



Request for Qualifications and Concepts

for Transit-Oriented Development of Dallas Area Rapid
Transit (DART) Property located at Westmoreland
Station in Dallas, Texas



Request for Qualifications and Concepts for Transit-Oriented Development of Dallas Area Rapid Transit (DART) Property located at Westmoreland Station

2646 S. Westmoreland Road
Dallas, Texas



Submit responses to:
[**economicdevelopment@dart.org**](mailto:economicdevelopment@dart.org)

Schedule:

- RFQ/C issued: October 5, 2026
- Pre-response submittal conference: November 5, 2026
- Written questions due: November 13, 2026
- RFQ/C responses due: December 15, 2026
- In-person interviews: January 25, 2027 – February 5, 2027
- Shortlisted firms notified by: March 1, 2027

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I. Introduction & Purpose

Background

Dallas Area Rapid Transit (DART) is a regional transportation authority created under Chapter 452 of the Texas Transportation Code. DART is comprised of 12 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett, and University Park.

Over the past 40 years, DART has connected millions of North Texas residents and visitors to jobs, education, entertainment, health care, and more. Today, DART operates a multimodal network of bus, light rail, regional rail, microtransit, and paratransit services across a 700-square-mile service area, moving approximately 165,000 people every day. DART's mission is to "create best-in-class mobility experiences that help people and communities connect and flourish." DART currently has three transit-oriented development projects under construction at its Trinity Mills, SMU/Mockingbird, and Buckner Stations.

Purpose of Westmoreland Station Solicitation

DART seeks to transform its underutilized property at Westmoreland Station into walkable mixed-use transit-oriented development that grows transit ridership, contributes greater value to the surrounding community, and generates new revenue for transit operations.

DART estimates approximately 125 parking spaces will need to be maintained for its transit riders and welcomes creative parking solutions. There are currently 672 surface parking spaces at Westmoreland Station.

Development of DART's property at Westmoreland Station (the Property) will be under a market-rate long-term ground lease.

Overview of Solicitation Process

This Request for Qualifications and Concepts (RFQ/C) is the first of a two-phase solicitation process to select a master developer for the Property.

- **Phase I – RFQ/C:** Through this RFQ/C, DART aims to identify a short list of qualified development team(s) best suited to realize the agency's TOD vision for the Property and catalyze additional development of non-DART property in the station area.
- **Phase II – Selection and Refinement of Proposals:** At the conclusion of the RFQ/C process, DART will select one or more qualified development team(s). DART staff will collaborate with the short-listed development team(s) to prepare a more detailed site plan and a comprehensive development program for the Property,

including a plan for incorporating DART's bus circulation within the Property and other existing transit functions.

DART will ultimately select a successful respondent and proposal for development of the Property and begin negotiating a development agreement and long-term market rate ground lease.

Please note: DART will only consider market rate long-term ground leases of the Property and cannot offer financial incentives from DART funds. None of the Property is available for sale.

II. Timeline

The anticipated schedule for this RFQ/C is below. All steps and dates are subject to change.

- RFQ/C issued: October 5, 2026
- Pre-response submittal conference: November 5, 2026
- Written questions due from respondents: November 13, 2026
- Responses due from respondents: December 15, 2026
- Interviews: January 25, 2027 – February 5, 2027
- Shortlisted firms notified by: March 1, 2027

III. Property

- **Address:** 2646 S. Westmoreland Road, Dallas, Texas, 75211
- **Size:** 18.3 acres (size of developable property will be somewhat smaller)
- **Zoning:** The existing zoning is Light Industrial (LI); however, the City of Dallas (City) has initiated re-zoning for the Property and surrounding area. The City will follow a stakeholder review, public comment, and public hearing process for the proposed zoning. The new zoning is intended to support future TOD and is anticipated to be enacted by summer 2027.
- **Future Land Use Designation:** In *Forward Dallas 2.0*, the Westmoreland Station area is designated as Community Mixed Use, which prioritizes walkability and combines housing, retail, and office space. Respondents should use this designation as a guide for responses. (See Links to Useful Guidance, Section VII)
- **Dallas City Council District:** District 3
- **Dallas City Council Representative:** Council Member Zarin D. Gracey
- **Transit Service:**
 - Red Line Light Rail Terminus Station

Responses due no later than **December 15, 2026**

- Bus Routes 25, 57, 104, 108, 221, and 223
- GoLink (DART's on-demand micromobility service)
- Paratransit service
- **Note:** See Section IV, *Scoring Criteria*, "Integration of DART Service", for DART's operational requirements
- **Additional information:** See *Attachments 3-5* in Section VII for more information regarding the Property.

IV. Minimum Qualifications, Submission Format, and Scoring Criteria

Minimum Qualifications of Respondent

- Legally qualified to transact business in the State of Texas.
- Minimum of five (5) years of prior experience developing high-quality projects that contribute to neighborhood vitality and are of similar size and scope to the proposed development. The scoring process gives additional preference to developers with direct experience in Dallas-Fort Worth urban areas or with similar urban markets, and/or experience with transit-oriented development.
- Financial capacity to redevelop a similarly-sized site and maintain operations until stabilization.
- Demonstrated ability to bring partners and related financial commitments to complete the proposed project.

Submission Format

To achieve a uniform review process and a degree of comparability, the response should be organized in the following order and contain the following information. Responses should clearly show how the information provided meets key scoring criteria.

Note: *Every portion of the response should be as clear and concise as possible. Bloated language and disorganization may impact project scoring. The response in its entirety **must not exceed 12 pages**, excluding the Conflict of Interest Form and any attachments to it.*

- **Transmittal letter:** Identify this RFQ/C, the name of development team/firm, address, email address, telephone number(s), the name(s) and contact information for key people, the date, and other relevant company information. Acknowledge understanding of the insurance requirements (*Attachment 2*, Section VII) in the transmittal letter.
- **Proposal submission with clearly labeled sections.** Develop the proposal submission and create sections of the response for each of the scoring criteria below, clearly labeled.

Responses due no later than **December 15, 2026**

- **Conflict of interest.** Complete and submit this form with any necessary attachments. (See *Attachment 1* for the Conflict of Interest form)

Scoring Criteria

The responses will be evaluated based on the potential to meet or exceed the following:

1. **Qualifications (45%).** DART seeks effective development teams with the necessary relevant transit-oriented project experience, team structure, key personnel, and financial capacity. The development team should have expertise in multi-modal, mixed-use, walkable, dense development patterns, as well as the financial capacity to execute the proposed project. Provide a concise and compelling narrative describing the development team's background, history, and development experience.
 - **Related project experience (15%).** Describe no more than three key projects comparable to Westmoreland Station that the development team has successfully completed. Include the following:
 - Briefly describe the project, including use mix, size, location, market, etc. Include select graphics as needed.
 - List key members of the development team who participated in each key project and describe their role.
 - Identify the deal structure and financing sources/methods for each key project. Include the timeline for the project, from original proposal to current status (including an overview of occupancy rates, as applicable).
 - Provide evidence that all properties currently under the control of the respondent have promptly addressed any City code violations and are generally up-to-date on necessary and customary maintenance.
 - **Team structure and key personnel (15%).** Provide an organizational chart of the names and titles of key members of your development team, and briefly explain the project experience of each key member. Ensure the team demonstrates professional expertise in the following disciplines: urban planning, architecture, landscape architecture, engineering, development finance, and general contracting & construction management. Take care to include only personnel available to work on this project.
 - **Financial capacity (15%).** Briefly demonstrate the financial strength and experience of the master developer and its investors as well as the anticipated sources of funding.

- 2. Development Concepts (55%).** DART seeks thoughtfully-crafted, creative, transit-oriented (not just transit-adjacent), market-realistic development that integrates seamlessly into the Westmoreland Station and surrounding neighborhood. Submit a concise narrative regarding the concept for development of the site, along with any phasing, site plans, renderings, and/or graphics that help illustrate proposed concept proposed (site plans and renderings are helpful but optional). Concepts should address the following elements:
- **Site Planning.** TOD should create walkable, vibrant, mixed-use, pedestrian-focused environments that minimize parking and vehicular traffic by leveraging direct access to the DART light rail system. Respondents should identify any anticipated phasing of their proposed concept and opportunities to incorporate adjacent or nearby properties owned or controlled by respondent into the overall TOD project. Site plans should be to scale and clearly delineate DART property from adjacent property owned or controlled by the respondent.¹
 - **Financials.** DART aims for positive financial and fiscal impact from the Property by increasing land value, creating ground lease revenue for DART, improving infrastructure in and around the Property, and, as applicable, offsetting any requested City, regional, or state incentives. The project's financial feasibility is a key element of this submission. Submit a preliminary project development budget with public and private costs, including sources and uses table showing the proposed deal structure. Identify any planned request for City, regional, and/or state incentives.
 - **Design and Building Quality.** Identify and depict potential building heights, uses, amenities, conceptual landscape, and conceptual streetscape design. As applicable, identify sustainable design practices, including on-site energy generation, rainwater capture, low-impact development practices, and energy conservation practices.
 - **Use Mix.** Show uses and general open space concepts. Avoid concepts that only reflect one land use type, such as apartments or office buildings. DART encourages respondents to include flexible ground-floor space that allows for compatible commercial uses, live/work units, and residential uses.

¹ DART will remove or relocate the billboard currently located on the Property.

- **Community Benefits.** Provide some ideas of potential community benefits within the development and ways to reach out to the community for input during project design. Propose ways to connect planned and existing trails and parks. (See *Attachments 3a and 3b* in Section VII for nearby parks and existing/planned trails.)
- **Integration of DART Service.** Concepts should acknowledge and reflect DART's transit operational requirements:
 - Maintain seven (7) bus bays, access points, and GoLink and Paratransit drop-off locations. (The location and configuration of bus bays, access points, and GoLink and Paratransit drop-offs on the Property may be adjusted to accommodate the proposed development.)
 - Consider adding traffic control signals at the Westmoreland Road access point.
 - Endeavor to maintain bus pathways on the Property for DART use only.
 - Clearly count and label DART customer parking. Approximately 125 spaces should be provided for DART customers.
- **Mobility Elements.** Concepts should describe trail connections or other mobility hub elements (such as bike-share racks, shaded benches, water fountains, etc.) incorporated into the site that support multimodal movement in the area.
- **Long-term Ground Lease.** The Property must be developed under a long-term ground lease. Concepts should be financially viable under a market rate long-term ground lease structure and should not contemplate sale of any portion of the Property to respondent or a third party.

V. Conflict of Interest and Submission Process

Conflict of Interest

Respondents **MUST** complete DART's **Conflict of Interest Form (Attachment 1, Section VII)** and submit it with the response to this RFQ/C. ***Failure to provide a completed Conflict of Interest form will automatically disqualify a respondent.***

Response Submissions

Compile the response as outlined in Section IV, including the Conflict of Interest Form and attachments into ONE document and submit it electronically via email to the evaluation team at: EconomicDevelopment@dart.org. The response in its entirety **must not exceed 12 pages**, excluding the Conflict of Interest Form and any attachments to it.

Upon official posting of the RFQ/C, submitters and their teams are not to communicate with the evaluation team and/or any members of DART's Real Estate and Economic Development department until the solicitation period has closed.

Responses due no later than **December 15, 2026**

The evaluation team will consider each response objectively, and DART assumes no obligation to accept or act on any response and no liability for any costs incurred in preparing or submitting any response.

Communication and Inquiries

Respondents should respond quickly and clearly to all requests from DART. Failure to timely respond to emails or phone messages may be considered by the evaluation team when considering responses to this RFQ/C.

Pre-Response Submittal Conference

DART will host an in-person pre-response submittal conference on November 5, 2026 at 10:00 a.m. at DART Headquarters, located at 1401 Pacific Avenue, Dallas, Texas 75202. Respondents are encouraged (but not required) to attend the pre-response submittal conference, provide input regarding the solicitation, and discuss any questions with DART staff. This pre-response submittal conference is the only time scheduled for respondents to ask oral questions pertaining to the response. In addition, this will be the only direct contact between the respondents and DART staff during the response submittal process. All correspondence shall go through economicdevelopment@dart.org.

Note: If the respondent does not ask questions or clarify assumptions, DART will assume the respondent understands and agrees with DART's requirements.

Question Submission

Questions should be submitted in writing to economicdevelopment@dart.org no later than November 13, 2026.

Addenda and Supplemental Information

DART reserves the right to amend the solicitation at any time. DART will post addenda and any additional applicable information to this solicitation exclusively at <https://www.dart.org/TOD>. Respondents are solely responsible for frequently checking the website for updates to the solicitation.

Failure to receive the addendum shall not relieve a respondent from any obligation under its response as submitted or under any requirement of the solicitation, as amended. All addenda shall become part of the solicitation.

This solicitation document, its attachments, and posted addenda represent the most comprehensive and definitive statement DART will make about this solicitation.

DART may, in writing, request supplemental information directly from individual respondents after responses have been submitted and reviewed to further evaluate the response.

Responses due no later than **December 15, 2026**

With the exception of the pre-response submittal conference, all communications with DART regarding this solicitation should be exclusively through economicdevelopment@dart.org and <https://www.dart.org/TOD>.

Interviews with Respondents

DART may invite the respondent(s) with the highest evaluation scores to interview with the evaluation team on an individual basis closed to third parties and other respondents.

DART reserves the right to reject all responses without conducting interviews.

Late and Withdrawn Responses

DART will not consider responses received after the submission deadline. Respondents are responsible for ensuring that responses are submitted to economicdevelopment@dart.org on time.

Modifications

At DART's sole discretion, DART may allow minor modifications or corrections of oversights in the response; however, DART cannot guarantee that revised response elements will be accepted.

Modifications must be submitted by an individual legally authorized to bind the respondent and received by DART prior to the due date for responses as set forth in this RFQ/C. All modifications shall be made in writing and submitted in the same form and manner as the original response.

Rejection or Acceptance of Responses

This solicitation does not commit DART to select any respondent(s).

Failure to submit a response in the required format may cause the response to be rejected.

DART reserves the right to reject any or all responses, to waive technicalities or irregularities, and to accept any response it deems to be in the best interest of DART.

DART shall not be liable for any costs incurred by any firm responding to this solicitation.

Upon the response due date, all submitted responses become the property of DART. Any response submitted before the response due date can be withdrawn before the response due date.

Review of Additional Information

Upon closure of the solicitation period, DART reserves the right throughout the review process to inquire with respondents over any and all terms of their response, to waive any

informality in the process, to solicit additional information, and to accept any modifications at its sole discretion.

DART may at any time investigate a respondent's ability to perform work. DART may request additional information about a firm and its work on previous developments. Respondents may choose not to submit such information in response to DART's request; however, if the respondent fails to submit the requested information and DART is unable to resolve questions concerning the respondent's ability to perform, DART may discontinue further consideration of a response.

Please be aware that DART may use sources of information not supplied by the respondent concerning its abilities to perform this work. Such sources may include current or past customers of the organization; current or past suppliers, vendors, partners, or management companies; articles from industry newsletters or other publications or from non-published sources available to DART.

Disqualification of Respondents

Respondents may be disqualified for non-compliance with requirements and any of the following reasons:

- Failure to provide a completed Conflict of Interest Form.
- Conflict of interest and/or failure to disclose a potential conflict of interest, including but not limited to, litigation and/or financial interest.
- Reason to believe collusion exists among the respondents.
- The respondent is in arrears on an existing contract or has failed to perform on a previous contract with the City of Dallas or DART.
- Respondent's financial instability.
- Respondent's failure to comply with this RFQ/C.
- State or federal investigation of the respondent.

VI. Additional Information

DART is not obligated to respond to any information received in response to this RFQ/C or to proceed to Phase II of the solicitation process with any of the respondents to this RFQ/C.

DART may use any information submitted in response to this RFQ/C to develop requirements for a future formal solicitation. Respondents assume all costs associated with responding to this RFQ/C.

DART is committed to a fair, open, and competitive procurement process.

Please note that all information concerning the Property provided in this solicitation is subject to verification and confirmation, and it is the respondent's sole responsibility to ensure that this information is accurate and up to date. Proposers are encouraged to meet with the appropriate City planning staff (provided they are not on the evaluation team) and seek feedback on their concepts prior to submission.

Anticipated Responsibilities of Successful Respondent:

- **Execute a ground lease of the Property.** DART will only consider a market-rate long-term ground lease.
- **Perform due diligence.** Conduct the necessary due diligence activities to understand the site conditions, identify potential risks, and confirm project feasibility.
- **Conduct market research.** Conduct and pay for the necessary market research and analysis.
- **Obtain permits and approvals.** Secure all land use and zoning changes, permits, and regulatory approvals necessary for development.
- **Finance and build infrastructure.** Finance the entire cost of the TOD project, including all pre-development, due diligence, and development costs such as utilities, environmental studies, etc. If the respondent intends to seek any local, state, or federal public incentives or partnerships to assist with financing the development and operation of the project, the respondent assumes all responsibility for any application fees or other costs associated with applying for those incentives or partnerships.
- **Construct project.** Construct all necessary private and public improvements, including costs associated with maintaining DART's transit operations should they be disrupted by construction and all costs associated with any agreed relocation of DART facilities.
- **Communicate.** Regular communication between DART staff and the successful respondent (and respondent's general contractor, as applicable) regarding all aspects of the project before, during, and after construction, including updated phasing timelines and any anticipated transit operational disruptions, to ensure DART remains fully informed at all times.

Federal Transit Administration (FTA) Requirements

DART is subject to the rules and regulations of the FTA within the U.S. Department of Transportation as may be amended from time to time. The Property was originally acquired with FTA funds; therefore, future agreements for the lease and development of the Property with the successful respondent will require FTA concurrence.

Insurance Requirements

The successful respondent will be required to comply with DART's standard insurance requirements. See *Attachment 2*, Section VII.

Americans with Disabilities Act (ADA)

Any modifications of this Property must be in compliance with Titles II and III of the Americans with Disabilities Act, 42 USCA Section 12101 et seq., as amended, and any regulations promulgated thereunder.

Texas Public Information Act and Texas Open Meetings Act

As a governmental entity, DART is subject to the Texas Public Information Act (TPIA) and Texas Open Meetings Act (TOMA). By responding to this RFQ/C, respondents acknowledge and agree that all documentation, communications, and other information submitted to DART may be subject to public release pursuant to the TPIA. Respondents further acknowledge and agree that submissions, including concepts and associated renderings, may be shown and discussed in open session at DART Board of Directors meetings in accordance with the TOMA. Additionally, respondents may be publicly identified at DART Board of Directors meetings.

Other Laws, Regulations and Requirements

Developers are responsible for being fully informed of and complying with the requirements of applicable federal, state and local jurisdictional laws and regulations. Additionally, the selected developer shall be responsible, at only their cost and expense, for obtaining all requisite approvals, licenses and permits.

DART is not making, and specifically disclaims, any warranties or representations of any kind or character, express or implied, with respect to the Property. All information provided with this RFQ/C is subject to verification by respondents.

VII. Attachments and Links to Useful Guidance

- **Attachment 1:** Conflict of Interest Form
- **Attachment 2:** DART Standard Insurance Requirements for Construction Projects within 15 feet of Light Rail Tracks
- **Attachment 3a:** Map of the Property

- **Attachment 3b:** Map of area surrounding Property
- **Attachment 4:** ALTA Surveys
- **Attachment 5:** Excerpts from Phase I Environmental Site Assessment (March 2022)²

Useful Guidance

DART encourages respondents to review and incorporate the following guidance for development concepts for the Property:

- [DART Transit Oriented Development Policy](#)
- [DART Transit Oriented Development Guidelines](#)
- [ForwardDallas 2.0](#)

² Full 2022 Phase I ESA report is not included with this RFQ/C due its large size but is available upon request.

ATTACHMENT 1

DART Conflict of Interest Form

1. **Organizational Conflicts of Interest:** Organizational conflicts of interest, real or apparent, include, but are not limited to, the following:
 - a) **Lack of Impartiality or Impaired Objectivity.** This occurs when a respondent is unable, or potentially unable, to provide impartial and objective assistance or advice to DART due to activities, relationships, contracts, or other circumstances.
 - b) **Unequal Access to Information.** This occurs when the respondent has an unfair competitive advantage through obtaining access to nonpublic information.
 - c) **Biased Ground Rules:** This occurs when the respondent has established the ground rules for a future procurement by developing specifications, cost estimates, evaluation factors, or other similar documents during an earlier procurement.
2. **Personal Conflicts of Interest:** Personal conflicts of interest include, but are not limited to, the following:
 - a) **Actual Personal Conflict of Interest:** A conflict exists if an employee (including temporary and part-time employees), members of an employees' immediate family (an employee's spouse, children, stepchildren, mother, father, brother, sister or any other relative residing in the employee's household), agents of DART (including contractors or organizations which represent or act on behalf of DART), and agents of DART employees or employees' immediate family has a direct or indirect financial, business, or close personal relationship with any entity that does business with DART or seeks to do business with DART, now or in the foreseeable future, that a reasonable person would conclude would alter the employee's impartial judgment or performance of his/her duties.
 - b) **Potential Personal Conflict of Interest:** A conflict exists if the employee or any member of the employee's immediate family is considering an offer of employment or is actively seeking employment with any entity that does business with DART or seeks to do business with DART now or in the foreseeable future.
3. **Agency Conflicts of Interest:** Agency conflicts of interest are activities that a Respondent may be engaged in that may counter the interests of DART and include, but are not limited to, the following:
 - a) **Litigatory Conflict of Interest:** This conflict exists when the Respondent has existing or pending claim, protest, or litigation against DART.
 - b) **Member City Conflict of Interest:** This conflict exists when the Respondent has an existing contract with a DART member city that will or has the appearance that it will impair the Respondent from prioritizing DART's needs.

- c) Competing Interest Conflict of Interest:** This conflict exists when the Respondent has an existing contract with another transit agency or organization that will or has the appearance that it will impair the Respondent from prioritizing DART's needs.

By submission of this response, I certify that I have read and understand the foregoing information regarding DART's Conflict of Interest policy. I will disclose any Organizational, Personal, or Agency Conflicts of Interests to DART, as well as the following information:

- 1) A list of all existing contracts with DART and any contracts that the respondent has had with DART over the past five (5) years that may have expired or been terminated. The list must include the contract number, contract name, month and year of contract award, and, as applicable, month and year of termination.
- 2) All active or pending claims, protests, or litigation against DART.
- 3) All related contracts it has with DART's member cities so DART can determine if a conflict exists.
- 4) A list of contracts with other transit agencies where it may have a competing interest against DART's.

Name

Date:_____

Title

Organization

ATTACHMENT 2

DART Standard Insurance Requirements for Construction Projects Within 15 Feet of Light Rail Tracks

Commercial General Liability with Contractual Liability Endorsement

- Per occurrence limit of at least \$5,000,000 (\$5,000,000 general aggregate and \$5,000,000 products-completed operations aggregate)
- Contractual Liability – Railroads Endorsement
- Primary and Non-Contributory Endorsement
- Cross liability or separation of insureds endorsement
- Endorsement naming DART as additional insured with respect to ongoing and completed operations
- Waiver of Subrogation Endorsement

Commercial Automobile Liability Policy

- Combined single limit of at least \$2,000,000 per occurrence
- Coverage for Owned, Hired and Non-owned vehicles
- Endorsement deleting all exclusions for work performed near a railroad
- Endorsement naming DART as additional named insured
- Primary Non-Contributory Endorsement
- Waiver of Subrogation Endorsement

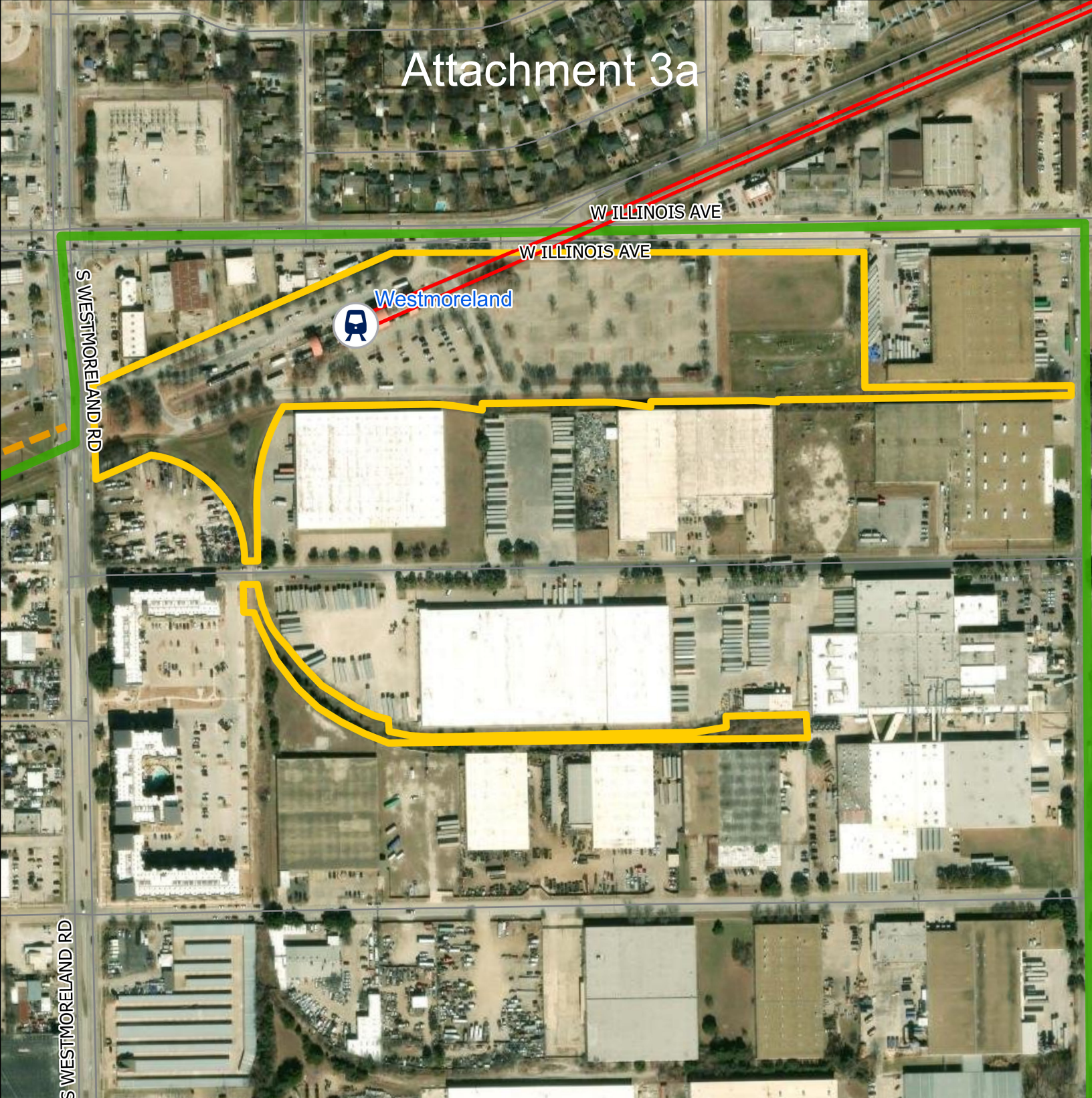
Workers' Compensation Insurance

- Providing statutory benefits under the Workers' Compensation Act of the State of Texas and/or any other state or federal law applicable to Contractor's employees performance of the Work
- Employer's Liability Insurance with limits of liability of not less than \$1,000,000 each accident, \$1,000,000 each employee for disease, and \$1,000,000 policy limit for disease
- Waiver of Subrogation Endorsement

Railroad Protective Liability

- Amount not less than \$2,000,000 per occurrence, \$6,000,000 aggregate
- DART listed as named insured

Attachment 3a



Westmoreland DART Station TOD Area



DART Station



Westmoreland Authorized Hearing

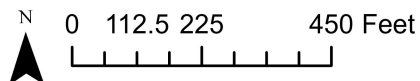


Red Line

Westmoreland Station TOD

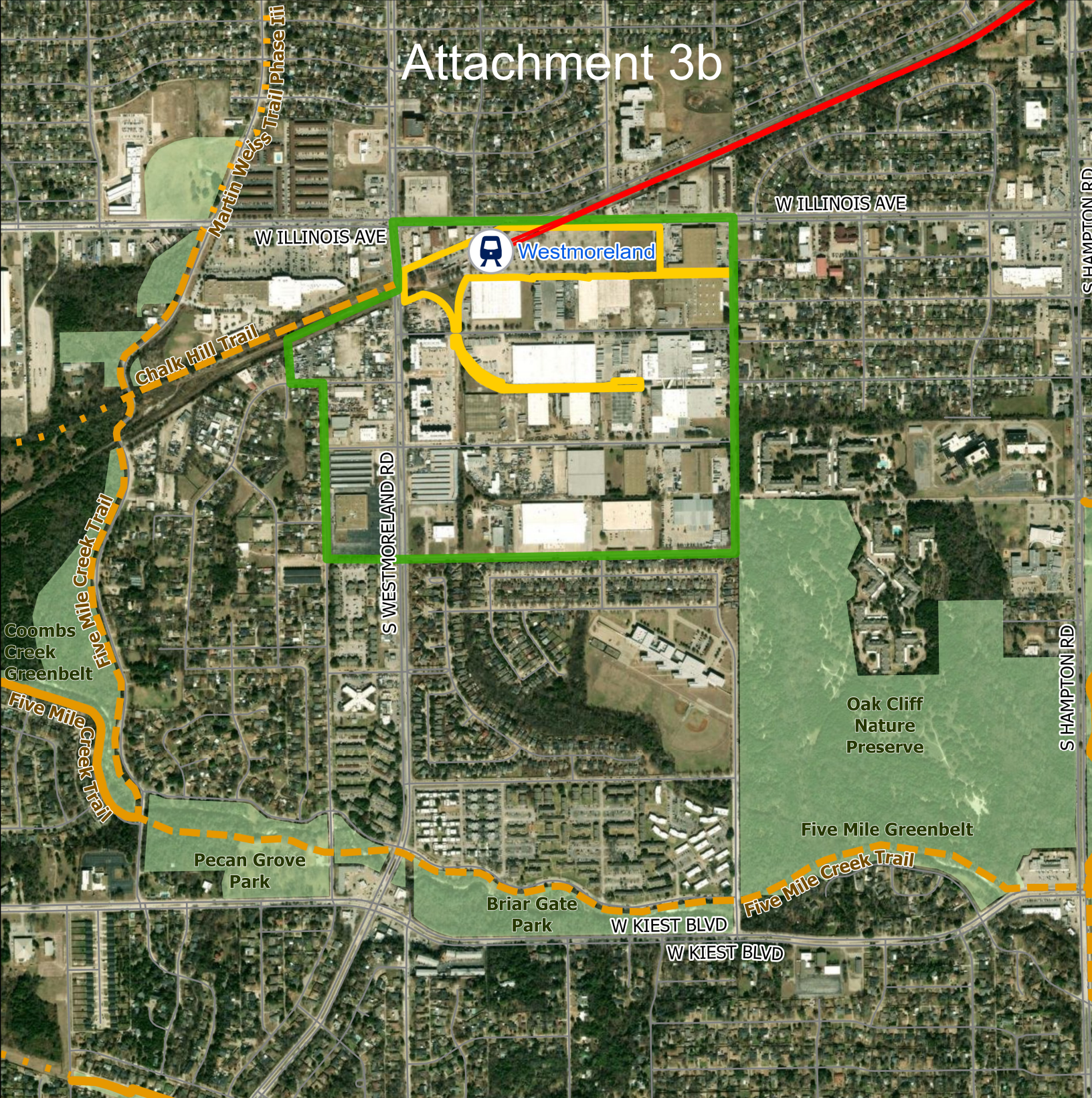


Funded Trail



www.dart.org/tod

Attachment 3b



Westmoreland DART Station TOD Area



DART Station



Red Line



Westmoreland Station TOD



Existing Parks



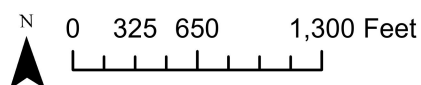
Westmoreland Authorized Hearing

Dallas Trails

Existing

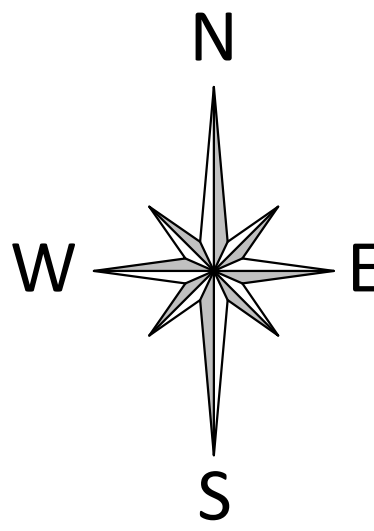
Funded

Planned

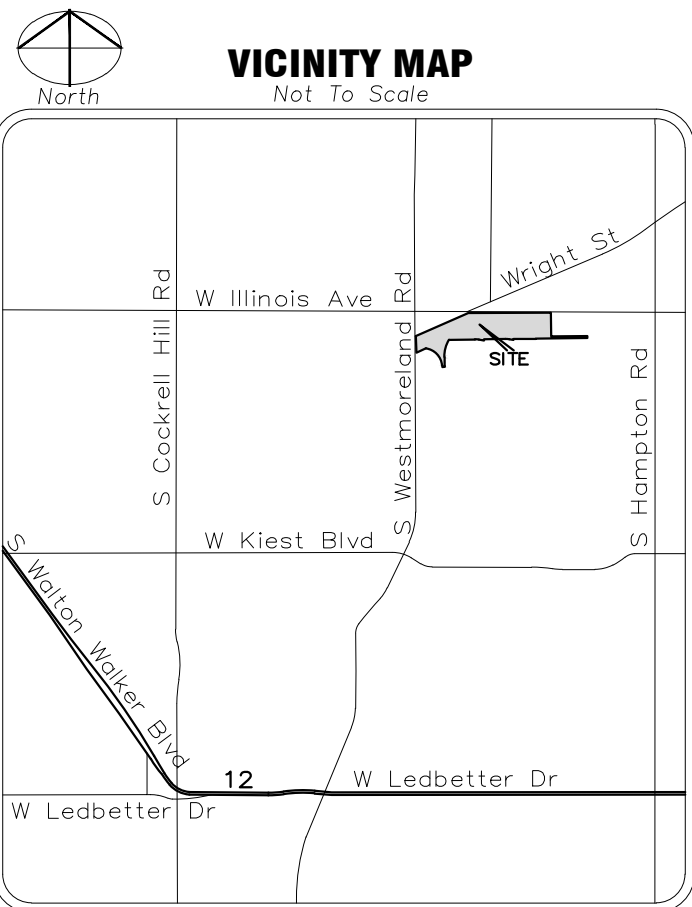


www.dart.org/tod

ATTACHMENT 4



0 40 80 feet
SCALE: 1" = 40'



- LEGEND—
- property corner
 - manhole
 - irrigation control valve
 - water valve
 - traffic light pole
 - telephone manhole
 - telephone pedestal
 - wastewater manhole
 - sign
 - light pole
 - grate inlet
 - power pole
 - guy wire
 - bollard
 - transformer
 - storm manhole
 - tree
 - ground light
 - A/C
 - water meter
 - fire hydrant
 - cleanout
 - electric meter
 - telephone box
 - chainlink fence
 - metal fence
 - wood fence
 - overhead electric line

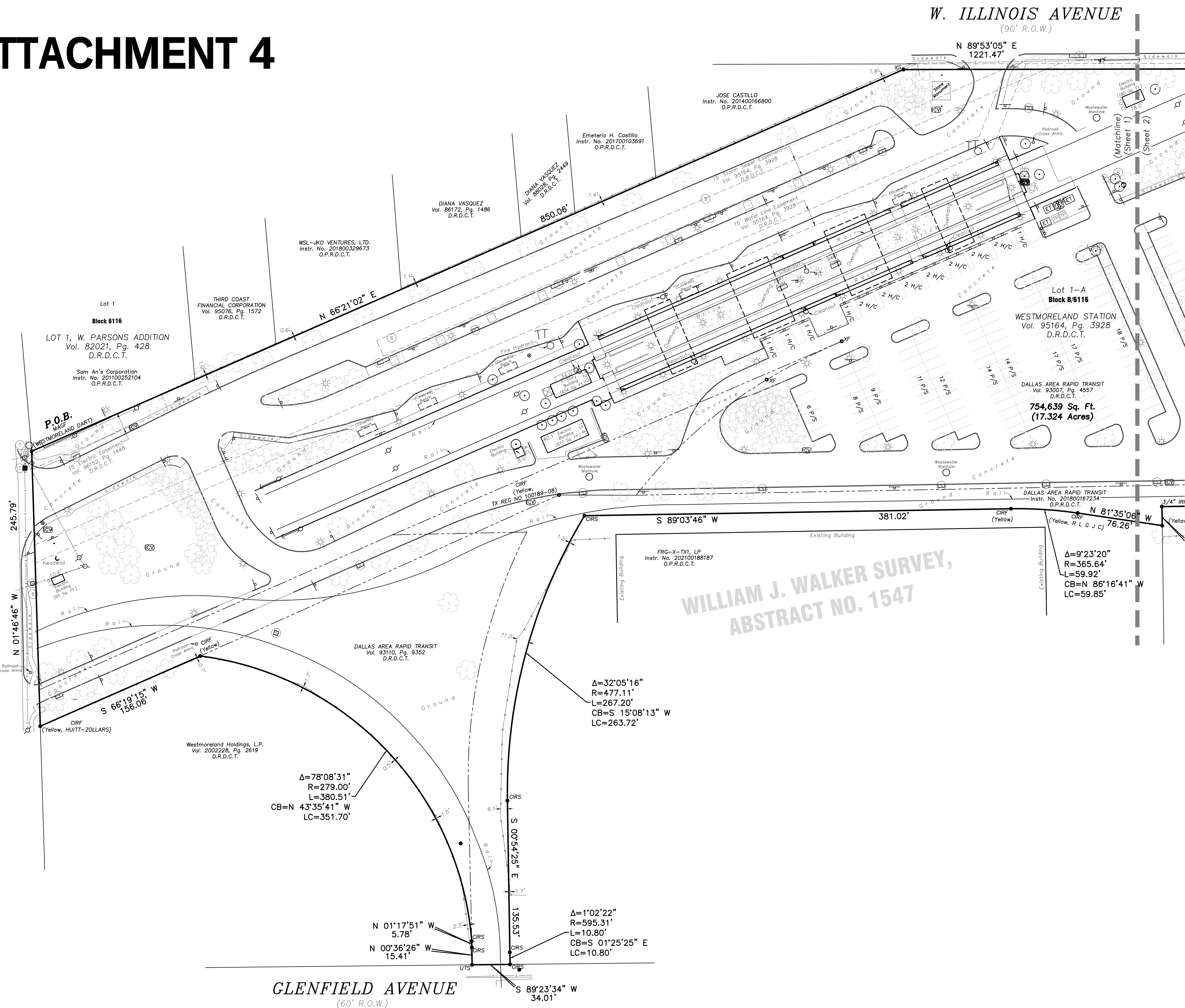
NOTES:
P.O.B. = Point of Beginning
MAGF = Mag Nail Found
CIRF = Capped Iron Rod Found
XF = "X" Cut Found
IRF = Iron Rod Found
MONA = Aluminum Monument Found
CIRS = 5/8" iron rod with yellow plastic cap stamped, "ARS ENGINEERS #101319-00" set
XS = "X" Cut Set
UTS = Unable To Set
Vol., Pg. = Volume, Page
D.R.D.C.T. = Deed Records, Dallas County, Texas
Instr. No. = Instrument Number
O.P.R.D.C.T. = Official Public Records, Dallas County, Texas
R.O.W. = Right-of-Way
P/S = Parking Space
H/C = Handicap Parking Space
Sq. Ft. = Square Feet

Basis of Bearings: All bearings are based on the Texas Coordinate System, North American Datum of 1983 (NAD83) (2011 Adjustment) 2010.0 Epoch, North Central Zone (4202). All coordinates and distances shown are surface, unless otherwise noted, and may be converted to grid by dividing by a surface scale adjustment factor of 1.000135506. Units of measurement are U.S. Survey Feet.

No portion of the subject property lies within any area of 100-year flood according to FEMA's Flood Insurance Rate Map No. 48113C0480 K, dated July 07, 2014. Property is in Zone X.

Copyright 2025 ARS Engineers, Inc., All Rights Reserved. This drawing is the property of ARS Engineers, Inc., Any modification or use of this drawing without the express written authorization of ARS Engineers, Inc., is prohibited.

S. WESTMORELAND ROAD
(100' R.O.W.)

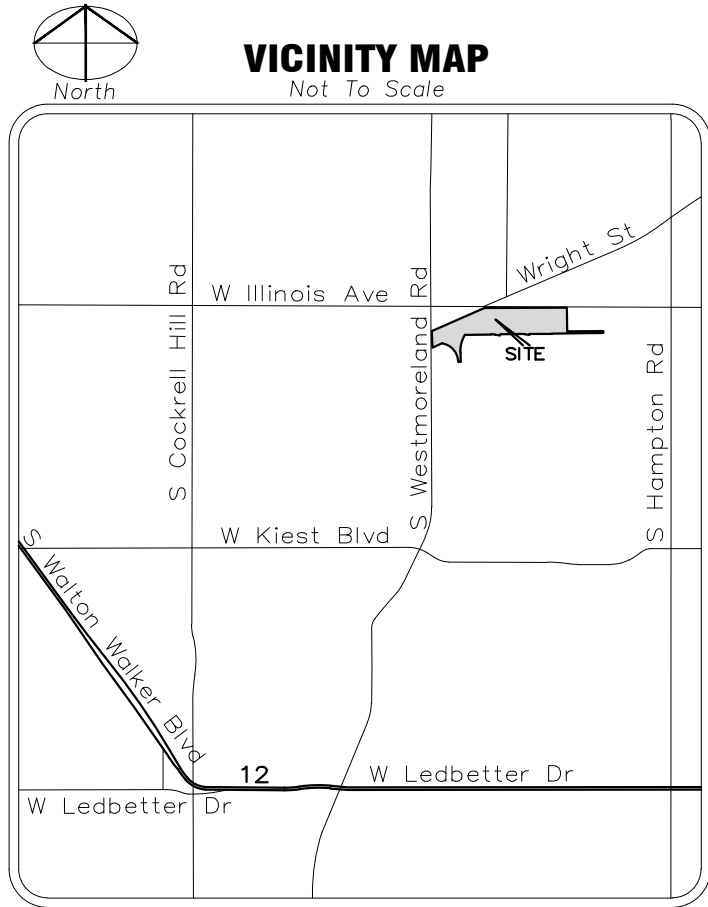
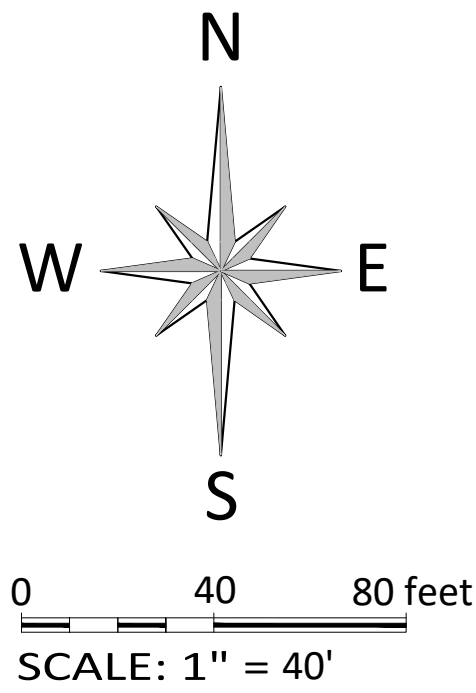


ALTA/NSPS Land Title Survey
2646 S. Westmoreland Road
Lot 1-A, Block B/6116
WESTMORELAND STATION
City of Dallas, Dallas County, Texas

Scale: 1" = 40'
Date: 12/06/2024
Field Tech: A.M./J.A.
Office Tech: JT
Project Manager: Davison
Project No.: 24-0117 (2)

SHEET
1
OF 3

ARS
ENGINEERS, INC.
3444 Solano Dr., Ste. 800
Carrollton, Texas 75006
PH: (214) 788-9162
Surveying Firm #101815-00
Engineering Firm #1-819



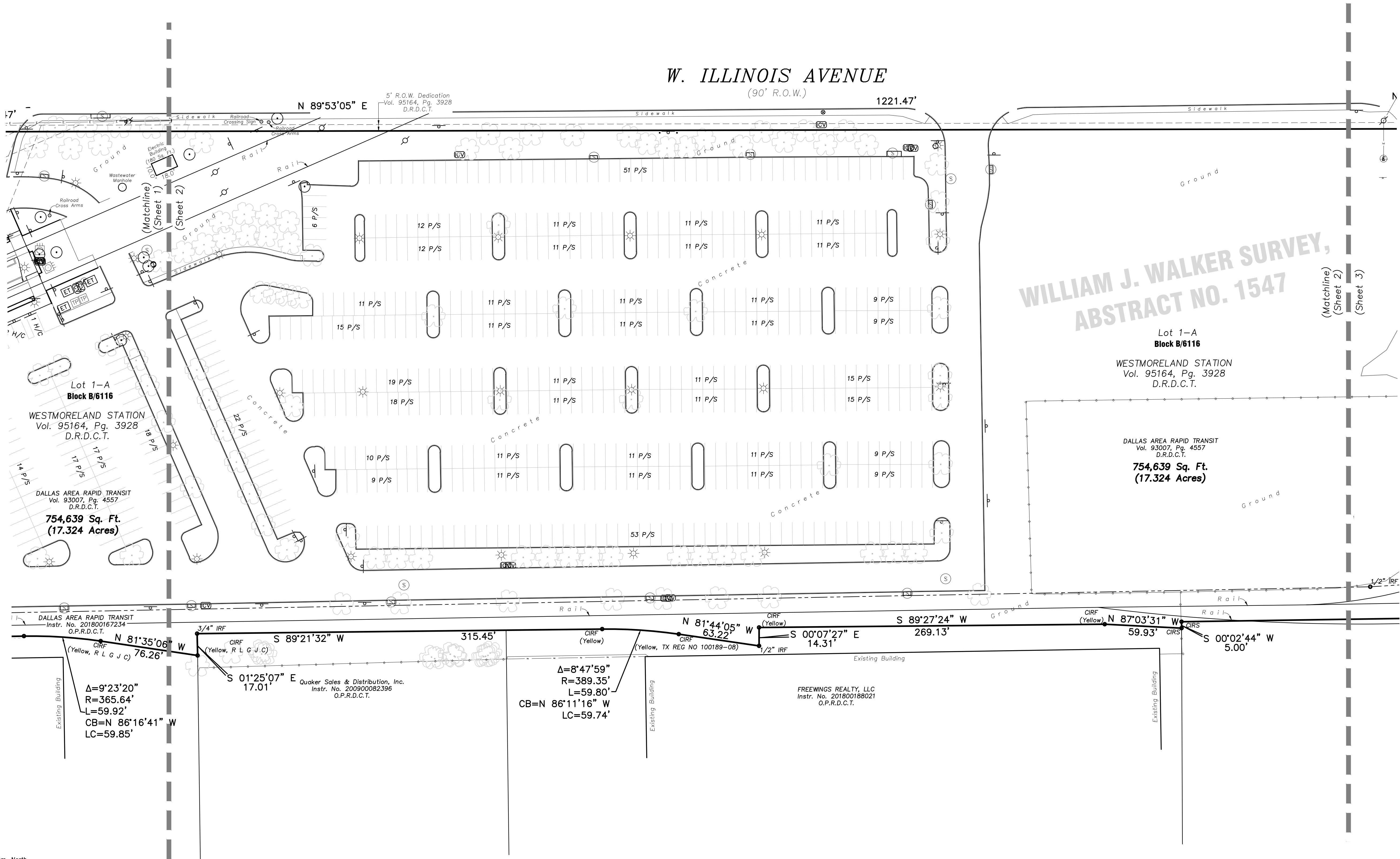
- LEGEND
- property corner
 - manhole
 - irrigation control valve
 - water valve
 - traffic light pole
 - telephone manhole
 - telephone pedestal
 - wastewater manhole
 - sign
 - light pole
 - grate inlet
 - power pole
 - guy wire
 - ballard
 - transformer
 - storm manhole
 - tree
 - ground light
 - A/C
 - water meter
 - fire hydrant
 - cleanout
 - electric meter
 - telephone box
 - chainlink fence
 - metal fence
 - wood fence
 - overhead electric line

NOTES:
P.O.B. = Point of Beginning
MAGF = Mag Nail Found
CIRF = Capped Iron Rod Found
XF = "X" Cut Found
IRF = Iron Rod Found
MONA = Aluminum Monument Found
CIRS = 5/8" iron rod with Yellow plastic cap stamped, "ARS ENGINEERS #101319-00" set
XS = "X" Cut Set
UTS = Unable To Set
Vol., Pg. = Volume, Page
D.R.D.C.T. = Deed Records, Dallas County, Texas
Instr. No. = Instrument Number
O.P.R.D.C.T. = Official Public Records, Dallas County, Texas
R.O.W. = Right-of-Way
P/S = Parking Space
H/C = Handicap Parking Space
Sq. Ft. = Square Feet

Basis of Bearings: All bearings are based on the Texas Coordinate System, North American Datum of 1983 (NAD83) (2011 Adjustment) 2010.0 Epoch, North Central Zone (4202). All coordinates and distances shown are surface, unless otherwise noted, and may be converted to grid by dividing by a surface scale adjustment factor of 1.000136506. Units of measurement are U.S. Survey Feet.

No portion of the subject property lies within any area of 100-year flood according to FEMA's Flood Insurance Rate Map No. 48113C0480 K, dated July 07, 2014. Property is in Zone X.

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File name: P:\24-0117-01\DWG\Drawings\24-0117-01\24-0117-01.dwg
Date: 11/22/2024
Time: 11:02 AM
Plotted by: J. Davison

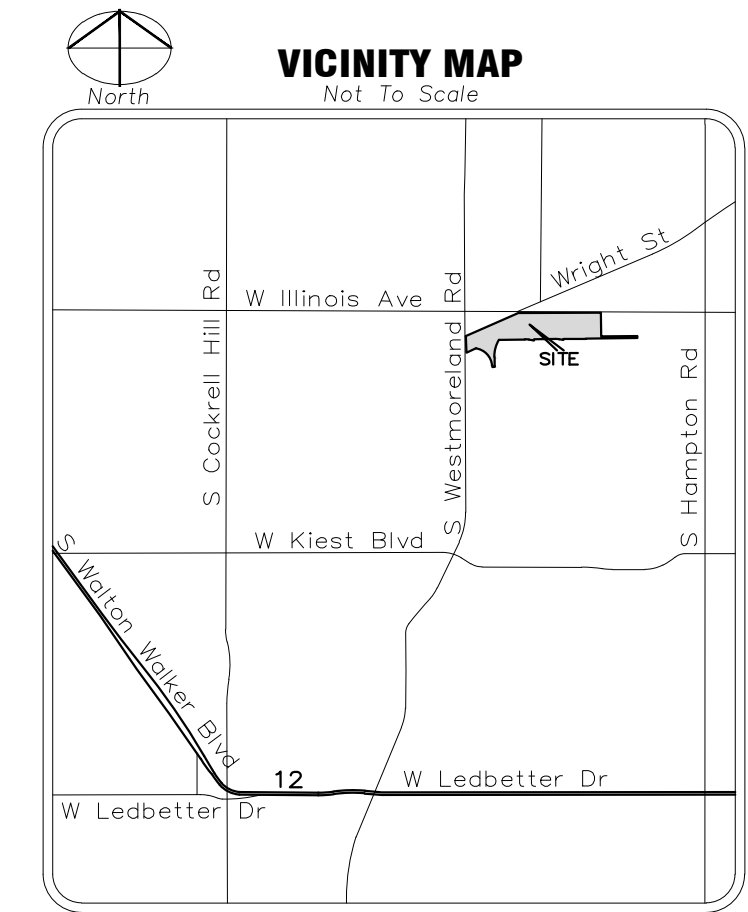
Basis of Bearings: All bearings are based on the Texas Coordinate System, North American Datum of 1983 (NAD83) (2011 Adjustment) 2010.0 Epoch, North Central Zone (4202). All coordinates and distances shown are surface, unless otherwise noted, and may be converted to grid by dividing by a surface scale adjustment factor of 1.000136506. Units of measurement are U.S. Survey Feet.

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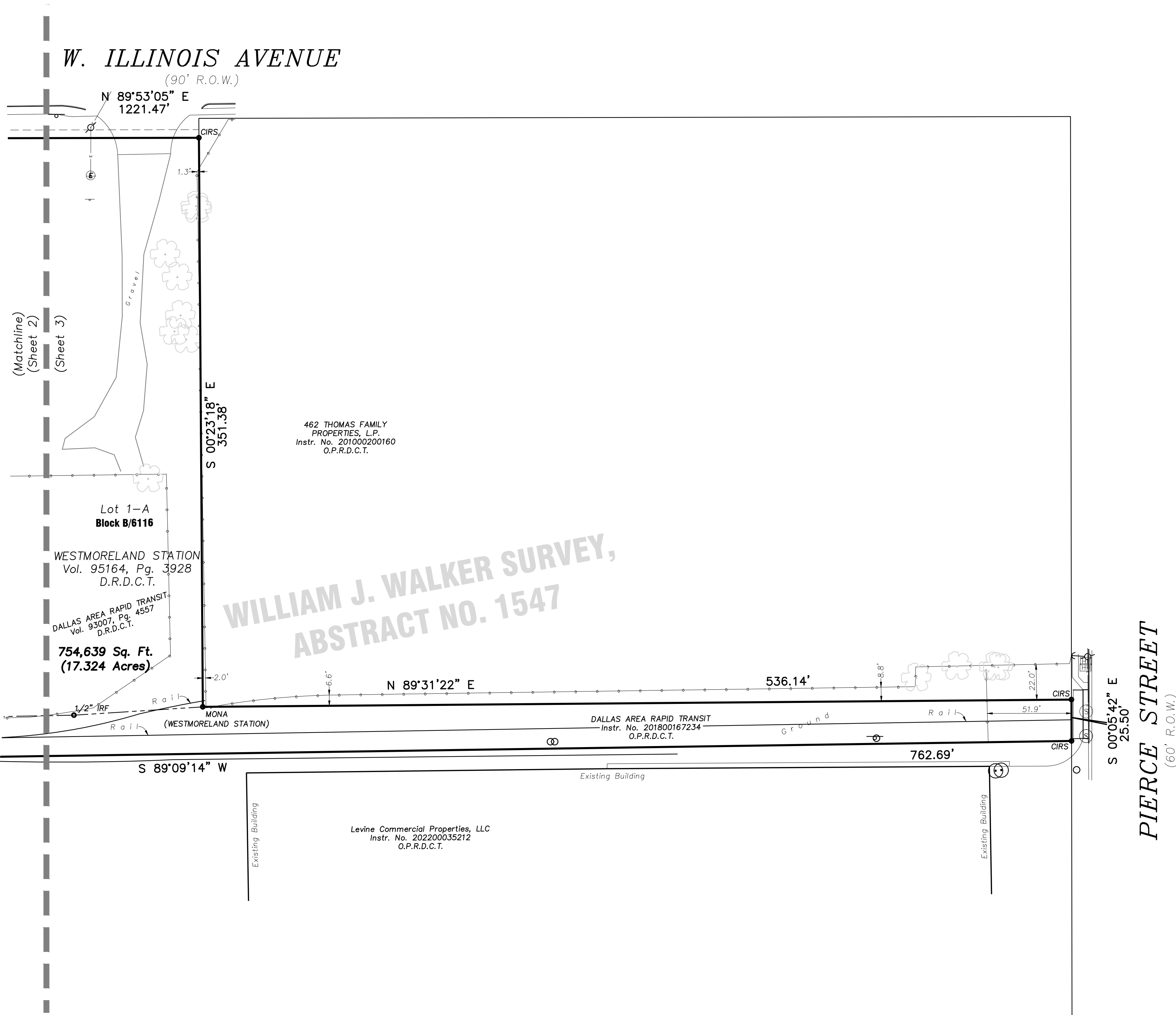
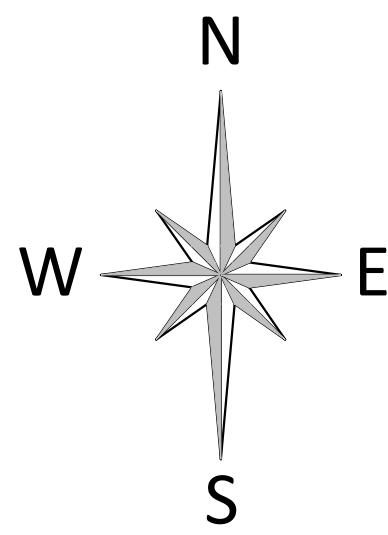
Copyright 2025 ARS Engineers, Inc., All Rights Reserved. This drawing is the property of ARS Engineers, Inc., Any modification or use of this drawing without the express written authorization of ARS Engineers, Inc., is prohibited.

- LEGEND—
- property corner
 - manhole
 - irrigation control valve
 - water valve
 - traffic light pole
 - telephone manhole
 - telephone pedestal
 - wastewater manhole
 - sign
 - light pole
 - grate inlet
 - power pole
 - guy wire
 - bollard
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 - metal fence
 - wood fence
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R.O.W. = Right-of-Way
P/S = Parking Space
H/C = Handicap Parking Space
Sq. Ft. = Square Feet



0 40 80 feet
SCALE: 1" = 40'



BEING a 754,639 square foot (17.324 acre) tract of land situated in the William J. Walker Survey, Abstract No. 1547, City of Dallas, Dallas County, Texas, same being all of Lot 1-A, Block B/6116, of WESTMORELAND STATION, an Addition to the City of Dallas, Dallas County, Texas, by Plat recorded in Volume 95164, Page 3928, Deed Records, Dallas County, Texas, (D.R.D.C.T.), same being all of those certain tracts of land conveyed to DALLAS AREA RAPID TRANSIT by Special Warranty Deeds recorded in Volume 93007, Page 4557, (D.R.D.C.T.), and Volume 93110, Page 9352, (D.R.D.C.T.), and by Deed Without Warranty recorded in Instrument Number 201800167234, Official Public Records, Dallas County, Texas, (O.P.R.D.C.T.), and being more particularly described by metes and bounds as follows:

BEGINNING at a Mag Nail with washer stamped, "WESTMORELAND DART" found on the east right-of-way line of South Westmoreland Road (100' R.O.W.), same being the southwest corner of Lot 1, Block 6116, of LOT 1, W. PARSONS ADDITION, an Addition to the City of Dallas, Dallas County, Texas, by Plat recorded in Volume 82021, Page 428, (D.R.D.C.T.);

THENCE North 66 degrees 21 minutes 02 seconds East, departing said east right-of-way line, for a distance of 850.06 feet to an "X" Cut set on the south right-of-way line of West Illinois Avenue (90' R.O.W.), same being on the southeasterly line of that certain tract of land conveyed to JOSE CASTILLO, by Warranty Deed recorded in Instrument Number 201400166800, (O.P.R.D.C.T.);

THENCE North 89 degrees 53 minutes 05 seconds East, along said south right-of-way line, for a distance of 1221.47 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being on the west line of that certain tract of land conveyed to 462 THOMAS FAMILY PROPERTIES, L.P., by General Warranty Deed recorded in Instrument Number 201000200160, (O.P.R.D.C.T.);

THENCE South 00 degrees 23 minutes 18 seconds East, departing said south right-of-way line, along said west line, for a distance of 351.38 feet to an Aluminum Monument stamped, "WESTMORELAND STATION" found, same being the southwest corner of said 462 THOMAS FAMILY PROPERTIES, L.P. tract;

THENCE North 89 degrees 31 minutes 22 seconds East, along the south line of said 462 THOMAS FAMILY PROPERTIES, L.P. tract, for a distance of 536.14 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the southeast corner of said 462 THOMAS FAMILY PROPERTIES, L.P. tract, further being on the west right-of-way line of Pierce Street (60' R.O.W.);

THENCE South 00 degrees 05 minutes 42 seconds East, along said west right-of-way line, for a distance of 25.50 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the northeast corner of that certain tract of land conveyed to Levine Commercial Properties, LLC, by General Warranty Deed recorded in Instrument Number 202200035212, (O.P.R.D.C.T.);

THENCE South 89 degrees 09 minutes 14 seconds West, departing said west right-of-way line, along the north line of said Levine Commercial Properties, LLC tract, for a distance of 762.69 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the northwest corner of said tract;

THENCE South 00 degrees 02 minutes 44 seconds West, along the west line of said Levine Commercial Properties, LLC tract, for a distance of 5.00 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the northeast corner of that certain tract of land conveyed to FREEWINGS REALTY, LLC, by Special Warranty Deed recorded in Instrument Number 201800188021, (O.P.R.D.C.T.);

THENCE North 87 degrees 03 minutes 31 seconds West, departing said west line, along the north line of said FREEWINGS REALTY, LLC tract, for a distance of 59.93 feet to a 5/8" iron rod with Yellow plastic cap found;

THENCE South 89 degrees 27 minutes 24 seconds West, continuing along said north line, for a distance of 269.13 feet to a 5/8" iron rod with Yellow plastic cap found;

THENCE South 00 degrees 07 minutes 27 seconds East, continuing along said north line, for a distance of 14.31 feet to a 1/2" iron rod found;

THENCE North 81 degrees 44 minutes 05 seconds West, continuing along said north line, for a distance of 63.22 feet to a 5/8" iron rod with Yellow plastic cap stamped, "TX REG NO 100189-08" found, same being the beginning of a curve to the left, having a radius of 389.35 feet, and a chord which bears North 86 degrees 11 minutes 16 seconds West, for 59.74 feet;

THENCE Northwesterly, continuing along said north line, and along said curve to the left, through a central angle of 08 degrees 47 minutes 59 seconds, for an arc length of 59.80 feet to a 5/8" iron rod with Yellow plastic cap found;

THENCE South 89 degrees 21 minutes 32 seconds West, continuing along said north line, passing the northwest corner of the aforementioned FREEWINGS REALTY, LLC tract, same being the northeast corner of that certain tract of land conveyed to Quaker Sales & Distribution, Inc., by Deed Without Warranty recorded in Instrument Number 200900082396, (O.P.R.D.C.T.), for a distance of 315.45 feet to a 3/4" iron rod found, same being the northwest corner of said Quaker Sales & Distribution, Inc. tract;

THENCE South 01 degrees 25 minutes 07 seconds East, along the west line of said Quaker Sales & Distribution, Inc. tract, for a distance of 17.01 feet to a 5/8" iron rod with Yellow plastic cap stamped, "R L G J C" found, same being the northeast corner of that certain tract of land conveyed to FRG-X-TX1, LP, by Special Warranty Deed recorded in Instrument Number 202100188187, (O.P.R.D.C.T.);

THENCE North 81 degrees 35 minutes 06 seconds West, departing said west line, along the north line of said FRG-X-TX1, LP tract, for a distance of 76.26 feet to a 5/8" iron rod with Yellow plastic cap stamped, "R L G J C" found, same being the beginning of a curve to the left, having a radius of 365.64 feet, and a chord which bears North 86 degrees 16 minutes 41 seconds West, for 59.85 feet;

THENCE Northwesterly, continuing along said north line, and along said curve to the left, through a central angle of 09 degrees 23 minutes 20 seconds, for an arc length of 59.92 feet to a 5/8" iron rod with Yellow plastic cap found;

THENCE South 89 degrees 03 minutes 46 seconds West, continuing along said north line, for a distance of 381.02 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the northwest corner of the aforementioned FRG-X-TX1, LP tract, further being the beginning of a curve to the left, having a radius of 477.11 feet, and a chord which bears South 15 degrees 08 minutes 13 seconds West, for 263.72 feet;

THENCE Southwesterly, along said curve to the left, and along the west line of said tract, through a central angle of 32 degrees 05 minutes 16 seconds, for an arc length of 267.20 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set;

THENCE South 00 degrees 54 minutes 25 seconds East, continuing along said west line, for a distance of 135.53 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the beginning of a curve to the left, having a radius of 595.31 feet, and a chord which bears South 01 degrees 25 minutes 26 seconds East, for 10.80 feet;

THENCE Southeasterly, continuing along said west line, and along said curve to the left, through a central angle of 01 degrees 02 minutes 22 seconds, for an arc length of 10.80 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set, same being the southwest corner of the aforementioned FRG-X-TX1, LP tract, further being on the north right-of-way line of Glenfield Avenue (60' R.O.W.);

THENCE South 89 degrees 23 minutes 34 seconds West, along said north right-of-way line, for a distance of 34.01 feet to a corner that was unable to set, same being the southeast corner of that certain tract of land conveyed to Westmoreland Holdings, L.P., by Special Warranty Deed recorded in Volume 2002228, Page 2619, (D.R.D.C.T.);

THENCE North 00 degrees 36 minutes 26 seconds West, departing said north right-of-way line, along the east line of said Westmoreland Holdings, L.P. tract, for a distance of 15.41 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set;

THENCE North 01 degrees 17 minutes 51 seconds West, continuing along said east line, for a distance of 5.78 feet to a 5/8" iron rod with Yellow plastic cap stamped, "ARS #101319-00" set for the beginning of a curve to the left, having a radius of 279.00 feet, and a chord which bears North 43 degrees 35 minutes 41 seconds West, for 351.70 feet;

THENCE Northwesterly, continuing along said east line, and along said curve to the left, through a central angle of 78 degrees 08 minutes 31 seconds, for an arc length of 380.51 feet to a 5/8" iron rod with Yellow plastic cap found, same being the most northerly corner of the aforementioned Westmoreland Holdings, L.P. tract;

THENCE South 66 degrees 19 minutes 15 seconds West, along the northwesterly line of said tract, for a distance of 156.06 feet to a 5/8" iron rod with Yellow plastic cap stamped, "HUITT ZOLLARS" found, same being the northwesterly corner of said tract, further being on the east right-of-way line of the aforementioned South Westmoreland Road;

THENCE North 01 degrees 46 minutes 46 seconds West, along said east right-of-way line, for a distance of 245.79 feet to the POINT OF BEGINNING and containing 754,639 square feet or 17.324 acres of land, more or less.

- ALTA TABLE A ITEMS
1. PLOTTED HEREON
 2. PLOTTED HEREON
 3. PLOTTED HEREON
 4. PLOTTED HEREON
 - 6(b). NONE PROVIDED
 - 7(a). PLOTTED HEREON
 - 7(a)(1). PLOTTED HEREON
 8. PLOTTED HEREON
 9. PLOTTED HEREON
 10. N/A
 11. VISIBLE SHOWN
 19. INSURED

To all interested parties:
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements of ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 10, 11 & 19 of Table A thereof. The field work was completed on 11/22/2024.



Dustin D. Davison, R.P.L.S.
Registration No. 6451

PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT

Revision Date: 01/28/2025 (Signature)

Scale: 1" = 40'

Date: 12/06/2024

Field Tech: A.M./J.A.

Office Tech: JT

Project Manager: Davison

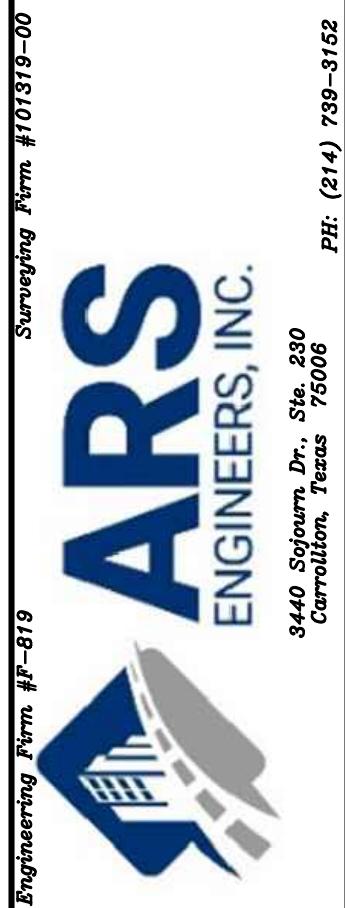
Project No.: 24-0117 (2)

SHEET

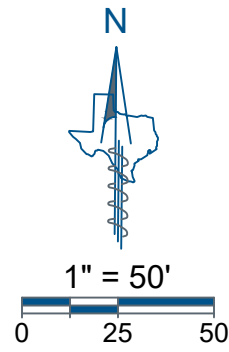
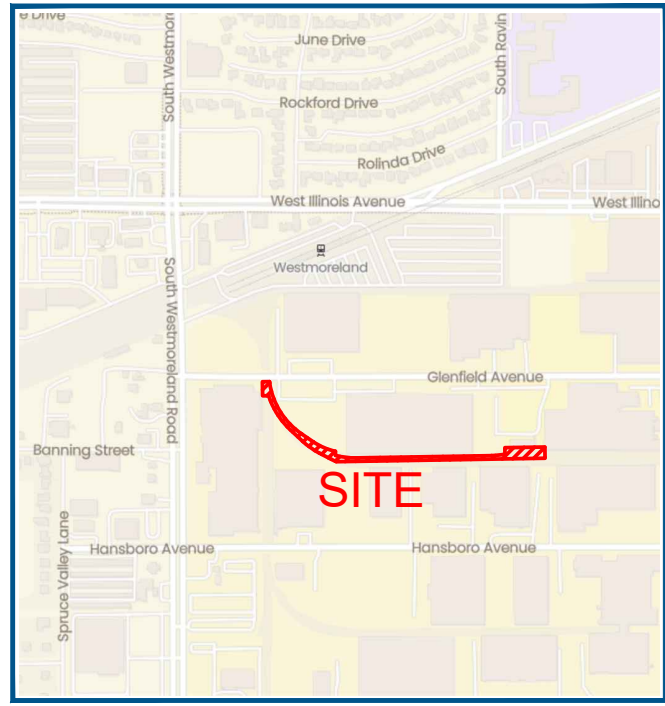
3

OF 3

ALTA/NSPS Land Title Survey
2646 S. Westmoreland Road
Lot 1-A, Block B/6116
WESTMORELAND STATION
City of Dallas, Dallas County, Texas



VICINITY MAP
NOT TO SCALE



LEGAL DESCRIPTION

Being a 1.004 acre tract of land out of the William J. Walker Survey, Abstract Number 1547, situated in the City of Dallas, Dallas County, Texas, being a portion of a called 2.597 acre tract of land conveyed to The Atchison, Topeka and Santa Fe Railway Company by deed of record in Volume 67249, Page 121, of the Deed Records of Dallas County, Texas.

FLOOD NOTE

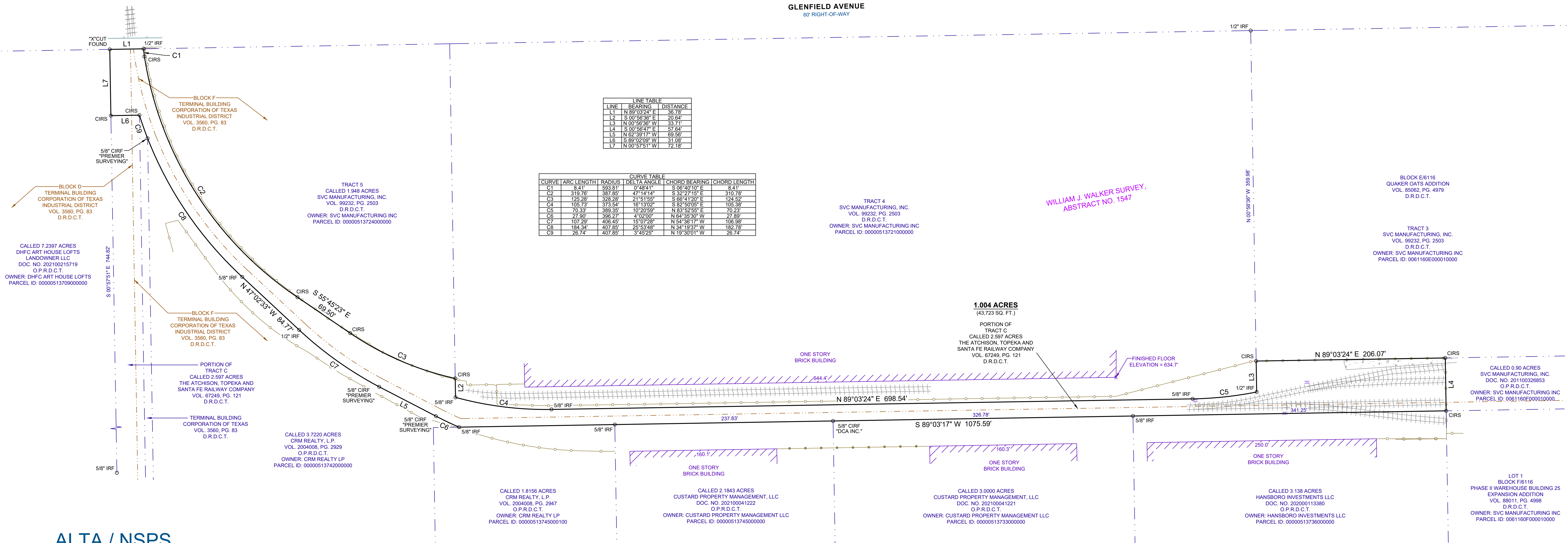
This property is located in **Non-shaded Zone "X"** as scaled from the F.E.M.A. Flood Insurance Rate Map dated July 7, 2014 and is located in Community Number 480171 as shown on Map Number 48113C0480K. The location of the Flood Zone is approximate. For additional information regarding Flood Zone designation, contact 1-(877) FEMA MAP.

ALTERATIONS AND ERRORS

This survey is the work product of the signing surveyor and may not be altered or modified in any manner, except by the signing surveyor. Any alteration or modification performed to this survey by any party except for the signing surveyor will be prosecuted to the fullest extent of the law. The surveyor will not be responsible to the client for any typos or errors for which a correction is not requested by the client within thirty days following the issuance of this survey.

GENERAL NOTES

- This survey was performed without the benefit of an Abstract of Title or Title Commitment. Research of record documents done by Eagle Surveying was performed for the purpose of determining the boundary of this property and adjoining parcels. Additional record documents may exist and encumber this property.
- This survey is being provided by Eagle Surveying, LLC solely for the use of the parties to whom the survey is certified and no license has been created, express or implied to copy the survey except as necessary in conjunction with this transaction.
- There was no visible evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork.
- This site is undeveloped, therefore no parking spaces were observed in the process of conducting the fieldwork.
- Eagle Surveying, LLC has not been provided any documentation regarding proposed changes in street right of way lines, furthermore there was no visible evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
- There were no visible encroachments or overlapping of improvements observed except as shown hereon.
- There were no buildings observed on the subject property in the process of conducting the fieldwork.
- No substantial features were observed in the process of conducting the fieldwork except as shown hereon.
- Eagle Surveying, LLC has not been provided a zoning report or letter at the time this survey was prepared.
- The bearings shown on this survey are based on GPS observations utilizing the AllTerra RTK Network, North American Datum of 1983 (Adjustment Realization 2011).
- All Capped Iron Rods Set are 1/2 inch with green plastic cap stamped "EAGLE SURVEYING".
- Elevations shown on this survey are based on GPS observations utilizing the AllTerra RTK Network, North American Vertical Datum of 1988 (Geoid 12B).
- Owner information and Parcel I.D. Numbers are shown on this survey per Dallas Central Appraisal District.



LINE TABLE	
LINE	BEARING
L1	N 89°03'24" E
L2	S 00°56'36" E
L3	N 00°56'36" W
L4	S 00°56'47" E
L5	N 62°39'17" W
L6	S 89°03'09" W
L7	N 00°57'51" W

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	8.41'	593.81'	0°48'41"	S 06°40'10" E	8.41'
C2	319.78'	387.85'	47°14'14"	S 32°27'15" E	310.78'
C3	125.28'	308.29'	21°51'55"	S 66°41'00" E	124.52'
C4	105.73'	373.54'	16°13'02"	S 82°50'05" E	105.38'
C5	70.33'	389.35'	10°20'59"	N 83°32'55" E	70.23'
C6	27.80'	386.27'	4°10'20"	N 64°35'30" W	27.89'
C7	107.29'	406.45'	15°07'28"	N 54°36'17" W	105.98'
C8	164.34'	407.85'	25°53'48"	N 34°19'37" W	162.76'
C9	26.74'	407.85'	3°45'25"	N 19°30'01" W	26.74'

ALTA / NSPS
LAND TITLE SURVEY

Being 1.004 Acres of Land
out of the William J. Walker Survey, Abstract Number 1547
in the City of Dallas, Dallas County, Texas

SURVEYORS CERTIFICATION

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a) & (b), 7(a), 8, 9, 13, 16, 17 & 18 of Table A thereof. The fieldwork was completed on December 11, 2023.

This map or plat was prepared on

PRELIMINARY
this document shall not be recorded for any
purpose and shall not be used or viewed or
relied upon as a final survey document

Caleb McCanlies
R.P.L.S. # 7038

LEGEND

CIRS	1/2" Capped Iron Rod Set	Edge of Asphalt
CIRF	Capped Iron Rod Found	Railroad Track
IRF	Iron Rod Found	Chain Link Fence
VOL	Volume	Pipe Rail Fence
PG	Page	Concrete
DOC. NO.	Document Number	Building
D.R.D.C.T.	Deed Records, Dallas County, Texas	Boundary Monumentation
O.P.R.D.C.T.	Official Public Records, Dallas County, Texas	Track Switch

JOB NUMBER	2311-078
DATE	12/14/2023
REVISION	12/22/2023
DRAWN BY	TER



Eagle Surveying, LLC
222 South Elm Street
Suite: 200
Denton, TX 76201
940.222.3009
www.eaglesurveying.com
TX Firm # 10194177

PROPERTY ADDRESS

GLENFIELD AVENUE
DALLAS, TX

Attachment 5



**Phase I
Environmental Site Assessment Report
Westmoreland Station
2646 S. Westmoreland Road
Dallas, Dallas County, Texas 75211
Parcel ID: 00-61160-00B-01A-0000**

Prepared for

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7207

Prepared by

EA Engineering, Science, and Technology, Inc., PBC
405 State Highway 121 Bypass, Building C, Suite 100
Lewisville, Texas 75067
(972) 315-3922

Final Report
EA Project No. 1606809.01
March 2022

EXECUTIVE SUMMARY

EA Engineering, Science, and Technology, Inc., PBC (EA) performed a Phase I Environmental Site Assessment (ESA) of the subject property located at the following coordinates 32° 43' 10.58" N, 96° 52' 14.12" W. The subject property is identified as Parcel ID 00-61160-00B-01A-0000 and is currently under ownership of Dallas Area Rapid Transit (DART). The subject property is known as the DART Westmoreland Station and is situated southeast of the intersection of South Westmoreland Road and West Illinois Ave. in the city of Dallas, (Dallas County), Texas. The subject property is an irregularly shaped parcel of land consisting of approximately 15.238 acres. The tract of land is bounded by retail shops and West Illinois Ave. to the north, retail shops and South Westmoreland Road on the west, industrial warehouses and shipping terminals to the south, and a commercial property and structure to the east.

Review of historic topographic maps, aerial imagery, building permits, and other sources, indicate the subject property has been developed with a large parking lot and rail passenger loading platforms and used as a DART Park and Ride Rail Station since approximately 1996, with construction beginning in 1994. Prior to 1994, the subject property was undeveloped land adjoining the Atchison Topeka and Santa Fe Rail line, owned by SF Pacific Properties Inc.

The site reconnaissance was conducted on 1 February 2022. The subject property is currently utilized as a public transportation park and ride rail station. Westmoreland station consists of open-air loading platforms with four canopies covering the passenger loading areas, a single-story building with public restrooms, ticket kiosks, rails mounted on concrete cross-ties, concrete paved parking area with landscaped areas, and traction power substations used to convert electrical energy from AC to DC.

- EA has performed a Phase I ESA in conformance with the scope and limitations of ASTM E1527-21 of the Westmoreland Station located at 2646 South Westmoreland Road, Dallas (Dallas County), Texas, the subject property. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report. This Phase I ESA has revealed no evidence of RECs, HRECs, CRECs in connection with the subject property.

This Phase I ESA identified the following *de minimis* conditions at the subject property:

- litter and piles of illegal dumping consisting of shingles, pallets, concrete rubble, and soil. These piles of debris were observed along the southern property boundary and railroad tracks, and in the vacant field located on the eastern portion of the subject property.
- minor oil staining was observed in the parking area typical of small leaks from vehicles.

1 INTRODUCTION

1.1 LOCATION AND LEGAL DESCRIPTION

EA Engineering, Science, and Technology, Inc., PBC (EA) performed a Phase I Environmental Site Assessment (ESA) of the DART Westmoreland Station property located at 2646 South Westmoreland Road, Dallas, Dallas County, Texas (the “subject property”). The subject property consists of approximately 15.238 acres of land. The subject property is located in an urban area of Dallas, Texas. The subject property location is shown on Figures 1 and 2 in Appendix A. Review of information from Dallas Central Appraisal District, (DCAD) identified the subject property legal description as Block B/6116, Lot 1A and Parcel ID 00-61160-00B-01A-0000. The tax map is included in Appendix A.

1.2 PURPOSE

The purpose of a Phase I ESA is to identify, to the extent feasible pursuant to the process prescribed in ASTM International (ASTM) E1527-21 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, recognized environmental conditions (RECs), controlled RECs (CRECs), historical RECs (HRECs), and *de minimis* conditions in connection with the subject property.

A REC is defined by ASTM as: (1) the presence of hazardous substances or petroleum products in, on, or at the property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the property under conditions that pose a material threat of a future release to the environment.

A CREC is defined by ASTM as a REC affecting the property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations).

A HREC is defined by ASTM as a previous release of hazardous substances or petroleum products affecting the property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the property to any controls (for example, activity and use limitations or other property use limitations). A HREC is not a REC.

A *de minimis* condition is defined by ASTM as a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a *de minimis* condition is not a REC nor a CREC.

1.3 DETAILED SCOPE OF SERVICES

EA prepared this Phase I ESA in accordance with Dallas Area Rapid Transit (DART) requirements addressed in EA's proposal submitted 26 January 2022. This report reflects the observations, information, and data collected by EA during the period of 31 January through 24 February 2022. This ESA was performed in accordance with ASTM E 1527-21 (Standard Practice for ESAs: ESA Process) and consists of a review of current and historic activities and conditions at the subject property and surrounding properties, including a non-intrusive visual inspection of the subject property from adjacent streets and rights-of-way; review of local, state, and federal regulatory database records; review of available historic records; and a survey of adjacent land uses except for questioning owners of adjacent properties.

This Phase I ESA does not address the following ASTM non-scope considerations:

- Asbestos-containing building materials unrelated to releases into the environment;
- Biological agents;
- Cultural and historic resources;
- Ecological resources;
- Endangered species;
- Health and safety;
- Indoor air quality unrelated to releases of hazardous substances or petroleum products into the environment;
- Industrial hygiene;
- Lead-based paint unrelated to releases into the environment;
- Lead in drinking water;
- Mold or microbial growth conditions;
- Polychlorinated biphenyl (PCB)-containing building materials (for example, interior fluorescent light ballasts, paint, and caulk);
- Naturally-occurring radon;
- Regulatory compliance;
- Substances not defined as hazardous substances (including some substances sometimes generally referred to as emerging contaminants) unless or until such substances are classified as a CERCLA hazardous substance; and
- Wetlands.

In addition, this Phase I ESA does not include sampling or chemical analysis of soil, sediment, groundwater, or surface water or an intensive examination of facility hazards (compliance audit).

1.4 LIMITING CONDITIONS, DELETIONS, AND DEVIATIONS

None.

1.5 LIMITATIONS AND EXCEPTIONS

EA does not warrant that there are no toxic or hazardous materials or contamination, nor does EA accept any liability if such are found at some future time or could have been found if sampling or additional studies were conducted. EA does not assume responsibility for other

environmental issues that may be associated with this subject property.

In view of the rapidly changing status of environmental laws, regulations, and guidelines, EA cannot be responsible for changes in laws, regulations, or guidelines that occur after the study has been completed and that may affect the subject property.

This report was prepared for DART by EA and is based in part on third-party information not within the control of DART or EA. While it is believed that the third-party information contained herein will be reliable under the conditions and subject to the limitations set forth herein, neither DART nor EA guarantee the accuracy thereof.

1.6 SIGNIFICANT ASSUMPTIONS

In expressing the opinions stated in this report, EA has exercised the degree of skill and care ordinarily exercised by a reasonable prudent Environmental Professional in the same community and in the same timeframe given the same or similar facts and circumstances. EA assumes that the client, as set forth in the contractual agreement, is also the User as defined by ASTM E1527-21. Documentation and data provided by the User, designated representatives thereof, or other interested third parties, or from the public domain, and referred to in the preparation of this assessment, were used and referenced. Consequently, EA assumes no responsibility or liability for the accuracy of such documentation or data.

The independent conclusions in this report represent EA's professional judgment based on information and data available to EA during this ESA. The factual information regarding operations, conditions, and test data provided by the User or their representative are assumed to be correct and complete. The conclusions presented are based on the data provided and reviewed, observations, and conditions that existed on the date of the onsite visit.

1.7 SPECIAL TERMS AND CONDITIONS

None.

1.8 USER RELIANCE

This report is exclusively for the use and benefit of DART as shown on the cover page of this report. This report is not for the use or benefit of, nor may it be relied upon by, any other person or entity without the advance written consent of EA.

7 CONCLUSIONS

EA has performed a Phase I ESA in conformance with the scope and limitations of ASTM E1527-21 of the Westmoreland Station located at 2646 South Westmoreland Road, the subject property. Any exceptions to, or deletions from, this practice are described in Section 1.4 of this report. This Phase I ESA has revealed no evidence of RECs, HRECs, CRECs, and/or significant data gaps in connection with the subject property except, for the following:

- Limited access to the rail line during site reconnaissance – DART Regulations prohibit access within 25 feet of the rail lines. The previous ESA identified leaching from railroad ties as a REC. Condition of railroad ties and evidence of creosote leaching could not be adequately assessed.