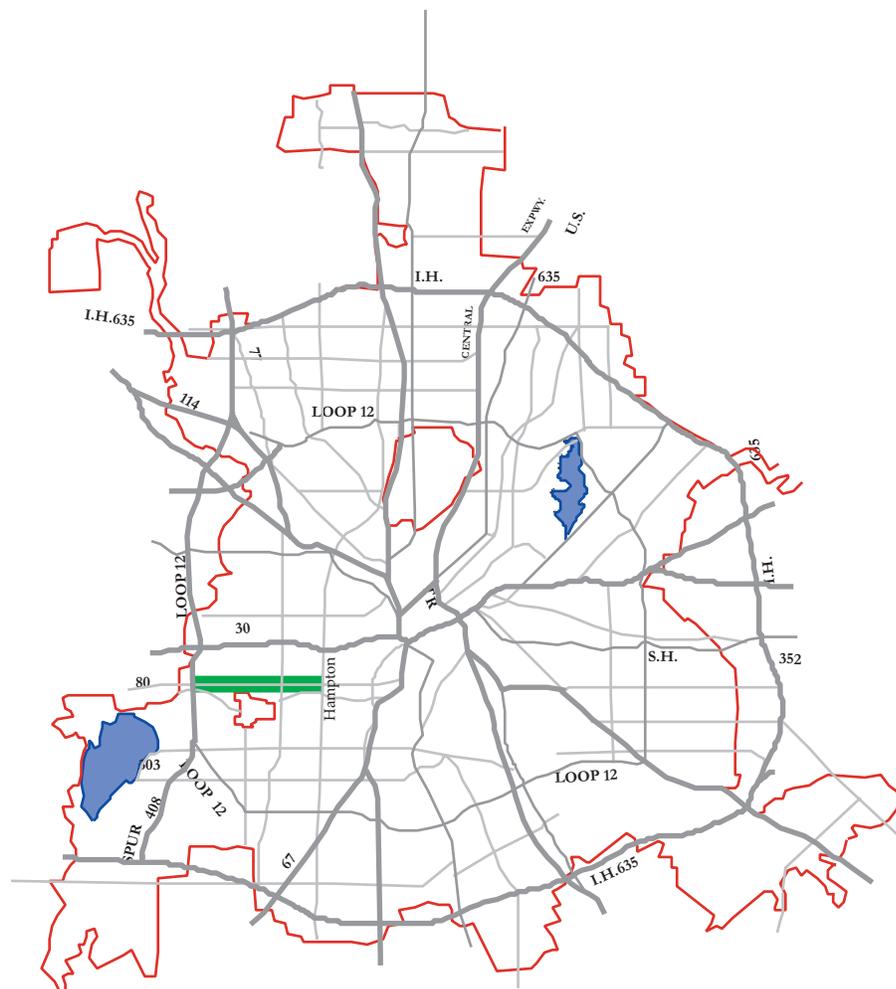


Figure 1: The West Davis Study Area (in green) in the context of the city of Dallas

ORGANIZATION

This study is organized as described below:

- Overview - a short summary of the highlights of the West Davis Study
- Existing Conditions – discusses the land use, zoning, economic development, transportation and infrastructure, and current urban quality of the area;
- Issues and Findings – explains the concerns of the community, the problems identified by staff research, and the pertinent information regarding each concern;
- Goals and Objectives – lists the desired outcomes that must be implemented to resolve and address community and staff concerns;
- Recommendations – details the plans and strategies created to achieve the goals and objectives;
- Implementation – identifies strategies for implementation, sources of funding, and responsibility for implementation.

OVERVIEW

West Davis Street currently faces many challenges. West Davis has the potential to become the link that ties together many disparate sections of neighborhood and business districts in the area.

These challenges were identified in many ways. An informal survey was conducted to garner citizen input regarding the current issues and the future envisioned by the community. This survey provided staff with a basic understanding of the direction the research should take. Research included an inventory of Code Compliance violations, Certificate of Occupancy records, and on the ground inspections carried out over several weeks by Planning Department Staff. This information became the basis for the preliminary findings and recommendations presented to citizens at the public meeting.

The challenges are varied. Currently, West Davis is filled with many uses which are incompatible with the neighborhoods they border. Many of these businesses have too little land to support the type of development and tenants desired by the community. These incompatible uses are present because the zoning allows these uses with Residential Adjacency Review, which means the use is allowed though site plans may be rejected if they do not respect the residential uses. Finally, current levels of code enforcement have been insufficient to correct code violations in the area.

Additionally, road conditions are too poor to allow curb cuts and consistent sidewalks. Street width varies from two to five lanes, while some areas have neither curbs nor a safe shoulder. This, combined with the reluctance of property owners to make improvements, along with poor code compliance and building inspection, makes good urban design difficult.

Nonetheless, these current conditions provide significant opportunities for the future. TxDOT's plans for improving West Davis will make consistent the number of lanes and ensure the quality of the road surface. This will provide the necessary infrastructure for business to build from, as well as providing the basis for urban design changes on the street. Recommendations described in this study show how zoning changes and improved code enforcement can lead to a resurgence in both business and residential areas because of the improvements made on Davis. These improvements and recommendations, when implemented, will enable West Davis to achieve its potential as an active, vibrant, and integrated part of the community.

To make analysis and explanation easier, staff divided the study area into five different sections. These sections are listed below and shown graphically in Figure 2.

- 1 Hampton Rd. to the Coombs Creek crossing
- 2 The Coombs Creek crossing to Westmoreland
- 3 Westmoreland to Cockrell Hill Rd.
- 4 Cockrell Hill Rd. to the bottom edge of the escarpment
- 5 The bottom edge of the escarpment to Walton Walker

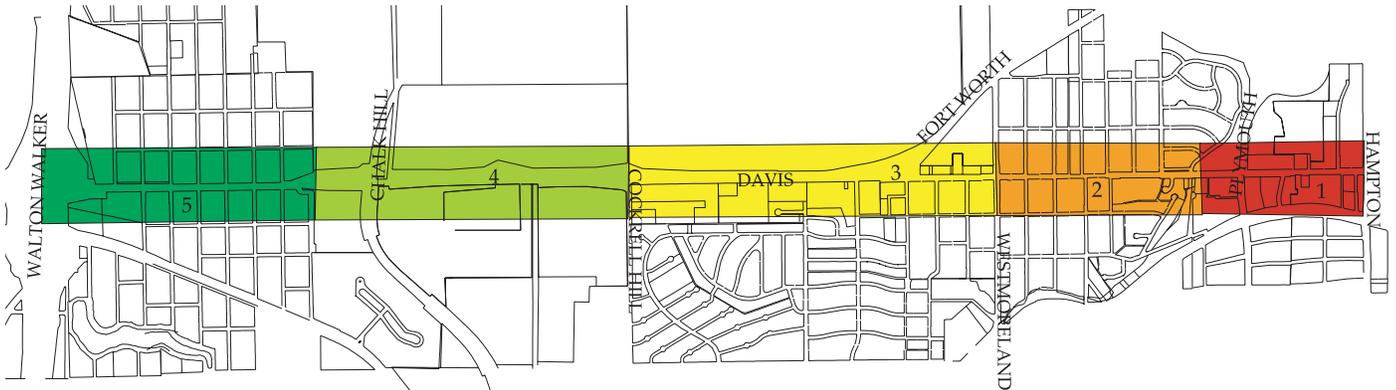


Figure 2: The various sections of West Davis Street as divided for this study

PROCESS

The West Davis Land Use Study was created with input from the community at several stages of study development. Neighborhood organization leaders were kept apprised of preliminary findings and recommendations throughout the study process. Additional community input was solicited in the form of an informal survey, allowing citizens to make staff aware of their concerns and desires for the area. Feedback from these meetings and from neighborhood organizations provided staff with the basis for preliminary findings and recommendations.

Four major steps were involved in the creation of the West Davis Land Use Study:

- Identification – discovering problems/ challenges/ issues;
- Research/ Analysis – finding of facts regarding the identified issues;
- Goals – selecting objectives that addressed the concerns of the community and staff;
- Recommendations – proposing actions to achieve the goals and solve the identified problems.

Once these four steps were complete, public meetings were held on September 25, 2001 and November 19, 2001 to allow further review and comment on the study by the community at large. Staff compiled all comments and concerns expressed by the community at these meetings. Several main themes emerged from these meetings:

- Too many automotive related land uses
- Private clubs are a problem in the area
- Poor code compliance/ enforcement
- Need for landscaping/ lighting/ sidewalks/ and other urban design improvements

EXISTING CONDITIONS

LAND USE AND ZONING

There is a wide variety of existing land uses on West Davis in the study area. Mainly retail and commercial uses exist here, but some single family homes still front directly onto West Davis. There are many community serving uses (e.g. dry cleaners, grocery stores, tax services, etc.) though an equal or greater number of noncommunity oriented businesses also exist (e.g. tire stores, private clubs, automotive repair shops, etc.). Furthermore, the commercial and retail areas typically are extremely shallow lots, especially in sections 2 and 5 (see Figure 3).

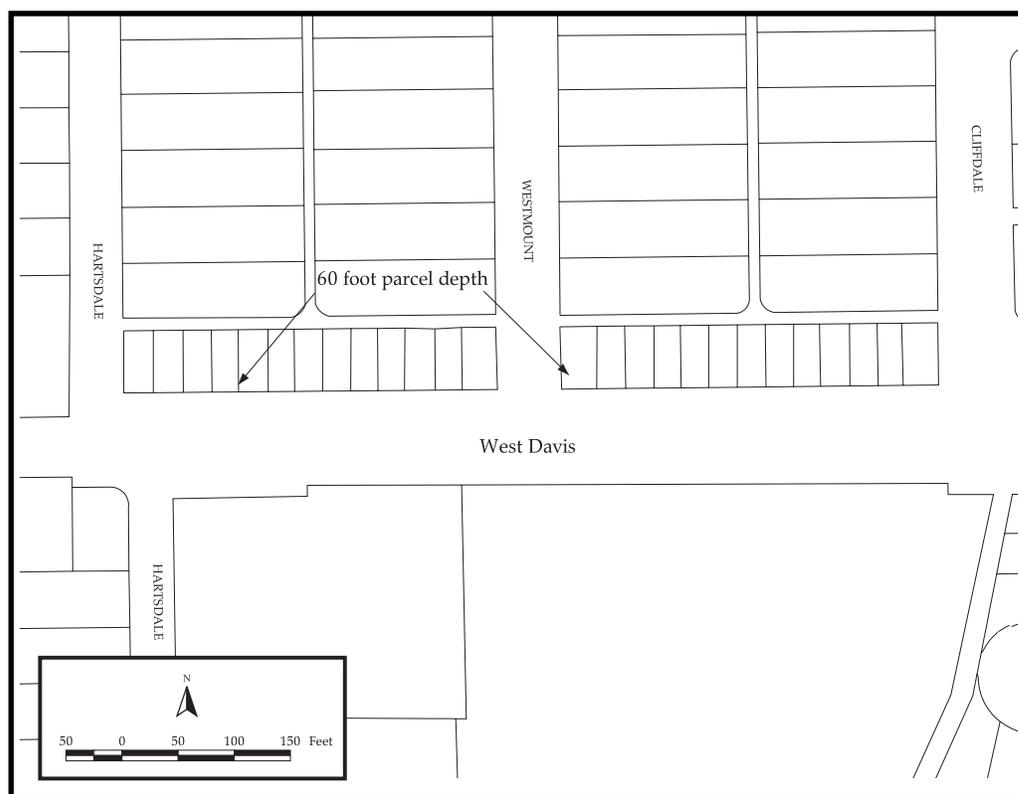


Figure 3: Shallow lots along West Davis

This lack of space for parking and adequate shop space makes it extremely unlikely that the type of retail and commercial development desired by the community will develop. Even so, there are certain areas along West Davis that have large amounts of developable land. These areas are currently developed with more regional oriented retail, primarily used car lots and hotels.

Land use generally conforms with the zoning in the study area (see Figures 4 and 5). There are three primary zoning categories used along West Davis: CR Community Retail, CS Community Service, and RR Regional Retail. These categories allow an enormous variety of uses, including almost all retail and commercial uses. Thus, almost all of the current land uses conform to the existing zoning, whether they are community oriented or not.

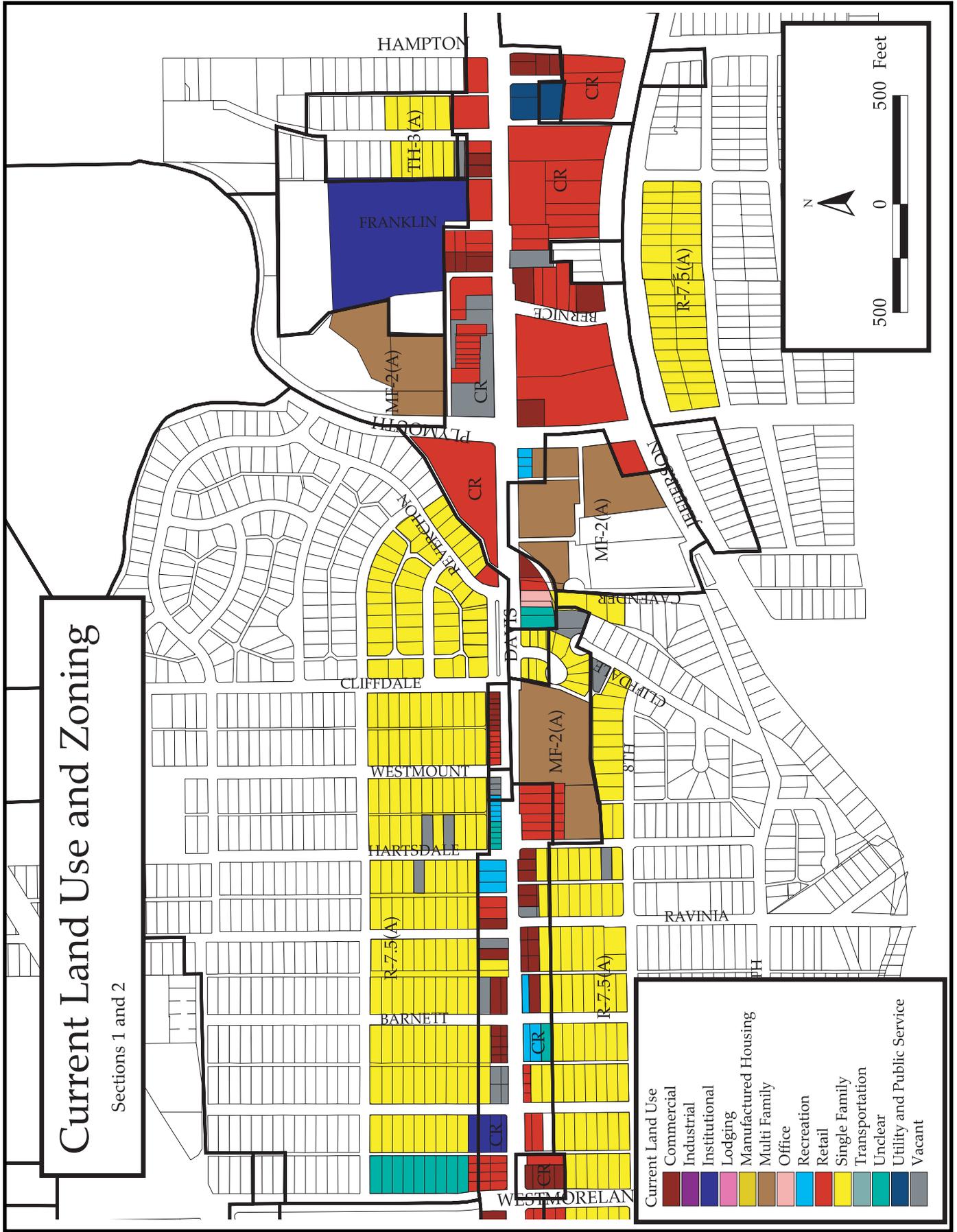


Figure 4: Existing Land Use and Zoning for Sections 1 and 2

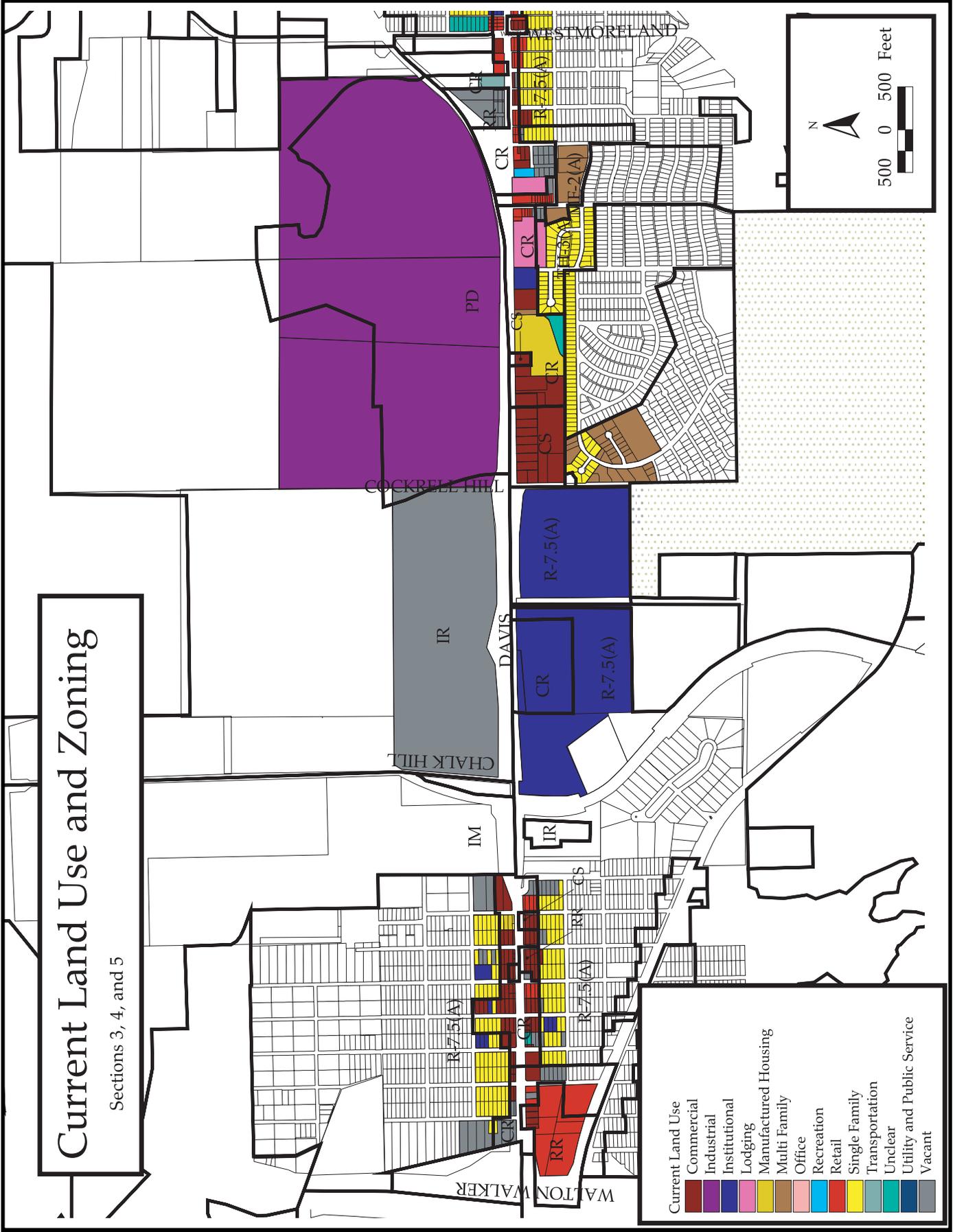


Figure 5: Existing Land Use and Zoning for Sections 3, 4, and 5

TRANSPORTATION AND INFRASTRUCTURE (FIGURE 6)

West Davis varies from two lanes without a safe shoulder or curbs, to a five lane highway. Many sections have head in parking on the street, which makes the road less than ideal from a safety standpoint as drivers back out blindly into the roadway. Sidewalks exist in some sections, though they are missing along the majority of the street.

The Texas Department of Transportation (TxDOT) and Dallas County are scheduled to begin construction of road improvements on West Davis from Hampton to Westmoreland in Spring 2002. They will be leveling the road, widening it in places four to five feet, and restriping the road to provide a continuous five lane road with a dedicated left hand turn lane. Separate pedestrian bridges will be constructed over Coombs Creek on each side of Davis at Plymouth. The final change will be a rechanneling (altering the way lanes intersect with other lanes) of the Davis - Fort Worth intersection. These improvements will not require any Right of Way acquisition, and should be completed by the end of 2002.

There are multiple bus routes along West Davis Street, with Routes 441 (Lone Star Industrial Park to Fawn Valley) and 76 (Keeneland to Downtown Dallas) being the primary ones. According to DART, Route 441 carries an average of 1,882 people daily during the week, with about half that each weekend day. Route 76 carries an average of 1,961 people daily during the week. This level decreases to about 1,300 each weekend day. These ridership figures suggest that West Davis is a good candidate for some form of transit oriented development and/or reduced parking requirements.

Bicycle route 180 also runs along West Davis, though it leaves the street at Ravinia, just east of Westmoreland. Route 23 and 29 both cross West Davis, providing connections to the north and south. A future north-south Route 15 is also planned at Cockrell Hill Road, crossing West Davis at that street and extending south. There are no dedicated bicycle lanes in the area.

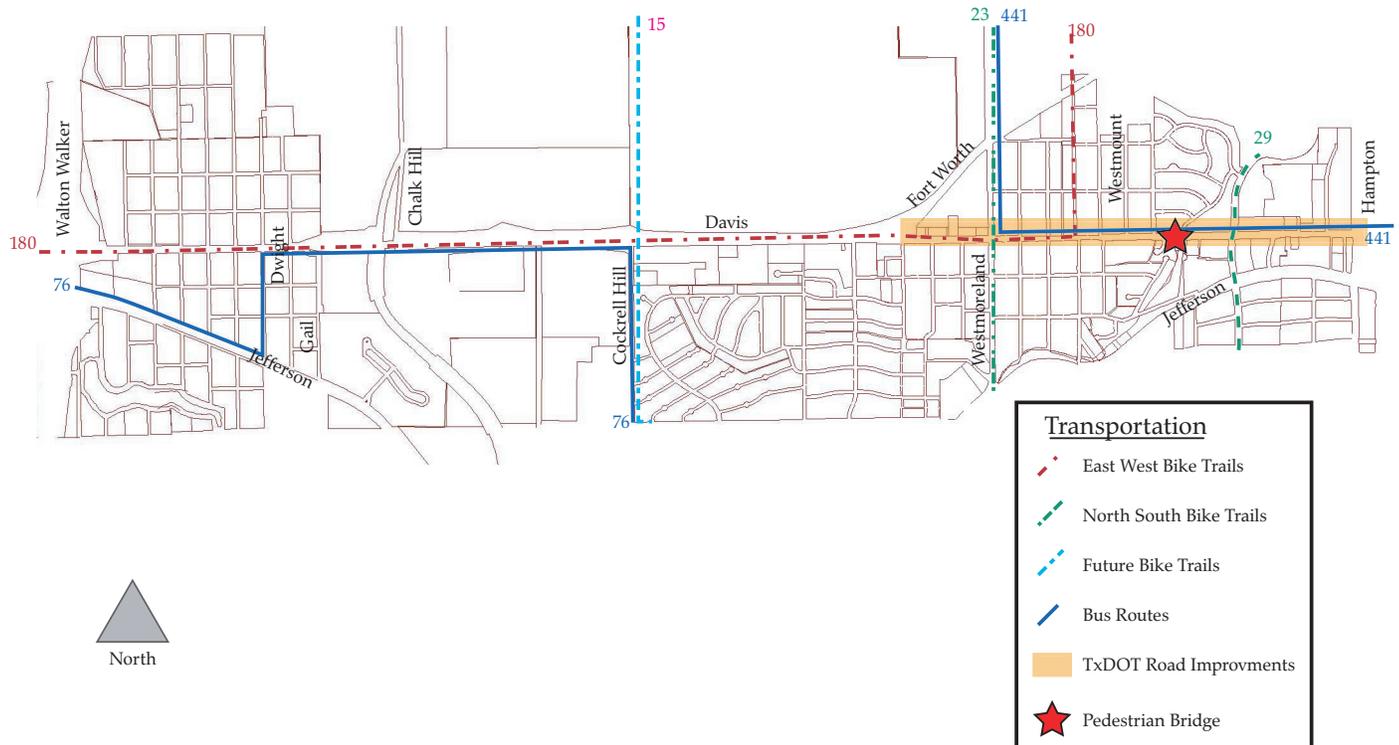


Figure 6: Transportation routes and planned infrastructure improvements

ECONOMIC DEVELOPMENT

West Davis is experiencing an economic resurgence. The most obvious change is Pinnacle Park, located along Davis between Cockrell Hill Road and Fort Worth Avenue. With six and one half million square feet of building space at full buildout and nearly 5000 new jobs to be created, this will be a major benefit for the City of Dallas and the West Davis area in particular. It is expected that new home construction, home renovation, and many retail and commercial improvements will occur as a result of the Pinnacle Park development. Appraisal values of some nearby businesses have doubled since Pinnacle Park opened.

Other economic development is no less important. Driving through the surrounding neighborhoods shows direct investment in home renovation and some new construction. While the impact of this work will not be as large as Pinnacle Park, the long term stability and value of the neighborhoods will be enhanced by these homeowner investments.

This reasons for this resurgence become clear when the area demographics are examined. The population has grown 25 percent over the last decade. Furthermore, the working age population has increased 30 percent, while the number of people over 65 has decreased 26 percent. This change in demographics means more working people with more disposable income (median income is expected to increase, though the 2000 census figures for income are not yet available), which stimulates job creation and investment in the neighborhood. Appendix B shows demographic information in more detail.

ISSUES AND FINDINGS

Staff began research by conducting a survey of interested community members. Their responses gave staff a clear idea of what other information needed to be gathered to understand the issues facing West Davis. That information included Code Compliance violations since 1997, all Certificates of Occupancy issued by Building Inspection, examination of the zoning and zoning related city code, and on the ground investigation of land use and zoning compliance. Staff then analyzed this information.

As a result of this analysis, several issues came to the forefront. These issues, along with the findings of fact regarding these issues, are described below.

ISSUE 1 INCOMPATIBLE RETAIL AND COMMERCIAL USES ADJACENT TO RESIDENTIAL NEIGHBORHOODS (FIGURE 7)

Finding 1 Throughout the study area, but especially in sections 2 and 5, uses incompatible with residential neighborhoods are operating right next to single family homes. These uses include, but are not limited to, private clubs, used car lots, and automotive repair facilities. Some of these uses create excessive noise, and often, ground and water pollution. Other uses, such as used car lots, have so much vehicular traffic coming to the site that they provide a safety hazard for residents of the neighborhoods. Along West Davis, these uses are legal with regard to the current zoning, but they are nonetheless incompatible with nearby residences. These types of facilities should not be located close to residential areas, protecting the residents from the undesirable and unhealthy side effects of their operation.



Figure 7: Incompatible automotive use adjacent to single family home (in the background). Notice the lack of any protective buffering.

ISSUE 2 INEFFECTIVE SITE PLAN REVIEW REGULATIONS (FIGURE 8)

Finding 2 Some of these incompatible uses exist only because the current zoning allows them with a Residential Adjacency Review (RAR). Additional RAR requirements such as buffering are insufficient to protect residential uses. These types of business are, therefore, unlikely to contribute to the overall stability and value of a neighborhood. As a result, they tend to lower property values and detract from good urban design in the area.



Figure 8: A use allowed by RAR is shown without the required buffering. The single family house to the right has no protection from trash or noise from the parking lot.

ISSUE 3 INEFFECTIVE CODE COMPLIANCE ENFORCEMENT

Finding 3 Staff analysis found many businesses that had addresses not registered with Building Inspection (the only entity in the City allowed to issue addresses), as well as many businesses without a valid Certificate of Occupancy (C.O.). Staff also found that many businesses had received citations for many other violations. Even with these citations, these businesses were still in operation. Current code compliance methods have not had any visible impact on improving West Davis.

ISSUE 4 ZONING

Finding 4 There are several concerns about zoning. First, the main zoning categories in use here allow such a wide variety of uses that it is difficult to protect residential uses. Some uses that encourage lots of vehicle traffic are allowed next to residential by right, even though there are concerns about pollution (ground, water, and noise). Other uses are allowed only by RAR; as described above, this translates to these uses being allowed by right, with inadequate review to ensure they buffer themselves from the neighborhood and are good neighbors.

Second, the zoning lines as they exist are alternatively too small or too large. In section 5, for example, a CR zone extends the length of an entire block north of Davis, intruding into two blocks or more of residential uses adjacent. The zoning lines here are too large. In section 2, on the other hand, one CR zone is so narrow that it effectively blocks any development from occurring on that site, as there is no room for a building suited to today's economy and the parking necessary for it.

Finally, existing zoning categories do not accurately reflect the mixture of land uses desired by the community. Current Retail and Mixed Use zoning categories are alternately too restrictive or too permissive in the uses allowed. There is no middle zoning ground which would provide categories that respond to the uses desired by the community.

ISSUE 5 LACK OF ANY COHERENT URBAN DESIGN STANDARDS

Finding 5 Most buildings along West Davis were built before the City's landscape ordinance was adopted. This explains why very few businesses have any landscaping. Additionally, neglect has prevented the roadway itself from coming together as an integral part of the area's urban design. Recent brick paver improvements made to the Hampton/Davis intersection hint at the types of improvements that could be imminent, but have not materialized at this point. Sidewalks are also missing throughout much of the study area. This is especially problematic in Sections 1 and 2 which have heavy pedestrian and school traffic. Dallas has also never conducted a study for urban design along West Davis. This has prevented a coherent plan for landscaping, paving, lighting, and other design elements from materializing.

GOALS

Staff has identified several goals that need to be achieved in order to resolve the issues identified by the preceding analysis. These goals are described below.

GOAL 1 PROTECT RESIDENTIAL NEIGHBORHOODS FROM UNDESIRABLE LAND USES

Neighborhoods are the lifeblood of a city. Solid and strong neighborhoods that include a proper mix of uses provide stability, help reduce crime, increase property values, and offer citizens a better quality of life. Incompatible retail and commercial uses interfere with the functioning of residential areas, introducing noise and pollution into the area. These uses reduce property values and reduce the attractiveness of the area. The residential neighborhoods along West Davis Street show the beginnings of a resurgence. Some new homes have been built; others are under renovation. To encourage and support this resurgence, incompatible land uses need to be removed or offer better protection to the residential areas they abut.

GOAL 2 INCREASE THE COMMERCIAL VIABILITY ON WEST DAVIS STREET

West Davis, and Oak Cliff in general, needs better retail and commercial uses. West Davis is perfectly situated to be a primary commercial street. It has a central location, will soon be five lanes for the majority of its length, and has access to Loop 12 and Interstate 30 (from the Cockrell Hill exit). The commercial and retail areas around the neighborhoods, however, are not currently supporting the type of retail and commercial wanted in the neighborhood. This situation must be remedied before Davis can continue its transformation.

GOAL 3 IMPROVE THE IMAGE OF WEST DAVIS STREET

New retail and commercial buildings will have to provide landscaping when they are constructed. This will provide some relief from the poor aesthetic condition of West Davis. Relying solely on the expectation of new development to improve the street's image, though, is not enough. Public agencies must take an active role in creating an urban design scheme and finding funding to implement that vision. Improving the image of West Davis will complete the street's revitalization.

RECOMMENDATIONS

The recommendations presented here will, if well coordinated, help resolve the issues facing West Davis and achieve the goals stated earlier in this report.

FIRST YEAR RECOMMENDATIONS

RECOMMENDATION 1 ENHANCE ENFORCEMENT OF CURRENT CITY CODES

Many existing problems could be resolved today if current City codes were simply complied with by everyone. Lack of a Certificate of Occupancy (C.O.), unrecorded addresses or building subdivisions, or obviously noxious uses next to a residence should not be tolerated. There should be no reason for code violators to continue harming a neighborhood. The City's Code Compliance Department should undertake a detailed enforcement sweep every three months for the next year to ensure that all businesses are operating according to City code. Those that refuse to comply should be dealt with according to the existing procedures established by the City for this purpose.

RECOMMENDATION 2 AUTHORIZE A PUBLIC HEARING TO REZONE AREAS ALONG WEST DAVIS ST. (FIGURES 9 AND 10)

The first step in changing the types of land uses along West Davis is to change what uses are allowed. The zoning throughout the study area needs to be reevaluated. An authorized hearing to determine the proper zoning throughout the study area should be authorized to ensure any new development is compatible with the residential areas.

RECOMMENDATION 3 MODIFY RESIDENTIAL ADJACENCY REVIEW (RAR)

As discussed in the Issues section above, uses allowed by RAR contribute to the mixing of incompatible land uses. The guidelines to help reviewers decide whether to allow a site plan for a development are insufficient and unclear. As a result, many incompatible uses are allowed next to residential uses. Code Compliance is also difficult as maintenance of buffering and other criteria are hard to enforce. Changes should include allowing uses only if residential is not within a specified distance, and perhaps modifications to the uses allowed by RAR. A code amendment to make necessary changes should be authorized as soon as possible.

FIVE TO TEN YEAR RECOMMENDATIONS

RECOMMENDATION 4 MODIFY RETAIL AND MIXED USE (MU) ZONING CATEGORIES

The land uses desired by the community do not neatly fall into any existing zoning category. These categories either don't allow enough uses, or allow too many. This is especially true of the retail and mixed use (MU) categories.

The retail categories, for example, have no logical progression from Neighborhood Service (NS-A) to Regional Retail (RR) in the types of uses allowed. NS-A is extremely limiting while Community Retail (CR), the next category up, opens up the permitted uses far too much, to the point that it is scarcely differentiated from (RR). This lack of a logical progression needs to be rectified.

Similarly, the (MU) mixed use categories allow uses that are totally incompatible with residential. While they allow a mixture of residential and retail or office uses, no consideration is given to whether the retail uses are compatible with residential uses. A code amendment to modify the (MU) zoning designations to ensure retail compatibility with residential should be initiated as soon as possible.

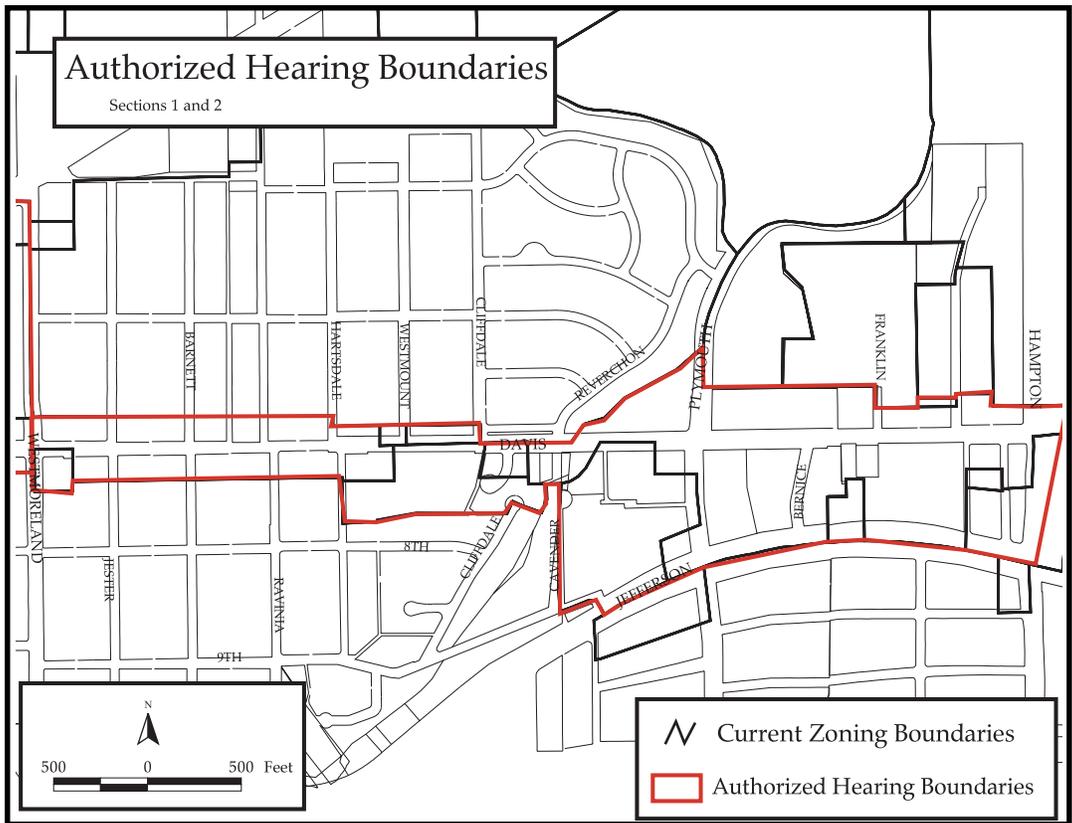


Figure 9: Authorized hearing boundaries for sections 1 and 2

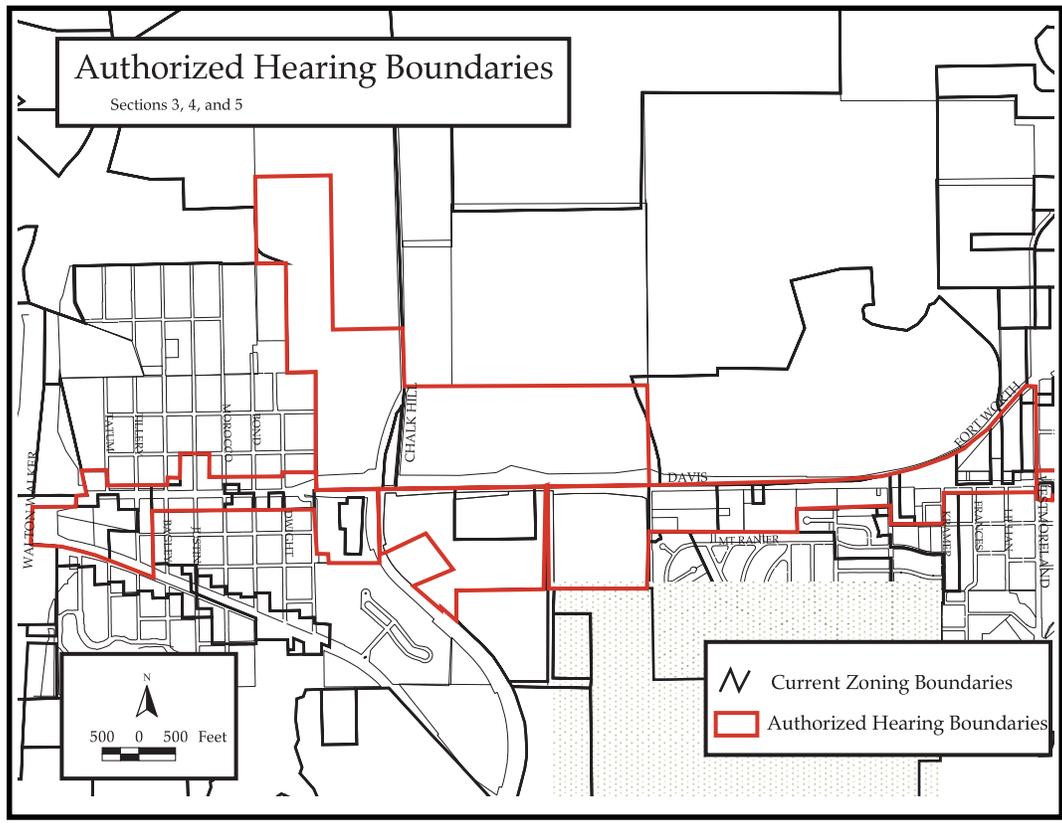


Figure 10: Authorized hearing boundaries for sections 3, 4, and 5

RECOMMENDATION 5 CREATE AN URBAN DESIGN PLAN FOR WEST DAVIS (FIGURE 11)

This study identifies five separate sections of West Davis Street within the study area. These sections are identified by transitions. The end of the residential district and the beginning of a natural area going east, for example, define the boundary between section four and five. These unique sections provide a convenient way to begin thinking about improving the image of West Davis Street.

A basic framework for beginning to find urban design solutions is described below. The future plan recommended here will use this framework as a base to work from.

Overall

As a general guide, future retail/ commercial development needs to be better oriented to the street. Too many developments distance themselves from West Davis and give the street a suburban, disengaged image. Bringing the businesses back to the road will help West Davis to feel like the urban street it is. A good example of this is West Davis east of Hampton. The businesses there front right on Davis and make the area feel like a “Main Street”. This feel can extend all along Davis Street, from Interstate 35 on the east, to Loop 12 on the west. Additionally, sidewalks need to be located throughout the study area, especially around Kahn Elementary school and the streets nearby. Many children walk to school, and they are endangered by the lack of sidewalks in the area. A good urban design plan can weave this street back into the urban fabric, providing an image commensurate with the reality of the people and businesses that live and work here.

Section 1

This section is mainly commercial in nature and no change is anticipated in that regard. As such, this area should retain a more energetic and active style than the residential or natural sections of the study area. Nonetheless, a transition from section 2, a residential section, is needed. This can be provided by the area between Coombs Creek and Plymouth Road. Mixed use development in this area would provide a good transition in uses and in building size. This area should also highlight Coombs Creek from the east, celebrating the existence of the natural features.

East of Plymouth Road, the commercial area should be highlighted. A great deal of investment has taken place in this area in recent years, and the urban design should support and encourage this trend. A good place to start would be the Hampton – Davis intersection. Dallas Department of Public Works recently completed construction of brick paving at that intersection, and future improvements could build off of this success. This intersection also has more recent commercial buildings around it, and these businesses have appropriate landscaping as part of their property. Using this as a starting point will provide a guide for future improvements.

Section 2

Located between section 3 and the commercial area at the corner of Hampton and Davis (section 1), this area will require special care. The most difficult part will be transitioning from the high energy section 3 into a lower key residential mixed use area. Lighting and paving should be consistent with that used in the rest of the study area. Building heights and the types of retail allowed should reflect the lower intensity of use. This reduction in building mass and intensity of retail/ commercial use should provide an effective transition for this section. The residential character needs to come through here, without being overwhelmed by retail or commercial businesses.

The eastern boundary of this section is Coombs Creek. This natural feature provides an excellent separation between the residential to the west and the more commercial section 1 to the east. The



Figure 11: Locations of urban design improvements that might be made

pedestrian bridge crossing Coombs Creek will help in defining this boundary, but the transition from one section to the other needs to be highlighted. In the short term, there should be an opportunity for special landscaping where Davis crosses the creek. In the long term, this bridge will need to be reconstructed. At that time, the bridge should be replaced with a design that is pedestrian friendly and that calls attention to this transition between two sections.

Section 3

Directly across from Pinnacle Park, this section has strong potential for growth as well as wonderful opportunities for image creation. There are several specific areas in this section that bear special mention. First, the western boundary of this section is Cockrell Hill Road. A new exit from Interstate 30 has been created at Cockrell Hill Rd. which will ensure that Cockrell Hill Road becomes a major gateway into West Davis. As Pinnacle Park will be accessed from Cockrell Hill Road as well, this gateway at Cockrell Hill Rd. and West Davis needs to be dramatic. It should give an idea of the strength and vitality of the area, especially this particular section.

Second, Fort Worth Avenue merges into West Davis at the eastern boundary of this section. Fort Worth Avenue comes directly from downtown Dallas, with Davis as its terminating point. A transition from Davis to Fort Worth Avenue needs to be emphasized, with the design elements of Davis gradually mixing with and giving way to those of Fort Worth Avenue. The intersection of Fort Worth Avenue and West Davis also provides for a great deal of unbuildable space in the medians. There are many creative and interesting things that could be done with this space. A monument could be located here, a specially commissioned work of art, or an "Art Park", using pieces from local artists and artisans.

Finally, Pinnacle Park should stimulate redevelopment of the commercial and retail areas south of

West Davis Street in this section. These areas are characterized by larger parcels of land which will allow larger scale development. Great care must be taken in this area to prevent commercial chaos from overwhelming the street. The same paving and lighting should be used here that is used in the rest of the study area. Together with landscaping, this will provide the best way of taming retail and commercial chaos that might occur. This area needs to be the center of West Davis, but it must not do so at the expense of the rest of the street.

Section 4

This section is defined by its natural state. A long, tree covered rise along West Davis up to Cockrell Hill Road, this area is one of the unique natural areas in Dallas. The few buildings in this section are set well back from the road and many are completely hidden by tree cover. Much of this area also falls within the escarpment zone, which limits the development that can occur. The escarpment area should be preserved intact, with new development done in an environmentally sensitive way.

Even with these restrictions, some improvements can be made. Street lighting should be coordinated with the rest of West Davis. Special paving at intersections can also be installed, creating a thematic link with the rest of West Davis.

Section 5

This section is the western border of the study area, and provides the western entry to Davis Street. Currently, approaching Davis from Loop 12 (from the west) is neither an inspiring nor inviting experience. The opportunity exists here to create a gateway, identifying Davis as a unique area. This gateway will be enhanced by the natural rise in elevation that occurs approaching Davis from Loop 12. This change in elevation indicates a transition, and a well designed gateway will take advantage of this natural feature.

Beyond this gateway, the section is a residential one with businesses fronting on West Davis. Large scale commercial and retail does not belong here. As a result, large scale design elements should not be located here. The urban design in this area should be quieter, more serene. Elements such as lighting and paving coordinated with the rest of Davis will link this section with the entire street, while allowing the residential character to come through without the frantic style of current retail and commercial development.

RECOMMENDATION 6: PROVIDE ECONOMIC INCENTIVES TO PROPERTY OWNERS

Within the next decade, the land uses along West Davis need to become more neighborhood friendly. For much of West Davis, simply replacing businesses incompatible with residential uses with more neighborhood oriented ones will suffice. This should happen naturally as the number of code violations drops, the new Residential Adjacency Review standards begin to protect the residential areas, and the image improves as a result of urban design improvements. Simply replacing the types of businesses that locate here, though, will not be enough. The City should create and offer a package of economic incentives to property owners to encourage redevelopment. The City should also find means to provide low income homeowners in the area with economic tools to fix their homes. Quality housing is a necessary part of any serious economic development scheme.

RECOMMENDATION 7: TRANSFORM WEST DAVIS STREET LIFE THROUGH LAND USE CHANGES (FIGURES 12 AND 13)

Through analysis and discussion with citizens at the public meetings, a future vision for each section of the West Davis study area has been created. This vision includes a view of the type of street life desired along West Davis. Creating this type of street life requires a good urban design plan, as described above, but it also requires changes in land use. Long term land use recommendations for each section are presented below and shown graphically in Figures 10 and 11. Appendix A defines each specific future land use category.

Section 1

With the recent development of many new businesses that are desperately needed in this area of Dallas, section 1 has become a retail/ commercial center in Oak Cliff. The future land use envisioned here builds on these recent changes. This area should be full of retail that attracts people from many areas. Restaurants, grocery stores, and interesting retail boutiques should be located here. These are neighborhood friendly land uses, which will protect the residential areas from incompatible uses. They also provide an economic base that doesn't rely solely on the neighborhoods for their success, which will provide for the greater economic viability of the street and study area as a whole. All of the uses in this area should be friendly to Kahn Elementary School and the children that attend this school.

Section 2

The future vision for this area is an evolutionary, rather than revolutionary, one. That vision is of Davis as a type of "Main Street". That "Main Street" has people living above retail. Residential mixed use here will turn this area into a functional and interesting neighborhood. Lower density residential mixed use provides economic opportunities while strengthening the residential nature of the area.

Section 3

Future changes will transform this area into the focal point of the study area. More activity will occur here than in the other sections. Building on this transformation, future land use here will be mixed use with a solid residential component. This is especially true near the Westmoreland – West Davis Intersection, as this begins the transition into a more residential area. Residential mixed use here will ease that transition, protecting the residential component while maintaining the economic viability of the area.

Section 4

Much of this section is in the escarpment zone, an environmentally sensitive area. No development should occur within the bounds of this escarpment area. Adjacent to the escarpment, however, medium mixed use is recommended. This will provide development flexibility and provide an economic boost in the area, while encouraging development that is environmentally sensitive.

Section 5

The future land use in this area is transitional. With Walton Walker (Loop 12) as the western border of this section, higher density retail uses will be located at the Loop 12 - West Davis intersection. Moving east from Walton Walker, though, a transition into the residential area needs to occur. This will be best accomplished by a gradual reduction in density and a change to more residential friendly uses. Finally, a transition to light mixed use will protect and increase the residential areas while ensuring economic viability in this section.

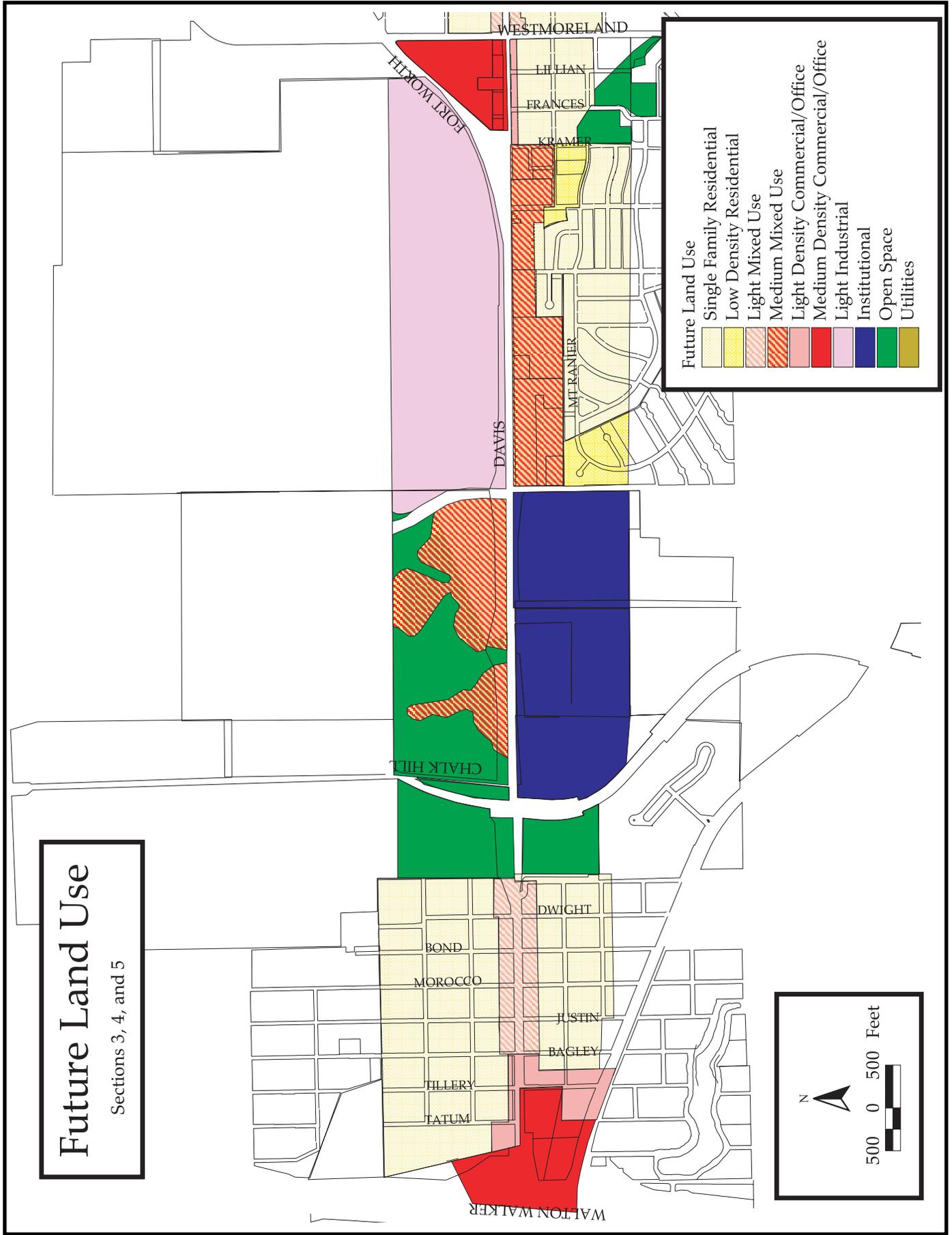


Figure 13: Future Land Use in sections 3, 4, and 5

IMPLEMENTATION (FIGURE 14)

Implementing the recommendations described above will require the cooperation and efforts of many different groups, including residents, property owners, as well as city, state, and county staff. As indicated by the time period mentioned for the recommendations, this cooperation will be required for many years. Cooperative efforts between these groups will also provide for a transparent process, ensuring that all interested parties have a voice in the direction their community takes.

The City of Dallas Department of Planning and Development is working with these varied groups to ensure these recommendations are implemented. The Planning Department will take the lead in following through on these recommendations, though, as mentioned above, many different groups will need to participate in the process of making these recommendations a reality.

COSTS

None of the recommendations presented above currently require immediate funding to be implemented. Recommendation 6, though, will require the City to find funding in the future to support a burgeoning retail and housing market in this area. Additionally, recommendations such as creating an urban design plan call for special funding in the future. The Planning department will begin to identify funding sources upon study adoption so that the City will be prepared when the funding is needed.

FUNDING

There are many potential sources for funding the recommendation presented above, including Federal, State, County and City programs, as well as grants from private and other nonprofit foundations. Many of these programs require matching funds, so finding a combination of sources will provide the greatest assurance that the recommendations of this study are implemented. Figure 15 details some potential funding sources.

PROJECT			ESTIMATED COST TO CITY	FUNDING SOURCE	TIME FRAME	PRIORITY	IMPLEMENTATION/ RESPONSIBILITY			PLANNING DEPT. ROLE	
TYPE	LOCATION	PRELIMINARY SCOPE					FUND SEEKING	CONSTRUCTION/ IMPLEMENTATION	MAINTENANCE		
RECOMMENDATIONS											
1	Enhance enforcement of current city code	Entire study area	Quarterly sweep to ensure compliance	No Cost	N/A	1 year	High	N/A	Department of Code Enforcement	N/A	N/A
2	Authorize a public hearing to determine zoning	All non-residential zoning along W. Davis	Determine proper zoning in study area	No Cost	N/A	1 year	High	N/A	Department of Planning & Development	N/A	Develop and Implement
3	Modify Residential Adjacency Review (RAR)	N/A	Ensure RAR is stringent enough to protect residential areas	No Cost	N/A	1 years	High	N/A	Department of Planning & Development	N/A	Develop and Implement
4	Modify Mixed Use (MU) zoning	N/A	Ensure zoning categories correspond with land use categories	No Cost	N/A	5 years	High	N/A	Department of Planning & Development	N/A	Develop and Implement
5	Urban Design Plan	West Davis Corridor	Create and implement urban design improvements in study area	No Cost	N/A	5 years	Medium	N/A	Department of Planning & Development	N/A	Develop and Implement
6	Provide Economic Incentives to businesses and residents	Entire study area	Provide a variety of incentives to businesses and residents	TBD	TBD	5 years	Medium	Economic Development	Economic Development Department	Economic Development Department	Coordinate with Economic Development
7	Change Land Use	Entire study area	Support land use/zoning changes in accordance with the recommendations of this study	No Cost	N/A	1 - 10 years	Medium	N/A	Private Citizens & Developers	N/A	Use Zoning Review to ensure land uses are in accordance with plan

Figure 14: Recommendations and plan of implementation

POTENTIAL SOURCE	TYPE OF REVENUE	POTENTIAL FUNDING PROGRAMS
Federal Programs Development	Funding, Grants, and Matching Funding for Restoration	<ul style="list-style-type: none"> - Congestion Mitigation Air Quality (CMAQ) program funds - Transportation Equity Act for the 21st Century (TEA 21) programs - Surface Transportation Program (STP) funds - National Highway Systems (NHS) funds - Federal Transit Administration (FTA) Livable Communities Initiative - U.S. Department of Interior, National Park Service "Rivers, Trails, and Conservation Assistance Program (RTCAP)
State Programs	Grants and Matching Funds	<ul style="list-style-type: none"> - Surface Transportation Enhancement Program (STEP) - Texas Department of Transportation (TxDOT) Landscaping Costs Sharing Program - Texas Department of Forestry Cooperative Forestry Assistance Funds - Texas Commission for the Arts (funds open space design and the use of art)
County Funds	Grants and Matching Funds	<ul style="list-style-type: none"> - Urban Streets Program - Matching funds for Federal and State programs - County Bond program
City Funds	Area Development, Improvement and Repair Funds	<ul style="list-style-type: none"> - City Bond program for specific projects - Operation and Maintenance funds - Tax Abatement for new development - Reforestation program for street tree planting - Community Development Block Grants for street improvements - Local match for Federal and State programs
Concessions	Development of specific amenities	Amenities developed/ improved with public or private revenue sources and operated by a concessionaire. Concessionaire fees to pay for development of improved amenities. Redevelopment revenues generated through concessionaires.
User Fees	Maintenance and operating costs for specific amenities	User fees for specific amenities such as parking could potentially generate revenues for maintenance costs.
Improvement District	Area Redevelopment	Additional fees or taxes levied on properties to generate revenues for area redevelopment. Redevelopment financing by property owners
Grants from non-governmental and civic organizations	Development of specific amenities	Limited financial grants/ matching funds from organizations
Funding support by Corporations	Development of specific amenities	Limited financial grants/ matching funds from corporations
Collections/ Fund Raising	Development of specific amenities	<ul style="list-style-type: none"> - Fund Raising by neighborhoods for the development of specific amenities - Business/ Merchant Associations

APPENDIX A - LAND USE CATEGORY DEFINITIONS

SINGLE FAMILY RESIDENTIAL

Uses Allowed

Single Family Residential consists of detached, single family homes, as well as other uses that are currently allowed in Dallas residential zoning categories. Churches, schools, and other institutional uses like fire and police stations are also included in this land use category.

Densities

Densities here should be consistent with the surrounding area.

Purpose

The Single Family Residential land use category is intended to protect and enhance residential neighborhoods. Especially important is the prohibition here on retail/ commercial and office uses.

LOW DENSITY RESIDENTIAL

Uses Allowed

This land use category is intended to allow residential uses with some flexibility as to the density. Residential uses include single family homes, townhouses, condominiums, and apartments. As with the Single Family Residential land use category, other uses such as schools, churches, and fire and police stations will also be allowed here. The prohibition on retail/commercial and office uses will apply under this category as well.

Densities

Up to 12 units per acre.

Purpose

The intent is to provide a different type of residential experience for those who want or need something other than a single family home.

LIGHT MIXED USE

Uses Allowed

Only certain types of residential will do well here. Single family homes are too spread out to succeed here; condominiums and apartments are perfect for this type of land use category. The types of businesses allowed here will be restricted. Automotive uses (whether sales or service), drive through restaurants, and drive through banking are examples of uses that will not be allowed here. Uses encouraged here are those that operate mainly during the day. Dry cleaners, floral shops, other personal service uses, and small offices are appropriate here, as well as uses like small cafes and ice cream parlors.

Densities

Maximum of 12 units to the acre. Additionally, heights should be limited in this area. Though the residential proximity slope will most likely prevent very tall buildings, the intent is to be compatible with adjacent single family dwellings. As a result a height limit of 30 to 35 feet should be followed under this land use category.

Purpose

The goal of this land use category is to provide residents with the type of businesses that they can use without having to drive and to provide those businesses with a larger market without having to expand their service area. This means that two things happen under this land use category that don't necessarily happen in others: densities are higher than single family districts; and, reliance on automobiles is greatly reduced.

MEDIUM MIXED USE**Uses Allowed**

The types of land uses allowed under this land use category are the same as those allowed under light mixed use. The primary difference between these two categories is the density. Light mixed use is intended to provide a low density alternative to strictly retail or strictly residential. It is intended to be used when there is residential proximity.

Densities

Medium mixed use, though, is a more dense category and is intended to be used when residential proximity is less of a concern. This could be due to single family residential not being nearby or it could be that the site to be developed as medium mixed use is large enough to provide higher densities without intruding into the residential proximity slope or having large numbers of cars immediately next to the adjacent single family residential. This increase in density is limited, however. While Light Mixed Use is limited to 12 units per acre, Medium Mixed Use should range from 10 to 30 units per acre.

The lower limit is as important as the upper one in this case. Medium mixed use needs to be more dense than light mixed use. The retail and commercial uses that will locate here, while still oriented to the pedestrian instead of the automobile, will be larger, more intense uses than the ones in light mixed use. To be successful, they will need a larger local population than the retail and commercial uses in light mixed use. As a result, a minimum density is needed to ensure that development in this area has a sufficiently large local population to support the retail and commercial uses under this category.

The maximum limit is important as well. This land use category will be located on main thoroughfares, and these roads are often at or near capacity. Extremely high densities in these areas will overload the road system, even with reduced dependency on the automobile due to the mixture of uses. Height limits here are also in play, though the maximum should range from 40 to 50 feet.

Purpose

Similar to Light Mixed Use, the goal of this land use category is to provide a balanced mix of residential, retail, commercial and office.

LIGHT RETAIL/COMMERCIAL OFFICE**Uses Allowed**

First, uses that rely on large amounts of parking to be successful will not be allowed here. This is due either to site constraints or that the amount of traffic would be too great for the amount of residential next to the site. Second, any uses that generate large amounts of noise or other types of pollution will need to locate elsewhere. Again, proximity to residential means that these uses do not belong here. Finally, uses such as drive through restaurants, car washes, gas stations, or banks will not be allowed here. While they do not require large amounts of parking, the amount of traffic generated by these

uses is too great for the adjacent residential. Examples of uses encouraged here are bridal shops, cellular phone shops, tax preparation services, small grocery store, and small offices (for architects, lawyers, etc.). These are uses that operate mainly during the day and do not encourage large amounts of vehicular traffic.

Densities

Density here will be low, indicated by a 30 to 35 foot height limit.

Purpose

This land use category is intended to provide viable options for businesses in areas with very small sites or where there is a large amount of residential adjacency. The result of both of these criteria is to limit the types of uses allowed under this category.

MEDIUM RETAIL/COMMERCIAL OFFICE

Uses Allowed

More uses than just those allowed under Light Retail/Commercial Office will be allowed here; additional uses such as drug stores, gas stations, car washes, drive through and sit down restaurants, large grocery stores, and banks or other larger office uses will also be encouraged.

These areas will not draw people from other cities or regions, though. Limits on the types of uses are also important here. Large regional stores such as a Home Depot or Academy Sports, as well as entertainment venues such as theaters will not be allowed under this category. These types of uses belong in areas which can handle the amount of traffic generated by these intense uses.

Densities

Higher than Light Retail/Commercial/Office, indicated by a height limit of 40 to 50 feet.

Purpose

The next step in retail/commercial and office land use categories, the goal of this category is to provide neighborhood friendly uses that also appeal to people outside of the immediate neighborhood area. Areas under this land use category will have larger sites and will have less residential proximity, both of which allow a greater reliance on the automobile. As a result, people from outside the immediate area will come to these sites to shop, and will come in their cars.

LIGHT INDUSTRIAL

Uses Allowed

Light industrial is differentiated from heavy industrial only in the types of uses allowed. Heavy industrial includes the types of uses that require dangerous chemicals or involve heavy manufacturing. These are not the uses wanted near residential areas. As a result, the Light Industrial land use category is limited to warehouse and light manufacturing uses that will not negatively impact residential areas, whether through, noise, odor, or other pollution.

Densities

Not Applicable

Purpose

To provide for industrial uses and jobs without negatively affecting nearby residential or retail uses.

APPENDIX B - DEMOGRAPHICS

	West Davis		Dallas	
	1990	2000	1990	2000
Population	19,178	23,628	1,003,877	1,188,580
Households	6,316	6,804	402,060	451,833
Male	49%	53%	49%	50%
Female	51%	47%	51%	50%
Age				
Under 5 years	10%	10%	8%	8%
5 to 19 years	25%	26%	20%	21%
20 to 64 years	54%	57%	63%	62%
65 & Over	11%	7%	10%	9%
Hispanic	60%	79%	21%	36%
Non-Hispanic White	31%	15%	48%	35%
Non-Hispanic Black	8%	4%	29%	26%
Non-Hispanic Asian	0%	0%	2%	3%
Non-Hispanic Other	1%	1%	1%	2%
Housing Units	7,538	7,252	465,600	484,117
Vacant	1,127	448	63,540	32,284
Occupied	6,411	6,804	402,060	451,833
Owner Occupied	49%	49%	44%	43%
Renter Occupied	51%	51%	56%	57%

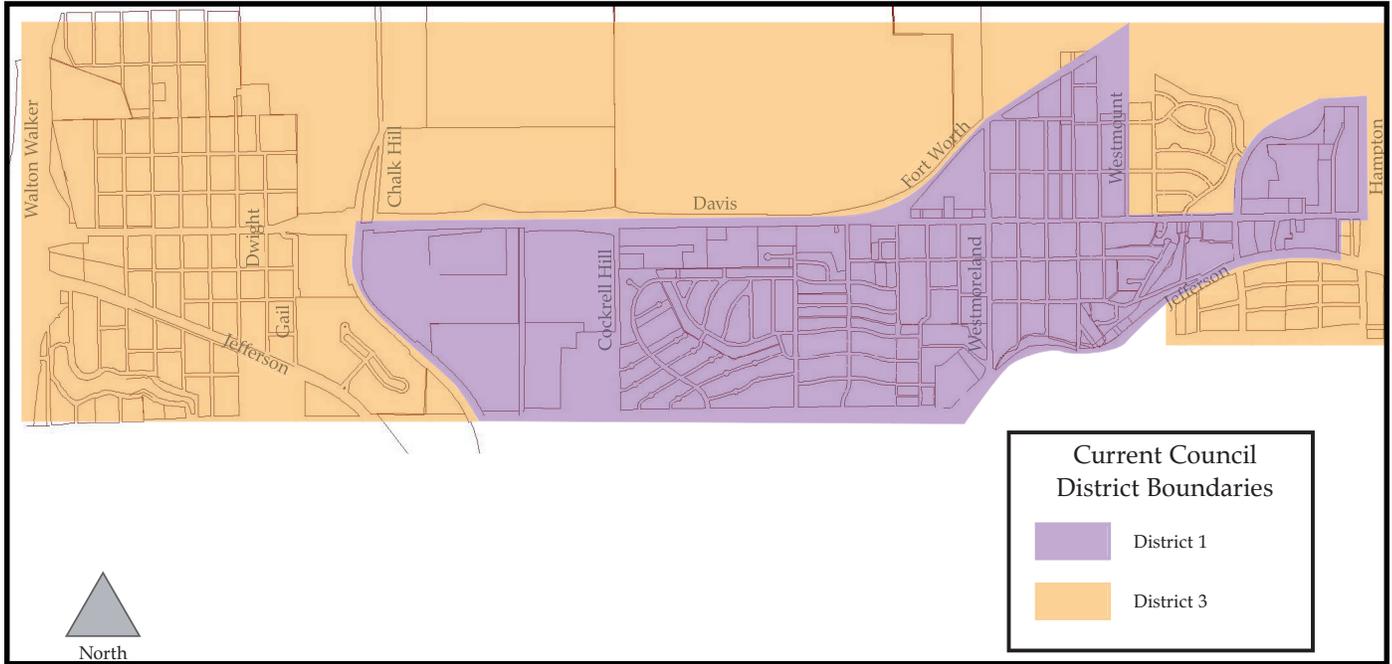
SOURCE: U.S. CENSUS BUREAU

*In the 2000 Census, tract 67.00 was expanded in size.

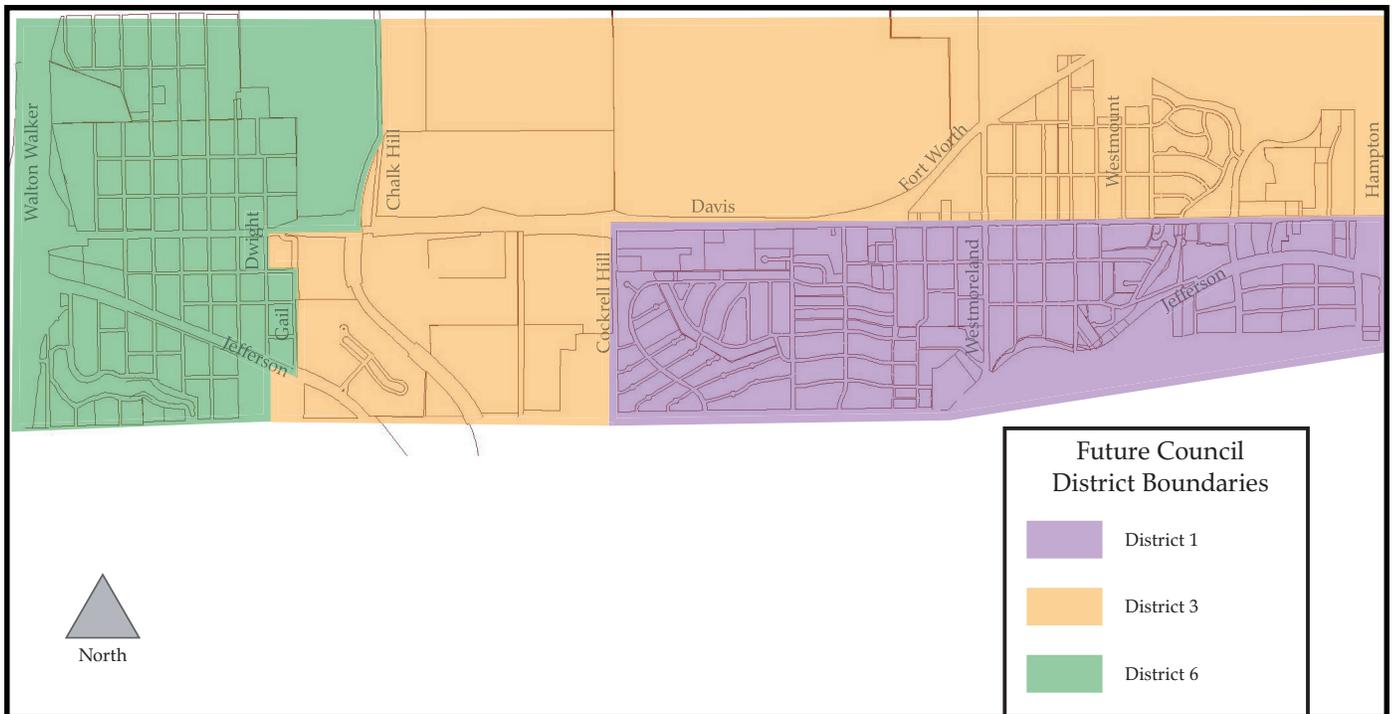
**Totals may not add up to 100 percent due to rounding.

APPENDIX C - COUNCIL DISTRICTS

CURRENT COUNCIL DISTRICTS



FUTURE COUNCIL DISTRICTS



APPENDIX E - CODE COMPLIANCE REPORT

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
2415 W. Davis St.	Kentucky Fried Chicken	Restaurant	No Action Taken
2433 W. Davis St.	Taqueria Sapostitlan	Restaurant without drive in service	No Action Taken
2505 W. Davis St.	Speed King Wash and Dry	Dry Cleaning or Laundry Store	No Action Taken
2505 W. Davis St.	Dollar Checking Cashing	Financial Institution	No Action Taken
2511 W. Davis St.	D/H Car Wash	No C.O.	Notice of violation issued to the owner to obtain a Certificate of Occupancy via certified mail.
2525 W. Davis St.	Burger King	Restaurant with drive in service	No Action Taken
2539 W. Davis St.	Tae Sung, Inc.	Furniture Store	No Action Taken
2547 W. Davis St.	York Air Conditioning/ Heating	Heating and A/C Contracting Office Display and Warehouse	No Action Taken
2550 W. Davis St.	Hercules Muffler & Radiator Service	Auto Service Center	No Action Taken
2603-A W. Davis St.	Xochimilco Mexican Restaurant & Seafood	Restaurant without drive in service	No Action Taken
2603-C W. Davis St.	Garcia Thrift Store & Imports	No C.O.	Notice of violation issued in person to the store manager to obtain a Certificate of Occupancy
2603-D W. Davis St.	Deportes Laredo Sporting Goods	Sporting Good Retail	No Action Taken
2603-E W. Davis St.	Salon de Belleza	Personal Service Use	No Action Taken
2603-F W. Davis St.	Sylvia's Party Shop	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2603-H W. Davis St.	Video Mexico	General Merchandise/Food Store <3500 sq. ft.	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
2603-I W. Davis St.	Carneceria Jalisco (meat market)	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2619 W. Davis St.	La Bonita Dollar Store	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2623 W. Davis St.	Ye Olde Pawn Shop	No C.O.	Notice of violation issued in person to the store manager to obtain a Certificate of Occupancy
2627 W. Davis St.	Nana's Wash n Dry	No C.O.	Notice of Violation issued to the owner of obtain a Certificate of Occupancy via certified mail
2629 W. Davis St.	Rayz Barber Shop	Personal Service Use	No Action Taken
2631 W. Davis St.	Paleteria Neveria	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2633 W. Davis St.	Paleteria La Super	Catering Service	No Action Taken
2639 W. Davis St.	Save a Lot	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2641 W. Davis St.	National Beauty Shop & Barber Salon	Personal Service Use	No Action Taken
2643 W. Davis St.	VFW Post 2412	Private Club	No Action Taken
2650 W. Davis St.	La Amnistia Garage	Auto Service Center	Current Case for illegal storage and illegal land use (too many cars on property) pending.
2701 W. Davis St.	First Cash Pawn Shop	Pawn Shop	
2716 W. Davis St.	AJ's Private Club	Alcoholic Beverage Establishment	No Action Taken
2744 W. Davis St.	Reyes & Reyes Insurance	Office Building	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
2752 W. Davis St.	Network Cellular & Electronics	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2754 W. Davis St.	Starghill & Associates (dentist)	Medical Clinic or Ambulatory Surgical Center	No Action Taken
2760 W. Davis St.	Jackson Hewitt Income Tax	No. C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
2801 W. Davis St.	Studio Cuts by Kathy (vacant)	None required	Structure is vacant. Notice of Violation issued to the property owner to remove the signs via certified mail
2815 W. Davis St.	Lone Star Automotive	Auto Service Center	No Action Taken
2817 W. Davis St.	Botanical San Lazaro	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2823 W. Davis St.	Hi Auto Repair & Body Shop	Auto Service Center	No Action Taken
2825 W. Davis St.	Blanca Hair Salon	Personal Service Use	No Action Taken
2838 W. Davis St.	The Ranch Club	Private Club	Owner stated business is closed. Notice of Violation issued to the owner in person to remove signs
2842 W. Davis St.	Anastacia's Bridal	No C.O.	Notice of violation issued in person to the person-in-control to obtain a Certificate of Occupancy
2843 W. Davis St.	Tradewinds Club	Alcoholic Beverage Establishment	No Action Taken
2844-46 W. Davis St.	Rodela TV Service/Cime/ICMA Service	Video Rental TV & Radio Repair	No Action Taken
2848 W. Davis St.	Beto Barber Shop	No C.O.	Notice of Violation issued in person to the business owner to obtain a Certificate of Occupancy

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
2850 W. Davis St.	New Chinatown Restaurant	Restaurant without drive in service	No Action taken
2853 W. Davis St.	No name listed (carpet sales)	Last use office - reader and advisor	Notice of Violation issued in person to the business owner to obtain a Certificate of Occupancy
2854 W. Davis St.	Dairy Way	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
2900 W. Davis St.	Dalinda N. Avila Realtors & Income Tax	No C.O.	Notice of Violation issued in person to the business owner to obtain a Certificate of Occupancy
2904 W. Davis St.	Renee's Beauty Salon	Personal Service Use	No Action Taken
2905 W. Davis St.	Tito's Sports Bar & Grill	Alcoholic Beverage Establishment	No Action Taken
2910 W. Davis St.	EC State Inspections	Auto Service Center	No Action Taken
2914 W. Davis St.	N Launderama	No C.O.	Notice of Violation issued to the owner to Obtain a Certificate of Occupancy via certified mail
2919 W. Davis St.	Cesar's Tacos	Restaurant without drive in service	No Action Taken
3004 W. Davis St.	Ontiveros Furniture #2	Furniture Store	No Action Taken
3007 W. Davis St.	Nickel Auto Glass	Auto Service Center	No Action Taken
3010 W. Davis St.	Garza Transmission	Auto Service Center	No Action Taken
3012 W. Davis St.	Maldonado's Garage	Auto Service Center	No Action Taken
3015-A W. Davis St.	Ornela's Auto Service	Auto Service Center *no engine, transmissions, paint or body repair	No Action Taken
3015-B W. Davis St.	Car Mix Auto Repair	Auto Service Center	No Action Taken
3022 W. Davis St.	Club Zabrosura	Private Club	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
3100 W. Davis St.	Liantas USA Tire Shop	Auto Service Center	No Action Taken
3101 W. Davis St.	Gloria's Flowers	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3107 W. Davis St.	Yomar Beauty Salon	Personal Service Use	No Action Taken
3109 W. Davis St.	Marie's Bridal Shop	Bridal Shop & Boutique	No Action Taken
3111 W. Davis St.	Mobile Sound Electronics	Auto Service Center	No Action Taken
3113 W. Davis St.	Nancy's Resale Shop	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3116 W. Davis St.	Oak Cliff Brakes	Auto Service Center	No Action Taken
3124 W. Davis St.	Primavera Bridal Shop	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3126 W. Davis St.	Rapid Plumbing Repair	Building Repair & Maintenance Shop	No Action Taken
3128 W. Davis St.	ATI America Transfers, Inc.	Office Building	No Action Taken
3203 W. Davis St.	Templo de Poder y Gozo	Church	No Action Taken
3206-A W. Davis St.	Speed King Wash & Dry	Dry Cleaning or laundry store	No Action Taken
3206-B W. Davis St.	Good Morning Donut Shop	Catering Service	No Action Taken
3217 W. Davis St.	Western Wear	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
3219 W. Davis St.	Libreria Cristiana	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
3220 W. Davis St.	Payless Shoe Source	Retail Service	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
3221 W. Davis St.	Mi Tienda Retama	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
3225 W. Davis St.	Panaderia	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
3227 W. Davis St.	Retama Restaurant	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
3230 W. Davis St.	7-Eleven	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3301 W. Davis St.	Tire Town	Auto Service Center	No Action Taken
3308 W. Davis St.	Popeye's Chicken	Restaurant	No Action Taken
3317 W. Davis St.	Productos Naturales	No C.O.	Notice of Violation issued in person to the owner via certified mail to obtain a Certificate of Occupancy
3317-B W. Davis St.	Zamora's Income Tax Service	Office Building	No Action Taken
3320 W. Davis St.	Taco Loco Wagon	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3333 W. Davis St.	Mi Pueblito Taqueria	Restaurant without drive in service	No Action Taken
3407 W. Davis St.	El Conejo Bus Lines	Commercial Bus Station & Terminal	Current Case for illegal land use
3410 W. Davis St.	Car Wash	Car Wash & Office selling accessory	No Action Taken
3430 W. Davis St.	C & R Transmission	Automotive Repair	No Action Taken
3500 W. Davis St.	Dan's Auto Sales	Vehicle Display, Sales, & Service	No Action Taken
3510 W. Davis St.	Dan's Auto Repair & Body Shop	Vehicle and Engine Maintenance	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
3530 W. Davis St.	Ely's Income Tax	Office Building	No Action Taken
3600 W. Davis St.	Julio Flores Bedding & Accessories	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
3606 W. Davis St.	First Class Frame & Collision	Auto Service Center	Current Case for illegal land use
3620 W. Davis St.	Migueleno Restaurant & Club	Restaurant without drive in service	Current case for illegal land use (possible illegal auto sales)
3631-A W. Davis St.	Accessory Design Group	Office/ Showroom Warehouse	No Action Taken
3631-C W. Davis St.	Lady Primroses	Office/ Showroom Warehouse	No Action Taken
3631-D W. Davis St.	Neiman Marcus Direct	Office/ Showroom Warehouse	No Action Taken
3712 W. Davis St.	Shangri-La Motel	26 unit motel	Current case to screen dumpster
3726 W. Davis St.	Seven Mart Food Store	Grocery Store	No Action Taken
3800 W. Davis St.	Anita's Bakery	Catering Service	No Action Taken
3816 W. Davis St.	Texas Motel	Adult Motel	No Action Taken
3900 W. Davis St.	Amvets Post 22	Private Club	No Action Taken
3916 W. Davis St.	Falcon Auto Sales	Motor Vehicle (used cars only) Retail	No Action Taken
3932 W. Davis St.	Interstate Adjustor Inc.	Retail Truck & Automobiles	No Action Taken
3960 W. Davis St.	Davis Arms Apartments	Multi-Family Dwelling	No Action Taken
4010 W. Davis St.	Dallas Mobile Home Park	Manufactured Home Park	No Action Taken
4026 W. Davis St.	Flores Tires & Auto Service	Auto Service Center	No Action Taken
4040 W. Davis St.	DP&L Auto Finance Center	Vehicle Display, Sales, & Service	No Action Taken
4054 W. Davis St.	Palace Motel	Hotel	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
4116 W. Davis St.	La Mexicana Torilla Factory	Catering Service	No Action Taken
4120 W. Davis St.	Centro Familiar Cristiano Bienvenidos	No C.O.	Notice of Violation issued in person to the person-in-control to obtain a Certificate of Occupancy
4126 W. Davis St.	Himes & Starr Redwood Supply	Home Improvement Center/Sales	No Action Taken
4340 W. Davis St.	Mercado Auto Plex - 78 Auto Sales Businesses	No C.O.	Notices of Violation issues to individual owners via certified mail to obtain Certificates of Occupancy.
4500 W. Davis St.	St. Michael's Church	Church	No Action Taken
4831 W. Davis St.	No name listed	Office and Storage	Current case with Intensive Case Resolution Team
4850 W. Davis St.	Upholstery Shop	No C.O.	Notice of Violation issued to the owner via certified mail to obtain a Certificate of Occupancy
4912 W. Davis St.	God's Church of Faith	No C.O.	Notice of Violation issued to the owner via certified mail to remove the old sign and weeds and obtain a Certificate of Occupancy
4919 W. Davis St.	Alterstart	Auto Service Center	No Action Taken
4928 W. Davis St.	Fisher Metro Motors	Used Auto Sales	No Action Taken
5001 W. Davis St.	Milburn's Auto Sales & Repair Garage	Auto Service Center	No Action Taken
5010 W. Davis St.	Machucha Auto Sales & Muffler Shop	Vehicle Display, Sales, & Service	No Action Taken
5014 W. Davis St.	DeLeon Tire Shop	Auto Service Center	No Action Taken
5025-A W. Davis St.	R&O Auto Sales	Vehicle Display, Sales, & Service	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
5025-B W. Davis St.	J&J Discount Furniture	Furniture Store	No Action Taken
5101 W. Davis St.	Ernie's Auto Parts	Auto Repair	No Action Taken
5102 W. Davis St.	Cafe Guadalajara	Restaurant without drive in service	No Action Taken
5107 W. Davis St.	Bicycle Barn	No C.O.	Notice of Violation issued to the owner via certified mail to obtain a Certificate of Occupancy
5112 W. Davis St.	Dairy Mart Car Wash	Car Wash	No Action Taken
5112 W. Davis St.	Dairy Mart Store	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
5125 W. Davis St.	Moore's Service Station	Motor Vehicle Fueling Station	No Action Taken
5204-A W. Davis St.	Asientos Lopez Truck Seats	General Merchandise/Food Store <3500 sq. ft.	No Action Taken
5204-B W. Davis St.	Armadillo Automotive	Auto Service Center	No Action Taken
5211 W. Davis St.	Tiger Tires	No C.O.	Notice of Violation issued to person-in-control to finalize Certificate of Occupancy, screen dumpster, and remove illegal storage and trailer
5212 W. Davis St.	Car Audio	No C.O.	Notice of Violation issued in person to the owner to obtain a Certificate of Occupancy
5220 W. Davis St.	Excellent Electronics	No C.O.	Notice of Violation issued in person to the owner via certified mail to obtain a Certificate of Occupancy
5235 W. Davis St. #101	Dairy Way Grocery	General Merchandise/Food Store <3500 sq. ft.	Current case for weeds and litter on property

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5235 W. Davis St. #102	Laundry Mat	Dry Cleaning or laundry store	Current case for weeds and litter on property
5235 W. Davis St. #103	Deyanira's Hair Salon	Personal Service Use	Current case for weeds and litter on property
5301 W. Davis St.	Reina's Beauty Salon	No C.O.	Notice of Violation issued in person to the owner to obtain a Certificate of Occupancy
5301 W. Davis St.	T&L Frame Shop	Auto Service Center	No Action Taken
5301 W. Davis St.	Romero's Auto Repair	Auto Service Center	No Action Taken
5306 W. Davis St.	Supermercado Monterrey	General Merchandise/Food Store >3500 sq. ft.	No Action Taken
5315-A W. Davis St.	Manuel's Mechanic & Body Shop	Vehicle & Engine Maintenance or Repair	No Action Taken
5315-B W. Davis St.	Ramon's Body Shop	Vehicle or Engine Repair	No Action Taken
5414 W. Davis St.	A&N Auto Sales	Vehicle Display, Sales, & Service	No Action Taken
5414 W. Davis St.	Willie's Auto Sales	No C.O.	Notice of Violation issues in person to the owner to obtain a Certificate of Occupancy
5502 W. Davis St.	Rudy's Auto Sales	Vehicle Display, Sales, & Service	No Action Taken
5502 W. Davis St.	Trinity Auto Sales	No C.O.	Notice of Violation issued in person to the owner to obtain a Certificate of Occupancy
5504 W. Davis St.	KMR's Auto Sales	Vehicle Display, Sales, and Service	No Action Taken

ADDRESS	BUSINESS NAME	CERTIFICATE OF OCCUPANCY STATUS	CODE COMPLIANCE ACTIVITY
OTHER ADDRESSES			
509 N. Hampton Rd.	Shell Gas Station	Motor Vehicle Fueling Station	No Action Taken
2515 W. Jefferson Blvd.	Albertson's	General Merchandise/Food Store >3500 sq. ft.	No Action Taken
603 N. Tillery St.	ESP Psychic	Personal Service Use	No Action Taken

