Westmoreland RFQ/C Questions and Answers[1]

Last updated: November 13, 2026

Zoning and Platting

Q: The zoning at Westmoreland Station is undergoing a zoning amendment process. Is that rezoning occurring through zoning reform or is it a separate effort? What is the timing, and who is leading the rezoning effort?

The Westmoreland Authorized Hearing zoning case (Z-26-000129) is following the normal City-authorized rezoning efforts. City staff have been assigned the case, and the first community meeting was held September 22, 2026. Another City staff-led community meeting is planned in December. See the links below to follow the re-zoning effort and become a stakeholder in the process.

- Westmoreland Authorized Hearing website here: https://dallascityhall.com/departments/pnv/Pages/WestmorelandIllinoisStationAH.aspx
- Zoning Reform website here: https://www.dallaszoningreform.com/
- Forward Dallas 2.0 Plan available here: https://dallascityhall.com/departments/pnv/Forward-Dallas/Documents/FD%20Plan%20Final_Sept%202024%20-%20PolicyPlan.pdf
- Forward Dallas 2.0 Map available here: https://dallasgis.maps.arcgis.com/apps/mapviewer/index.html?webmap=e558920def074e499bcfb958a5482b26

Q: The station currently sits in an area zoned for Light Industrial. Are there any plans to change that, or any discussions around a broader picture of how this TOD fits in this area?

A: The Westmoreland DART Station authorized hearing is approximately 160 acres and includes most of the property currently zoned industrial south of the station.

Forward Dallas 2.0 calls for Community Mixed Use (CMU) in this area. CMU is a mix of commercial, office, residential, retail, and services.

Q: Should prospective developers assume the DART-owned property at Westmoreland Station will have TOD-friendly zoning by right, or could there be instances where there

[1] **Note:** These questions and answers have been lightly edited and consolidated into topic groups to improve readability and reduce redundancy.

could be an effect from neighbors that could change site plans? If so, how should a developer address potential surprises?

As the land owner, DART is a key stakeholder; however, DART does not have land use authority. The agency is focused on working with the City to ensure that at the end of the process, DART-owned land has TOD-friendly zoning that works for TOD development on the property.

In the meantime, the re-zoning effort is a public process. Anyone interested in participating in the process can sign up to receive updates and be invited to future meetings.

Q: What would the base for new zoning be designed towards? And at what level of density?

A: The Forward Dallas Comprehensive Plan calls for TOD-friendly mixed use, and the draft of the new zoning code includes many zoning districts that support TOD. However, the details of the new zoning will be determined through the Westmoreland Authorized Hearing process.

Q: Will DART require office use on the property?

A: DART welcomes office use that will support the nearby neighborhoods. DART staff encourage proposers to do appropriate due diligence regarding the real estate market in this area and to be creative about producing viable mixed-use development here. The RFQ/C does not require a specific use.

Q: This property will need to be re-platted. Will DART and the City of Dallas support this process?

A: DART will support re-platting that aligns with the DART-approved site plan and is necessary for the development of the property. DART will retain ownership of the property. The City has indicated that they will help DART and the successful proposer move through the re-platting process.

Other Stakeholders

Q: What role do the City of Dallas and NCTCOG play in this process?

A: DART has independently posted the RFQ/C and is coordinating closely with City of Dallas. The City has indicated support of TOD at this property, and both DART staff and City staff are available to help navigate the zoning, permitting, and review process. Please note, however, that DART is a separate entity from the City of Dallas and has no control over the City's development review process.

NCTCOG has completed TOD-planning efforts across the region but is not specifically involved in this project.

Q: Is Oak Cliff a stakeholder in this project and has the community had input or said what they want on site?

A: The City of Dallas is managing the public outreach for the Westmoreland Authorized Hearing. DART is participating in this City-led public process and is listening to community input.

Design and Construction Coordination

Q: What's been successful related to sustainable design, energy generation, and conservation?

A: Sustainable design has not been at the forefront of past TOD projects. For this project, DART invites creative proposals and is open to learning from proposers' expertise and ideas with respect to sustainable design, energy generation, and conservation.

Q: The RFQ/C mentions transit operations during construction. What is included in transit operations, and does that include logistics, parking, DART customer access, etc.?

A: While DART understands the necessity of construction coordination and that some temporary bus detours or bus stop location changes may be necessary during construction, the successful proposer must ensure that all transit operations at Westmoreland continue with minimal disruptions during the entire construction process. This includes all train operations, bus service, paratransit service, GoLink, DART customer access to the station and parking, water/electricity service to the DART crew room at the station, and maintenance access.

The RFQ/C requires 125 parking spaces for DART customers to be maintained during construction and to be included in the final design. However, some flexibility is available during construction, and the parking does not need to remain immediately adjacent to the station.

The RFQ/C welcomes creative proposals that envision a change in the bus bays, Paratransit loading/unloading/etc. However, no changes should be proposed to the location of the light rail line or rail station itself.

Q: I've heard of Red Line & DART facilities-modernization happening through DART Transform. Is Transform part of this RFQ/C or a separate effort?

A: These are separate efforts. DART is in the early stages of Transform, our 10-year system modernization program. As part of Transform, DART staff anticipate that the station itself will receive new platforms that provide level boarding, removal of the center crosswalks across the

tracks, improved passenger amenities, and a unified signaling system. However, the timing of Transform improvements at Westmoreland Station is still to be determined.

Q: Can public art or artistic aesthetics be part of the project?

A: Yes. DART has a long history of including art at its facilities. Proposers should consider anything that makes the station and the development a welcoming place that is part of the neighborhood. Westmoreland Station has existing art at the station that may be reincorporated as part of a proposed design.

Q: What are the required rail setbacks?

A: All development must remain out of the 15-foot foul zone, and development is subject to DART and engineering review. Proposers should plan for adequate clearance from the rail lines and rail platforms.

Q: How much due diligence is required for this Phase 1 submission?

A: Successful proposers will have a basic understanding of the property, the surrounding neighborhoods, and the local real estate market. During Phase 2, DART will supply as-builts and additional engineering as available. Proposers should plan to do their own full due diligence during Phase 2 and before negotiating the development agreement.

Team Makeup

Q: How much detail is required in the list of team members?

A: Proposers should include key decisionmakers from each of the companies who will be part of the development, including the general contractor, civil engineer, architect, etc. Clearly state whether each company is confirmed or not. In situations where the team members/company names are still to be determined, identify the anticipated role and label it as such.

Q: Is DART looking for someone that has Texas-specific projects or could it be TOD or mixed-use projects with qualifications from other markets?

A: TOD and mixed-use experience is requested, but that experience can come from other markets. Texas-specific project experience is not necessary.

Lease Terms and Funding

Q: When does the ground lease start?

A: The ground lease start date and initiation of ground lease payments will be subject to negotiation between DART and the successful respondent.

Q: Would DART be willing to co-sponsor applications in the instance that there may be future funding, like a grant, for which only a non-profit or government entity is eligible?

A: DART will not provide any monetary support or financial incentives towards the project and will not take on additional financial risk. That said, DART is willing to provide letters of support for competitive grant programs that support eligible development.

Be aware that because of the risks inherent in the grant process, dependence on future grant funding may negatively impact Financial Capacity scoring.

Transit System Planning

Q: Are there future plans to extend the Red Line past Westmoreland Station?

A: NCTCOG's *Regional Transit 2.0: Planning for Year 2050*, published in 2025, envisions regional expansion of the Red Line. However, no expansion at Westmoreland is currently included within DART's Twenty-Year Financial Plan.

Q: Was Hampton Station renovated recently to accommodate new trains? And will the renovations be similar at Westmoreland?

A: DART Transform has not begun modernization efforts at rail stations. DART staff anticipate construction will begin in 2027 at various Red and Blue Line stations, with similar improvements as stated previously, including level boarding, improved amenities, and a unified signaling system.

New light rail vehicles are still in the procurement phase. The new bus fleet rollout will be completed in 2027 and will have no impact on the current bus bays at Westmoreland.

Additional Questions

Q: Since this is not DART's first TOD, can you provide some insights into what worked well? What are some of the challenges associated with these projects and any good lessons developers can learn from previous TOD?

A: DART is seeking development that is truly transit-oriented, and that integrates the transit functions and access into the property. Particularly during construction, plan for ongoing transit operations at the station and for regular communications with DART staff and consultants. Please refer to the RFQ/C for key design considerations.