

TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Medical/Market Center Station

FTA TOD Pilot Grant

September 2026



North Central Texas
Council of Governments

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Land Use and Context

Figure 1: Map of Land Uses in the Half-Mile Radius Around Medical/Market Center Station



Land Use Data and Notes

Shown in **Figure 1** and **Table 1**, roadway constitutes a significant share of land because of large right-of-way from Interstate 35E (I-35E) and Harry Hines Blvd traveling parallel to the rail line. Reflecting its name as Southwestern Medical District, a significant share of land is categorized as institutional/semi-public use, as hospitals and universities fall in this classification for NCTCOG land use data. However, those uses also have a significant amount of parking associated with them taking up nearly 15% of station area land.

Table 1: Land Use Distribution

Land Use Category	Station Area Coverage
<i>Roadway</i>	22.7%
<i>Institutional/semi-public</i>	18.7%
<i>Parking</i>	15.4%
<i>Retail</i>	9.5%
<i>Industrial</i>	8.5%
<i>Office</i>	7.9%
<i>Vacant</i>	4.5%
<i>Transit</i>	4.1%
<i>Parks/recreation</i>	3.1%
<i>Hotel/motel</i>	2.5%
<i>Education</i>	1.4%
<i>Group quarters</i>	1.1%
<i>Utilities</i>	0.5%

Figure 2: Property Ownership within Medical/Market Center Station Area



Property Ownership

Figure 2 shows the consolidated property ownership of land near Medical/Market Center Station based on county appraisal district parcel-level data. Because the station is directly adjacent to the Southwestern Medical District, a significant amount of property is likely publicly owned. However, as noted by the land use map, publicly owned vacant land is limited. **Table 2** provides additional insight into the large property landowners near Medical/Market Center Station.

Table 2: Large Landowners Near Medical/Market Center Station

Property Owner	Total Property Acreage Estimate within Station Area	Primary Land Use Category
<i>Children's Medical Center of Dallas</i>	33	Institutional/semi-public
<i>Dallas County Hospital</i>	104	Institutional/semi-public
<i>State of Texas</i>	45	Institutional/semi-public
<i>Board of Regents of University of Texas System</i>	20	Institutional/semi-public

Building Density Estimates

Table 3 shows these housing and commercial building densities for Medical/Market Center station area compared to the TRE Corridor and Regional North Texas TOD area. The significant difference in building density estimates between Medical/Market Center Station, TRE Corridor, and the Regional North Texas TOD area is reflected by the station's location adjacent to a major employment center. Although the housing unit estimate at Medical/Market Center Station accounts for only 6% of the corridor's estimated housing units, about 23% of the corridor's commercial building square footage is located within the station area.

Table 3: Building Density Estimates

	Medical/Market Center Station	TRE Corridor	North Texas TOD Area
Total Housing Unit Estimate (units)	1,062	16,355	248,130
Housing Density Estimate (housing units/acre)	2	5	6
Commercial Building Density Estimate (SQFT/acre)	20,488	12,781	8,336

Demographic Context

Figure 3 provides a demographic snapshot for the station area and **Table 4** compares station demographics with the Regional North Texas TOD area totals and averages. A complete methodology on demographic data collection and synthesis as well as a list of the specific data tables used can be found in **Appendix A**.

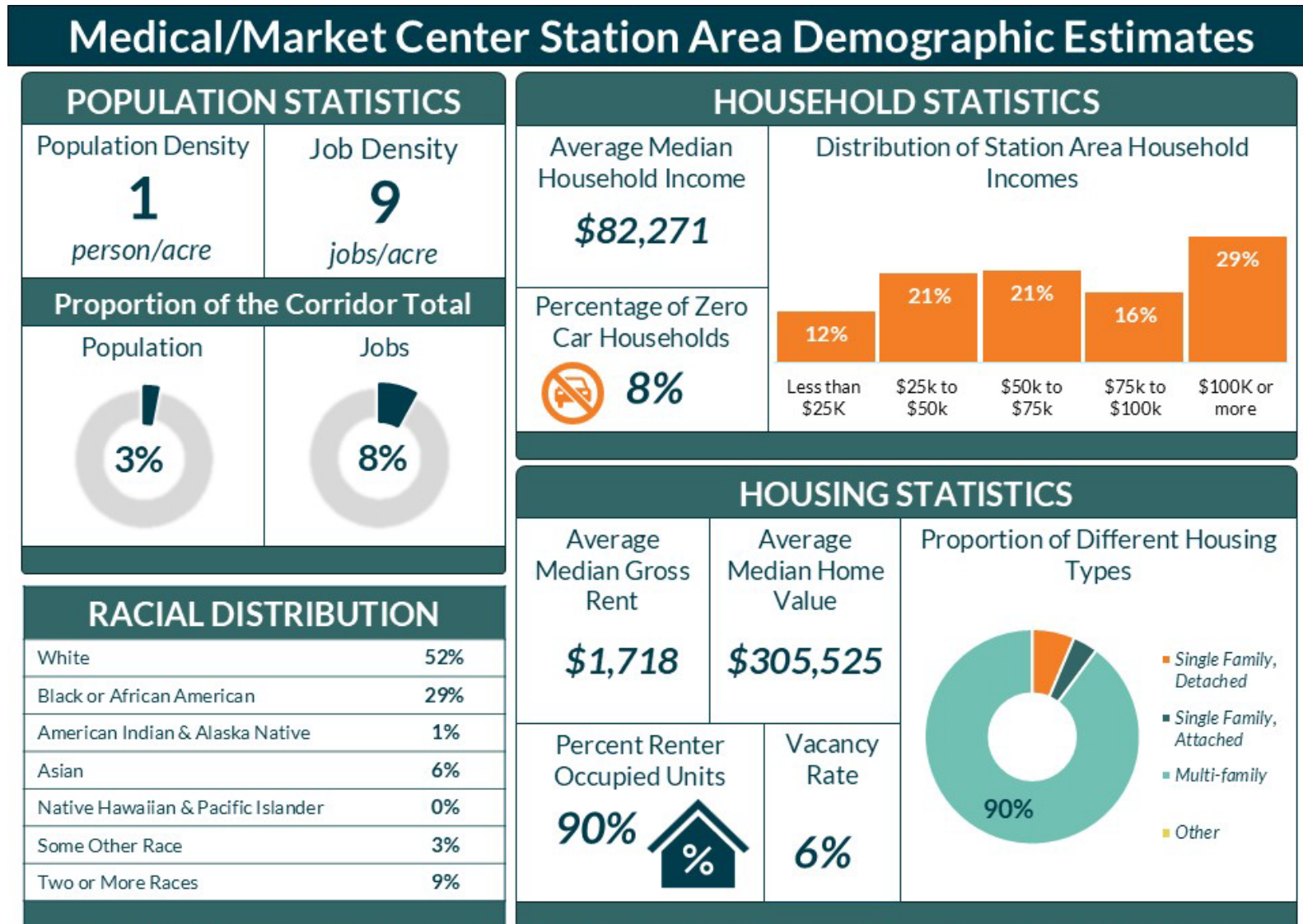
Based on the station area's demographic context, Medical/Market Center station area has a low residential density, but a moderate employment concentration. Education attainment is notably higher in the station area and the few station area residents are likely similar in age to the average station.

Household incomes are slightly lower than the regional TOD average. Additionally, households are significantly smaller than the regional TOD average, indicating likely a larger share of individuals living alone or childless couples.

Housing within the station area is largely renter-occupied. Additionally, housing is predominantly multi-family, reflecting the station's urbanized character. Median rent is slightly higher while vacancy is slightly lower than the regional TOD average, suggesting there are fewer rental units available than the people seeking housing near the station.

*Data source notes on statistics in **Figure 3** and **Table 4**: Population Estimate, Population Density (people/acre), Employment Estimate, Job Density (jobs/acre) are sourced from the NCTCOG 2050 Demographic forecast available at the 30 x 30-meter grid cell level. This allows more accurate analysis within the half-mile radius. The NCTCOG 2050 Demographic forecast only has data on population totals and employment. It does not have other demographic characteristics. For other demographic characteristics, the Census American Community Survey is the only source. It uses predetermined geographies (Tract, Block Groups, Blocks) that do not conform to the half-mile radius. Data from both sources should be treated as approximate estimates, not exact measurements for all statistics.*

Figure 3: Station Area Demographic Snapshot



Sources: Population Statistics on density and jobs are estimates from the NCTCOG 2050 Demographic Forecast. Racial Distribution, Household and Housing Statistics are estimates from US Census ACS 2020-2024 data tables at the block group level. See **Data Appendix** for more details.

Table 4: Key Demographics Compared to North Texas TOD Area

Population Statistics		
	Station Area	North Texas TOD Area
<i>Population Estimate</i>	521	293,617
<i>Population Density (people/acre)</i>	1	7
<i>Employment Estimate</i>	4,692	795,575
<i>Job Density (jobs/acre)</i>	9	14
<i>Estimated Median Age</i>	35	36
<i>Percent High School Diploma or Higher (%)</i>	91%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	57%	41%

Household Statistics		
	Station Area	North Texas TOD Area
<i>Estimated Median Household Income (\$)</i>	\$82,271	\$85,575
<i>Estimated Average Household Size</i>	1.6	2.5
<i>Percent Zero Car Households</i>	8%	8%

Housing Unit Statistics		
	Station Area	North Texas TOD Area
<i>Housing Unit Estimate</i>	1,062	248,130
<i>Housing Density (units/acre)</i>	2	6
<i>Estimated Median Gross Rent (\$)</i>	\$1,718	\$1,666
<i>Estimated Median Home Value (\$)</i>	\$305,525	\$371,881
<i>Percent Renter Occupied</i>	90%	60%
<i>Vacancy Rate</i>	6%	9%
<i>Percent Single Family, Detached (%)</i>	6.4%	35.3%
<i>Percent Single Family, Attached (%)</i>	3.8%	3.6%
<i>Percent Multi-family (%)</i>	89.9%	59.6%
<i>Percent Other (%)</i>	0.0%	1.5%

Planning and Policy Context

Planning Studies

Medical/Market Center Station does not have an adopted station-specific TOD area plan. However, other planning efforts have occurred, likely impacting the station area. **Table 5** outlines plans and studies that may influence recommendations and implementation strategies for the FTA TRE TOD Study.

Table 5: Relevant Planning Studies

Name of Plan or Study	City/Entity	Year	Link
<i>Southwestern Medical District Master Plan</i>	SWMD	2024	https://swmeddistrict.org/wp-content/uploads/2025/01/southwestern-medical-district-2024-master-plan.pdf
<i>ForwardDallas 2.0</i>	Dallas	2024	https://dallascityhall.com/departments/pnv/Forward-Dallas/Pages/default.aspx
<i>Connect Dallas Strategic Mobility Plan</i>	Dallas	2021	https://dallascityhall.com/departments/transportation/Pages/strategic-mobility-plan.aspx
<i>Dallas Complete Streets Design Manual</i>	Dallas	2016	https://dallascityhall.com/departments/pnv/DCH%20Documents/DCS_ADOPTED_Jan272016.pdf
<i>Dallas Bike Plan</i>	Dallas	2025	https://dallascityhall.com/departments/transportation/bikeway/Pages/Bike-Plan-Update.aspx
<i>Economic Development Policy and Incentive Policy</i>	Dallas	2026	https://www.dallasecdev.org/639/Economic-Development-Policy-and-Incentiv
<i>DART Transit Oriented Development Guidelines</i>	DART	2020	https://www.dart.org/docs/default-source/tod-docs/darttodguidelines2020.pdf
<i>Stemmons Corridor – Southwestern Medical District Area Plan</i>	Dallas	2010	https://dallascityhall.com/departments/pnv/Pages/Stemmons-Corridor---SWMD-landing-page.aspx
<i>Urban Streetscape Master Plan Southwestern Medical District</i>	Texas Trees Foundation	2016	https://texastrees.org/urban-streetscape-master-plan-southwestern-medical-district/

Zoning

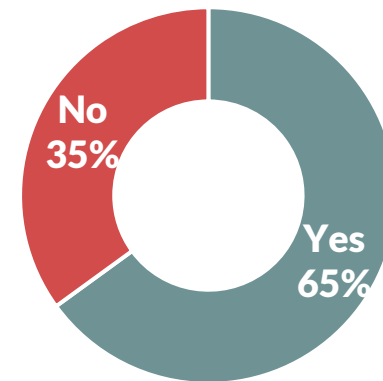
Shown in **Figure 4** and **Table 6**, nearly 50% of the station’s zoning is mixed use zoning, MU-3 in the Dallas code which allows TOD by-right. Non-TOD by-right zoned industrial and other Planned Development districts are located near the outer edges of the station area. However, directly adjacent to the station is nearly 14-acre, lower density non-TOD type commercially-zoned, “CS” area.

Other TOD supportive zoning near the station includes Planned Development Districts 433¹, 748², 822³, and 925⁴ which generally follow MU-3 standards and regulations permitting mixed-use and higher density.

Table 6: Medical/Market Center Station Zoning Composition

Zoning	Acreage	Percentage (%)
<i>Mixed use</i>	250	49.9%
<i>Industrial</i>	157	31.2%
<i>Special zoning approvals</i>	79	15.7%
<i>Commercial</i>	14	2.8%
<i>Office</i>	17	0.4%

Figure 4: Does Zoning Support TOD By-Right



¹ City of Dallas. (n.d.-a). *Article 433: Planned Development District No. 433*. <https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20433.pdf>

² City of Dallas. (n.d.-b). *Article 748: Planned Development District No. 748*. <https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20748.pdf>

³ City of Dallas. (n.d.-c). *Article 882: Planned Development District No. 882*. <https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20882.pdf>

⁴ City of Dallas. (n.d.-d). *Article 925: Planned Development District No. 925*. <https://dallascityhall.com/departments/city-attorney/Articles/PDF/Article%20925.pdf>

Figure 5: Medical/Market Center Zoning Map

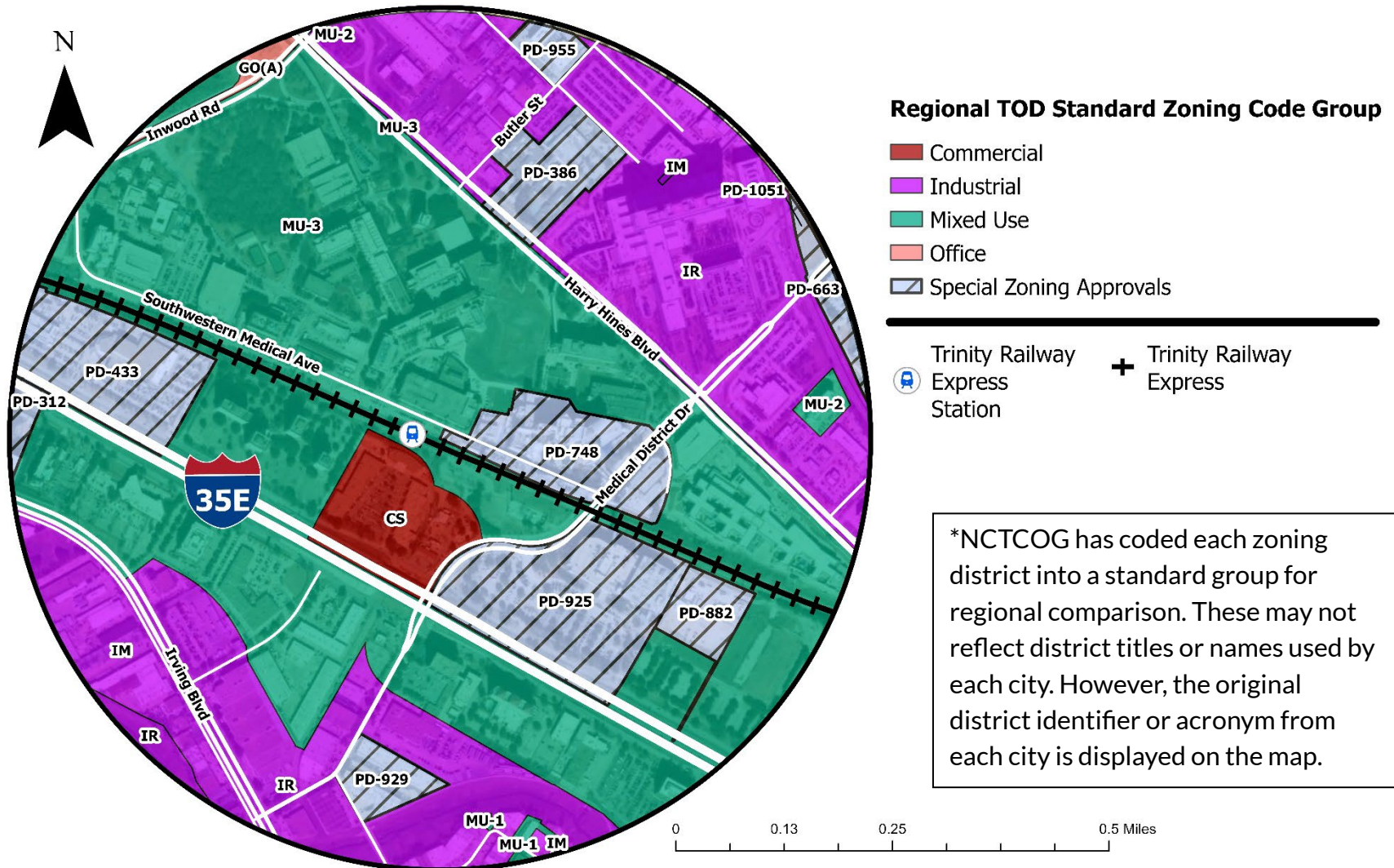
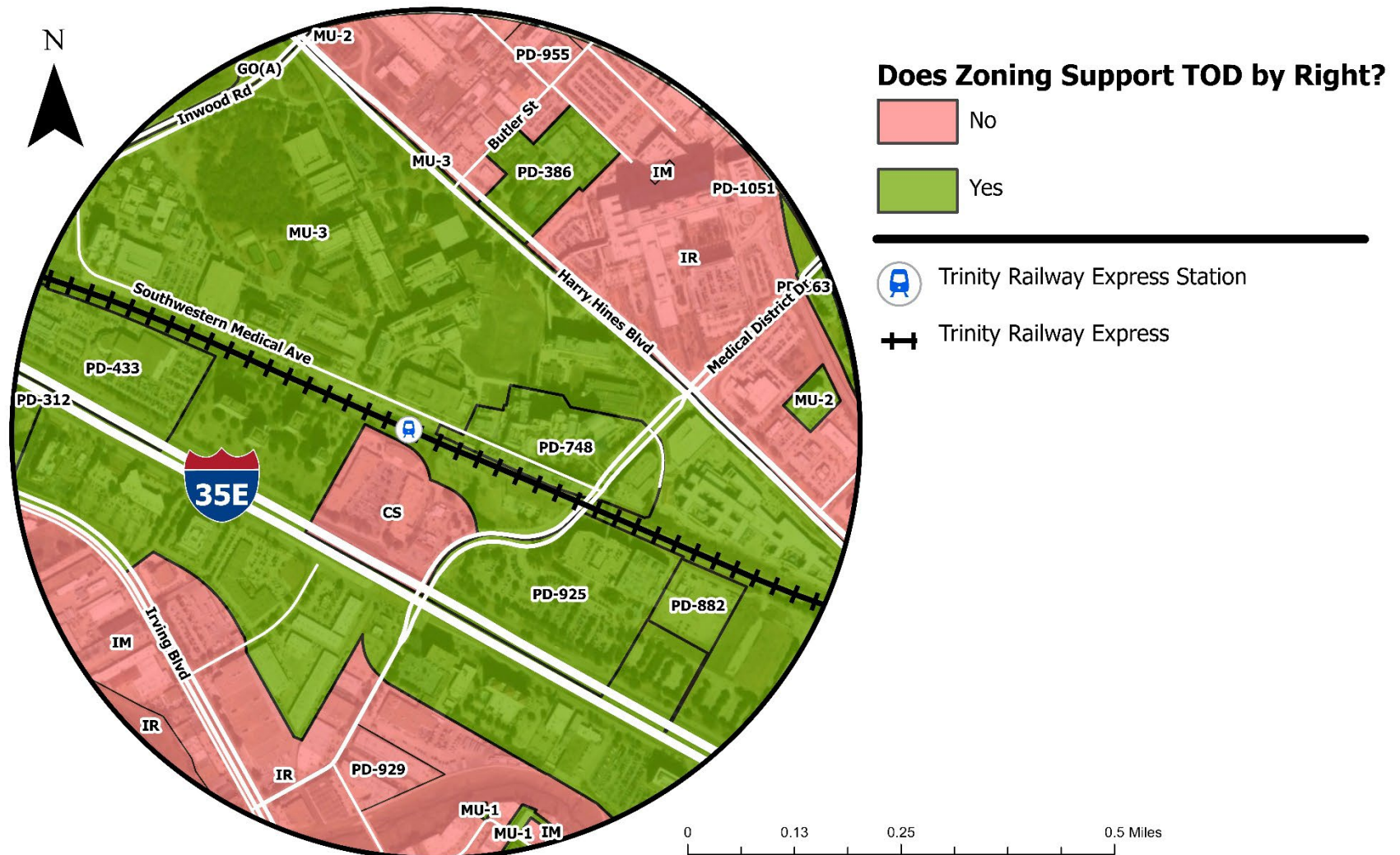


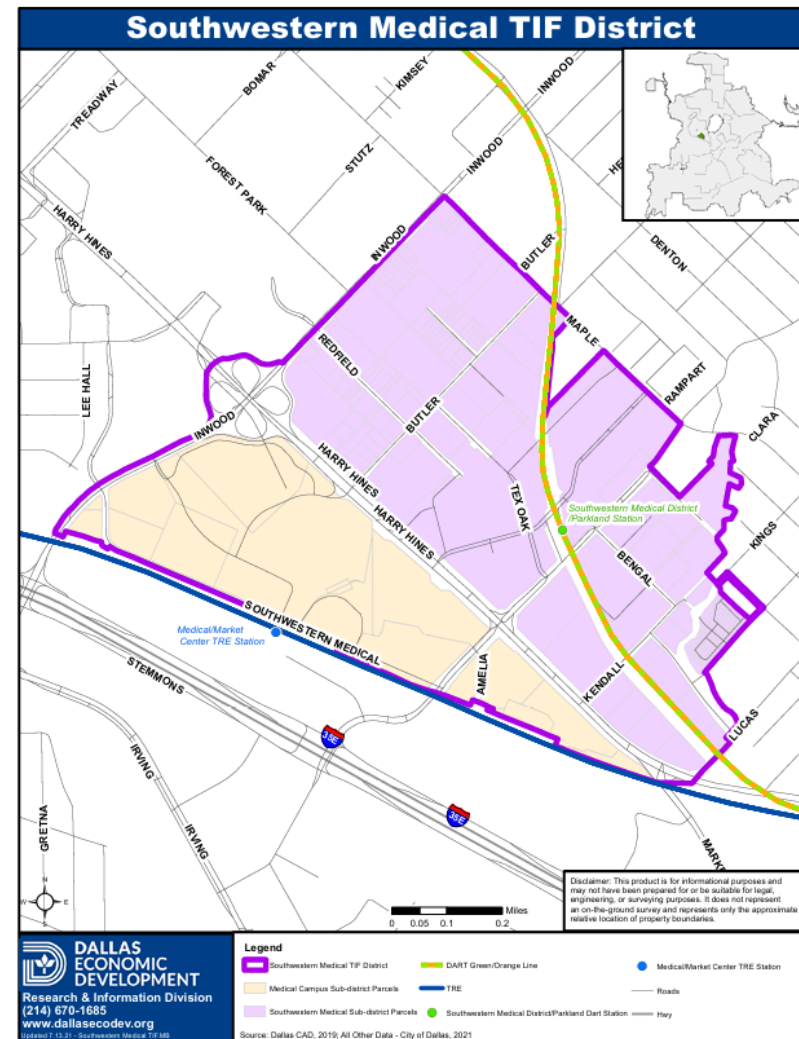
Figure 6: Medical/Market Center TOD-By-right Zoning Analysis



Southwestern Medical TIF District

City of Dallas' Tax Increment Reinvestment Zone Number Ten, Southwestern Medical TIF District,⁵ was created in 2005 to assist in redeveloping a former industrial and warehouse area near the Medical District to promote TOD and transit use. The TIF District Project Plan was amended in 2020 to include the Medical Campus Sub-district south of Harry Hines Blvd. However, there has been no new taxable private investment in the Sub-district. The FY2025-2026 Work Program includes exploring a reconfiguration or termination of the Medical Campus Sub-district.

Figure 7: Southwestern Medical TIF District Boundary

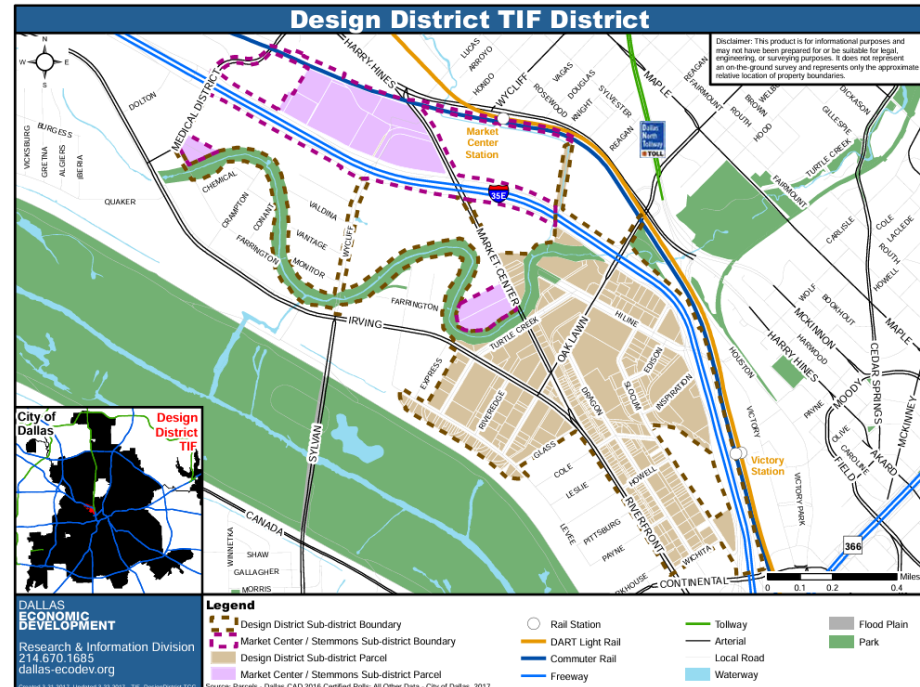


⁵ <https://www.dallasecodev.org/422/Southwestern-Medical-TIF-District>

Design District TIF District

The City of Dallas' Tax Increment Reinvestment Zone Number Eight, Design District TIF District,⁶ was established in June 2005. The goal of the Design District TIF District is to assist in the redevelopment of the former Stemmons Industrial area into a walkable, mixed-use area near Downtown Dallas. The TIF boundary was amended in 2013 to create the Market Center/Stemmons Sub-District. The Design District TIF District is set to expire in December 2027.

Figure 8: Design District TIF District Boundary



⁶ <https://www.dallasecdev.org/434/Design-District-TIF-District>

Completed, Planned, Ongoing, and Postponed Projects

Private Developments

No transit-oriented developments are currently in progress for this station area. Past proposed projects have not yet materialized. This includes:

- Stemmons Towers office-to-residential conversion (Sava Holdings, Ltd.)⁷

Although proposed in 2023, redevelopment of the Stemmons Towers has not occurred. **Figure 9**⁸ shows a Google Street View image of the towers from September 2025.

Figure 9: Stemmons Towers



Google Street View image of Stemmons Towers from September 2025. Source: Google Maps Street View

⁷ <https://www.youngpartners.com/dallas-landmark-stemmons-towers-sell-for-conversion-to-apartments/>

⁸ https://www.google.com/maps/place/Stemmons+Towers/@32.8084153,-96.8434696,3a,75y,0.67h,104.33t/data=!3m7!1e1!3m5!1s2LS5dEghg0--TZVSm6JCsA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-14.328133407133052%26panoid%3D2LS5dEghg0--TZVSm6JCsA%26yaw%3D0.6698734084497824!7i16384!8i8192!4m6!3m5!1s0x864e9c05b7121beb:0xe967d67457e08a07!8m2!3d32.8092403!4d-96.8437071!16s%2Fg%2F11bz_12mx0?entry=tту&g_ep=EgoyMDI2MDcyOS4wIjKXMDSoASAFQAw%3D%3D

TRE TOD Strategic Plan – Existing Conditions: Medical/Market Center Station

Several planned and ongoing projects are outlined in the Southwestern Medical District Master Plan⁹ (see pages 13 and 14 of the plan). Although several projects are shown, only a few projects are within the Medical/Market Center station area (see Table 7).

Table 7: Projects in Station Area from the Southwestern Medical District Master Plan

Project Description
Planned UTSW Educational Building south of the Rookery
Planned expansion of Parkland Hospital’s Emergency Department, located on Harry Hines Boulevard at the northwest corner of the hospital
Future expansion of Parkland Health on site of demolished 1954 Parkland Hospital building

⁹ <https://swmeddistrict.org/wp-content/uploads/2025/01/southwestern-medical-district-2024-master-plan.pdf>

Public Projects

Table 8: List of Known Public Projects

Project name	Description	Funding Amount	Status	Year completed	Entity/ funding source
<i>Harry Hines Blvd Reconstruction</i>	From Inwood Rd to Medical District Drive, reconstruct 6 to 6 lane roadway with intersection improvements, new signals and re-timing, new bike facility, new and reconstructed sidewalks, lighting, and minor landscaping.	\$44 M	Funded	*2029	City of Dallas with other local funding and \$9M from NCTCOG
<i>Harry Hines Blvd and Inwood Road Interchange Replacement</i>	Reconstruction of the Harry Hines-Inwood intersection to remove existing clover leaf and replace with a diamond intersection with bridge over Inwood; reconstruct Harry Hines from 6 lanes to 6 lanes with sidewalks and bike facilities; upgrade signals	\$30 M	Funded	*2029	City of Dallas with funding from NCTCOG
<i>Traffic Signal Improvements</i>	Within 1-mile radius around Southwest Medical District/Harry Hines Blvd, update advanced traffic management system (ATMS) to accommodate and integrate signal preemption and cloud-based improvements to the city's signal system; construct signal improvements to give emergency vehicles priority in the corridor	\$13.5 M	Funded	*2028	City of Dallas with funding from NCTCOG

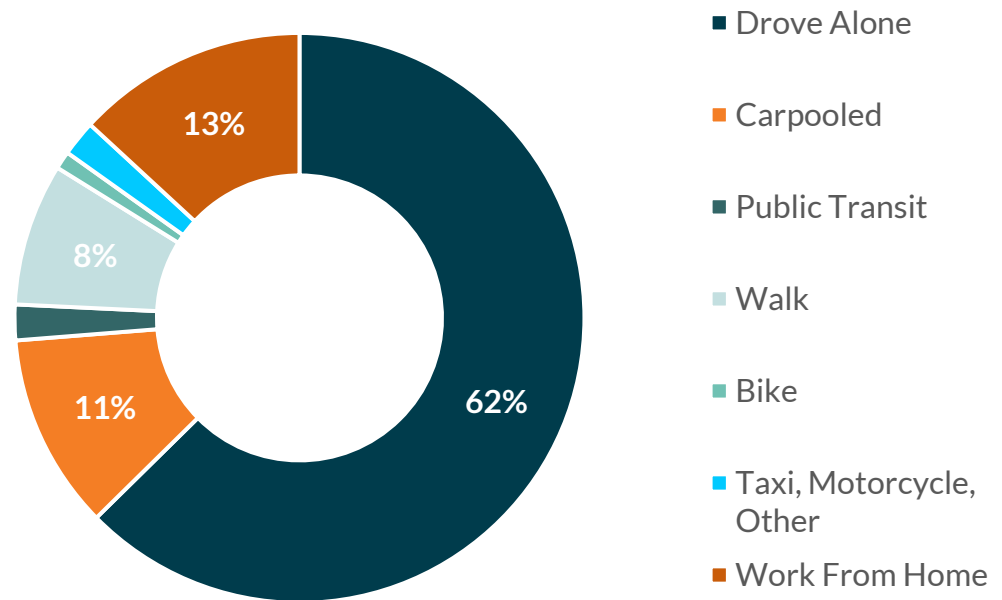
*Future completion years are based on the NCTCOG Transportation Improvement Program (TIP) listing and are subject to change.

Travel Behavior and Context

ACS Commute Mode Split

Based on US Census ACS 2020-2024 data, residents from Census block groups near Medical/Market Center Station are primarily driving for commutes. A notable portion of commuters work from home while some walk. Few commuters likely use public transit or bicycle.

Figure 10: Medical/Market Center Commute Mode Split



Ridership Summary

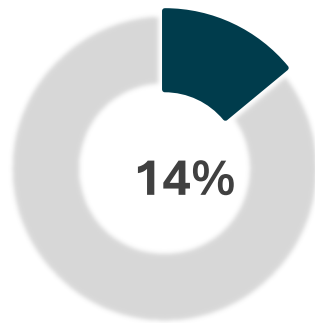
As shown in **Table 9**, the average daily weekday and Saturday ridership from Fiscal Year 2024 (FY 24) for Medical/Market Center Station is low when compared to the Region’s averages of 876 weekday riders and 606 weekend riders. Yet, Medical/Market Center Station accounts for a notable portion of the TRE corridor’s total average daily weekday ridership in that Fiscal Year (see **Figure 11**). However, Saturday ridership for Medical/Market Center Station is significantly lower, likely indicating this station’s ridership is attributed to commuting behavior.

Table 9: Medical/Market Center Station Ridership for Fiscal Year 2024 (FY 24)

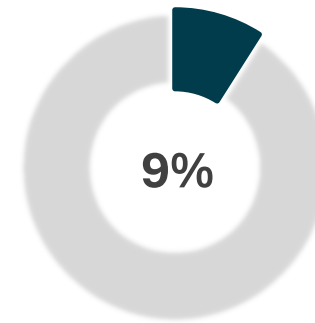
FY 24 Average Daily Weekday Ridership	FY 24 Average Daily Weekend Ridership
330	99

Figure 11: Proportion of the TRE Corridor Total Estimates

Weekday Ridership



Weekend Ridership



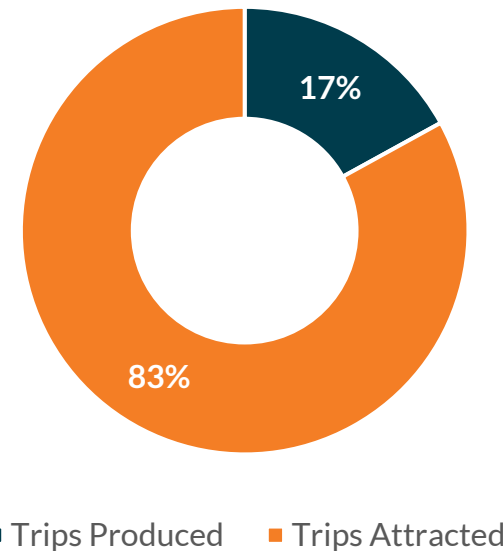
Transit Destinations/Travel Behavior

Information on transit destinations and travel behavior for rail transit riders comes from the 2022-2023 North Central Texas Regional Transit On-Board Survey. Data obtained from the 2022-2023 Transit On-Board Survey is isolated to transit trips where the passenger either boarded or alighted from a rail transit station. These rail transit trips are further classified by whether the trip was produced or attracted to associated rail transit stations (see **Appendix X** for more details). For more information on the survey, visit the NCTCOG website:

<https://www.nctcog.org/trans/data/info/travel-surveys>.

Shown in **Figure 12**, more rail transit trips are attracted to rather than produced at Medical/Market Center Station, indicating that rail transit riders are most likely traveling to Medical/Market Center Station from other locations across the region.

Figure 12: Productions v. Attractions at the Station



TRE TOD Strategic Plan – Existing Conditions: Medical/Market Center Station

When compared with total rail transit travel of the 7 TRE study stations along the corridor, minimal corridor trips are produced from Medical/Market Center Station (see **Figure 13**). However, as reflected by the station's location near the Southwest Medical District, a notable number of rail transit trips are attracted to the station. Indicated in **Figure 14**, of the riders attracted to the station, most come for work.

Figure 14: Purpose of Rail Transit Trips to Station

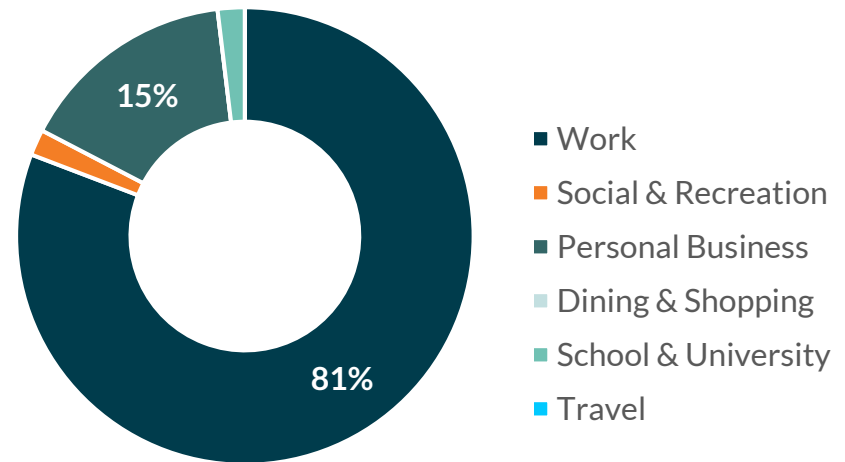


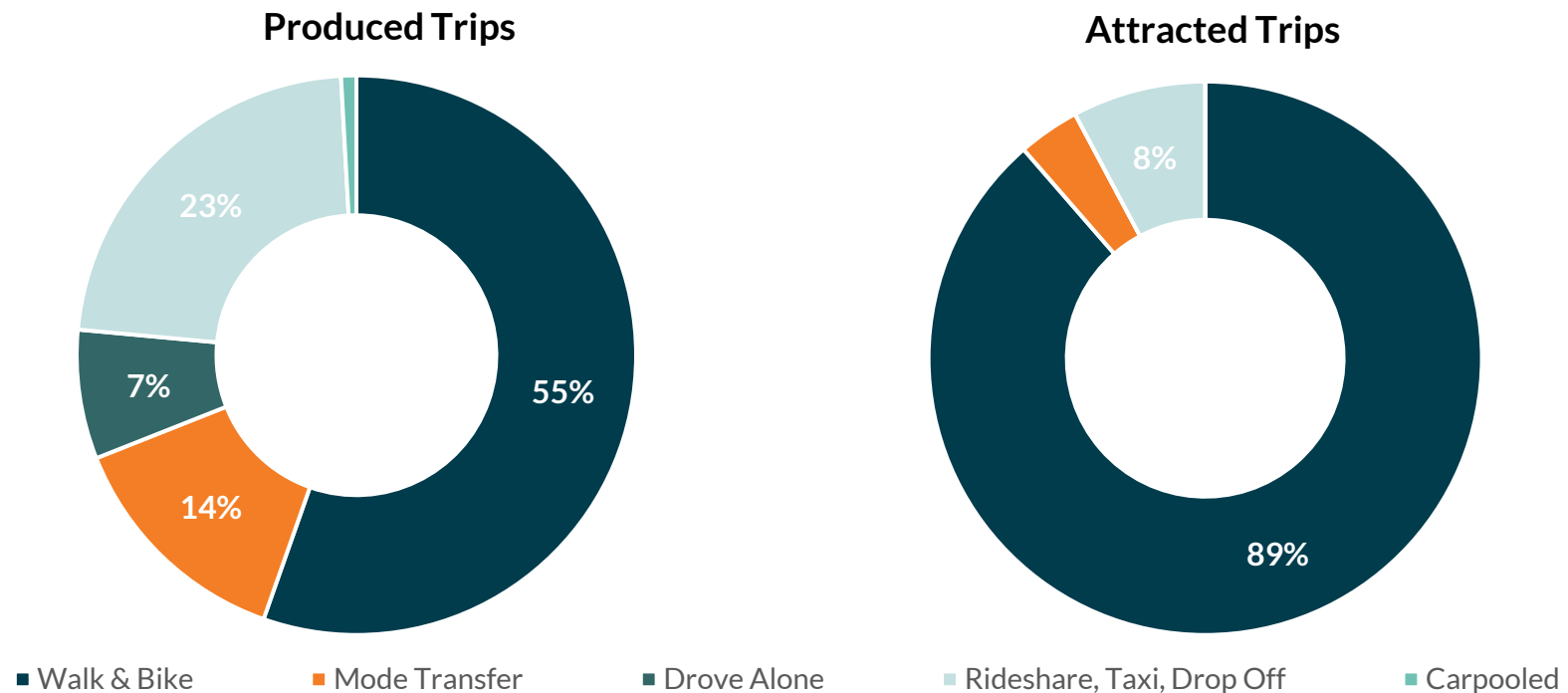
Figure 13: Proportion of the TRE Corridor's Total Productions and Attractions



First/Last Mile Travel

According to responses from the 2022-2023 Transit On-Board Survey, the first/last mile trip for rail transit riders differs on whether the trip is produced at or attracted to the Medical/Market Center Station. Shown in **Figure 15**, when rail transit trips are produced at Medical/Market Center Station, rail transit riders mostly report walking and biking for first mile travel. However, approximately 23% are dropped off by rideshare or someone else and approximately 14% are transferring from another transit mode, likely indicating the station serves as a transfer hub. Rail transit riders report mostly walking for last mile travel from the station.

Figure 15: Rail Transit Trip First/Last Mile Travel

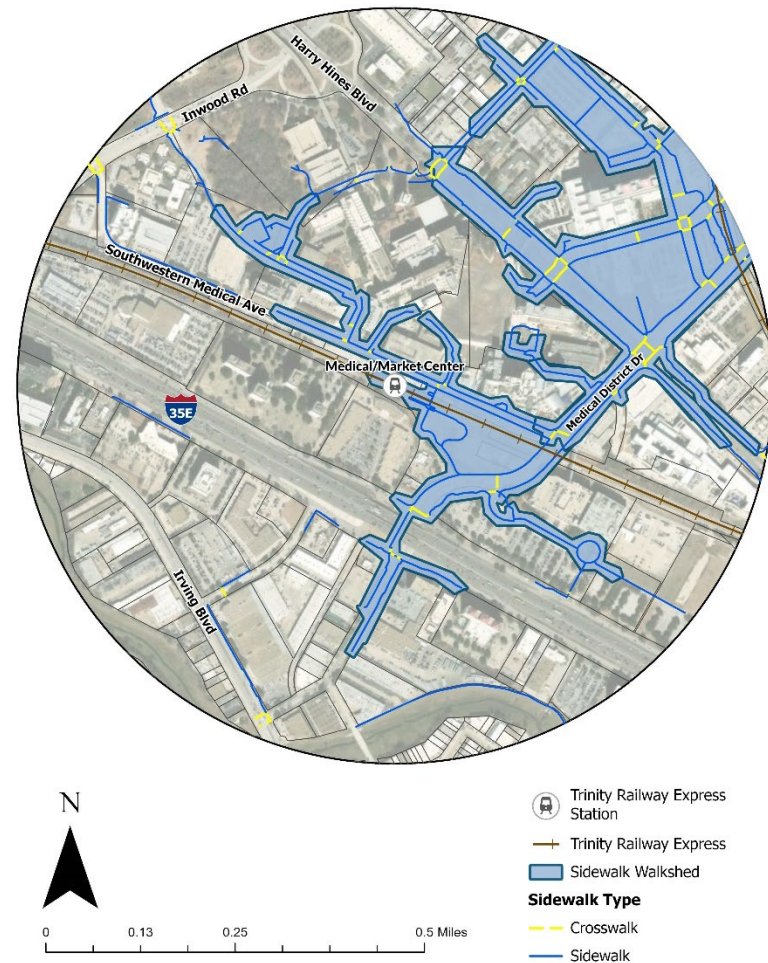


Transportation Connections

Existing Sidewalk Network

Medical/Market Center station area contains approximately 10 miles of existing sidewalks. The sidewalk network coverage is limited by large parcels adjacent to the station with no through access as shown in **Figure 16**. The sidewalk walkshed area is 41.6 acres and branches outward from the station shown in the Figure 18 map.

Figure 16: Active Transportation Network at Medical/Market Center*

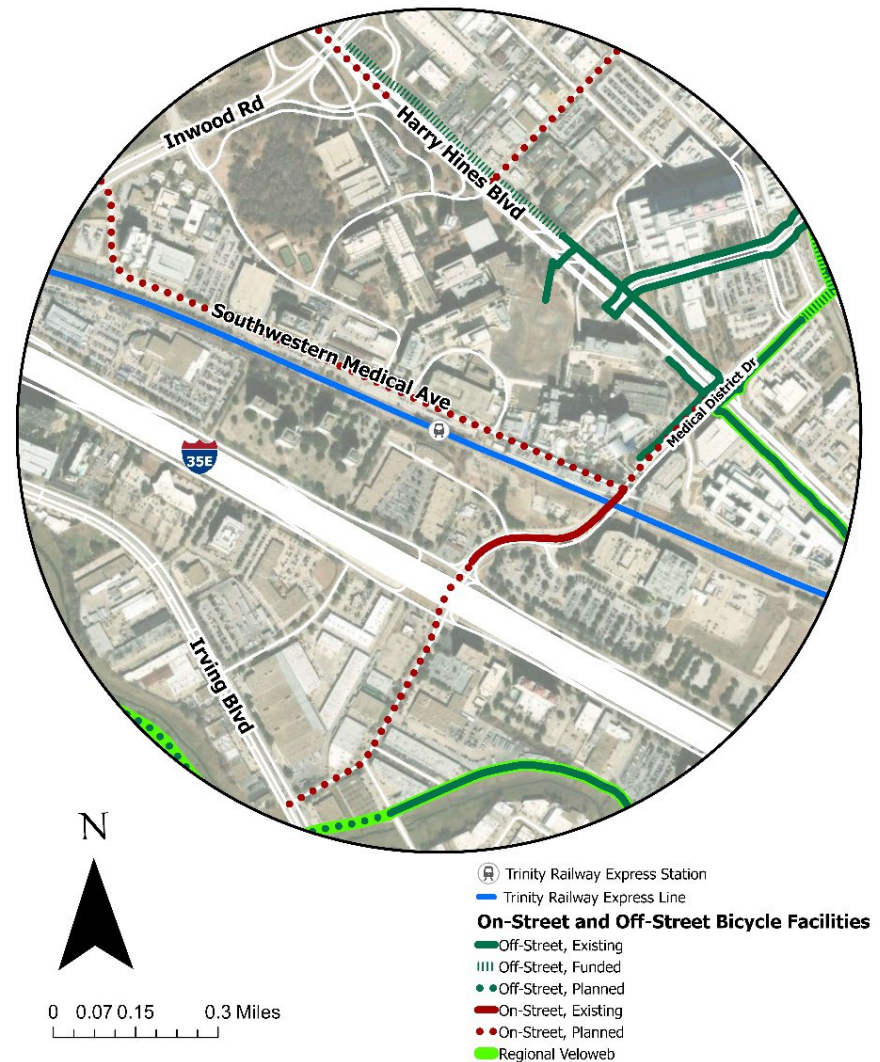


*The sidewalk walkshed represents the area a person could walk following connected sidewalks for a half-mile.

Bicycle Connectivity

There is currently no direct bicycle connection between the Medical/Market Center Station and the surrounding street network. However, a short segment of protected bike lanes exists on Medical District Drive close to the station, but they don't yet connect to other bikeways. Side path facilities are funded on Harry Hines Blvd but don't have an easy connection to the station. Current plans by Dallas and NCTCOG show a planned on-street bike facility on Southwestern Medical Ave but no other funded or planned connections to the station.

Figure 17: Bicycle Connectivity at Medical/Market Center



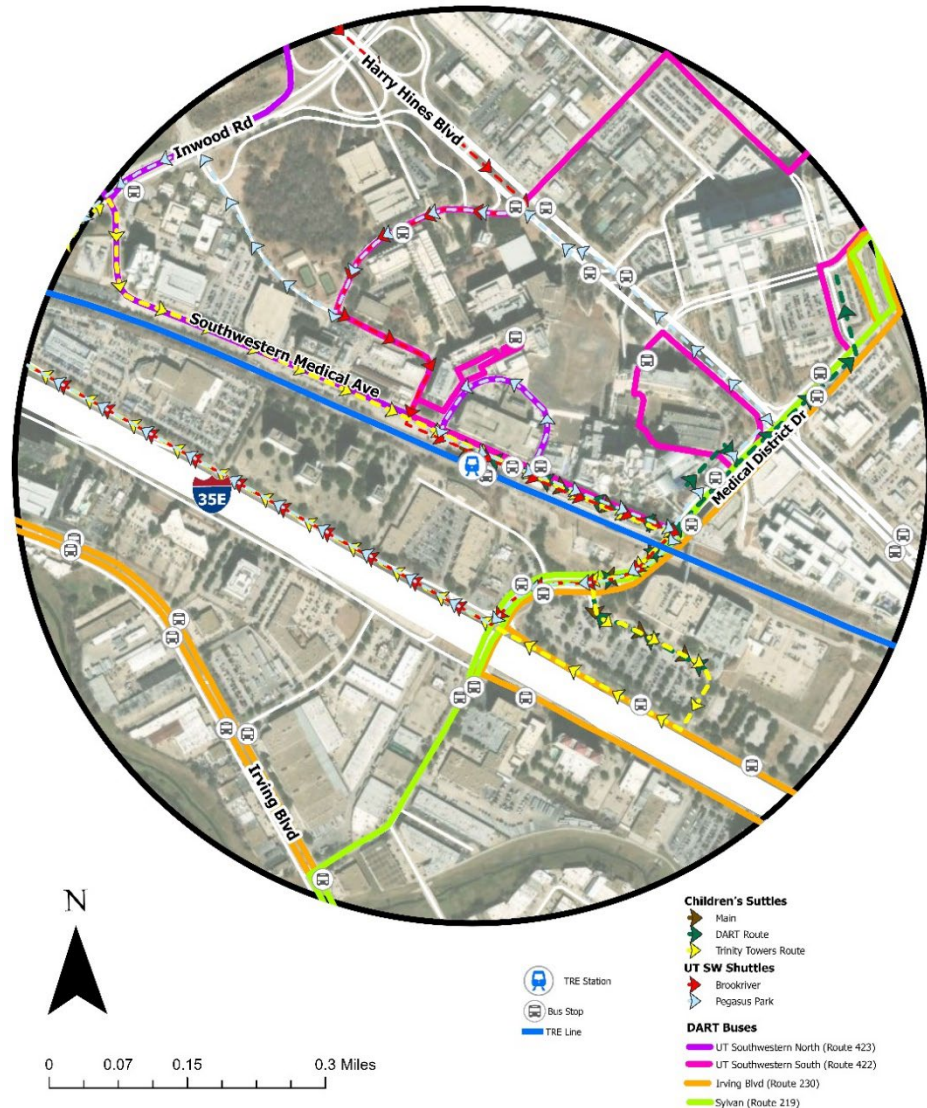
Bus/ Shuttle Connections

DART-operated shuttle services (Routes 422 and 423) serve the Medical Market Center TRE Station. Their stops are located on Southwestern Medical Avenue, approximately a 100- to 200-foot walk from the TRE Station platform. Not at the station but a short 700-foot walk away are stops for DART routes Sylvan (Route 219), Irving Blvd (Route 230) on Medical District Drive. See **Figure 18**.

In addition to DART-operated shuttle services, UT Southwestern Medical Center has 2 shuttle routes stop at the TRE Station. Children's Health operates 3 shuttle routes stopping at the Bright Building, about 500 feet from the TRE station. These connect the Medical/Market Center TRE Station and the two institutions' respective buildings and destinations.

At the far edge of the half-mile radius from Medical/Market TRE Station is the Southwest Medical District/Parkland DART Station with Orange and Green line light rail service as well as other bus routes. The light rail station is beyond half a mile walking distance from the TRE station on the current street grid.

Figure 18: Bus/Shuttle Connections at Medical/Market Center



Medical/Market Center Station Area Key Opportunities and Challenges

Based on the existing conditions of the Medical/Market Center Station, there are several key opportunities and challenges to TOD in the station area.

Challenges

- An auto-oriented Southwestern Medical District as indicated by current site design and parking facilities limits walkability and creates a challenging pedestrian environment.
- Major roadways, especially with I-35E running parallel to the rail corridor, are a barrier to connectivity for TOD within even access a quarter mile from the station.
- South of the station, the street grid/property parcel structure limits pedestrian connectivity.
- Large institutional landownership limits grid connectivity and mix of land uses north of the station.
- Constrained site orientation and overhead power lines at DART property may limit redevelopment options.

Opportunities

- The station's location in the Southwestern Medical District and its associated high job density provides a substantial, and likely stable, market for development and future ridership.
- Existing zoning within the station area is largely mixed-use and supportive of TOD by-right, reducing development barriers to future transit-oriented growth near the Medical/Market Center Station.
- The Texas Trees Foundation project to make Harry Hines Blvd more inviting for walking and bicycling could complement TOD at Medical/Market Center Station.
- The vacant site of the former 1954 Parkland Hospital building, demolished in late 2024/early 2025, creates an opportunity for a more connected pedestrian street grid with future development.