



POLK SUNRAIL TOD

TRANSIT ORIENTED DEVELOPMENT STUDY · POLK TPO

Polk TPO Technical Advisory Committee

July 23, 2026



Polk Transportation
Planning Organization

AGENDA



01 Project Background

03 TOD Study Elements

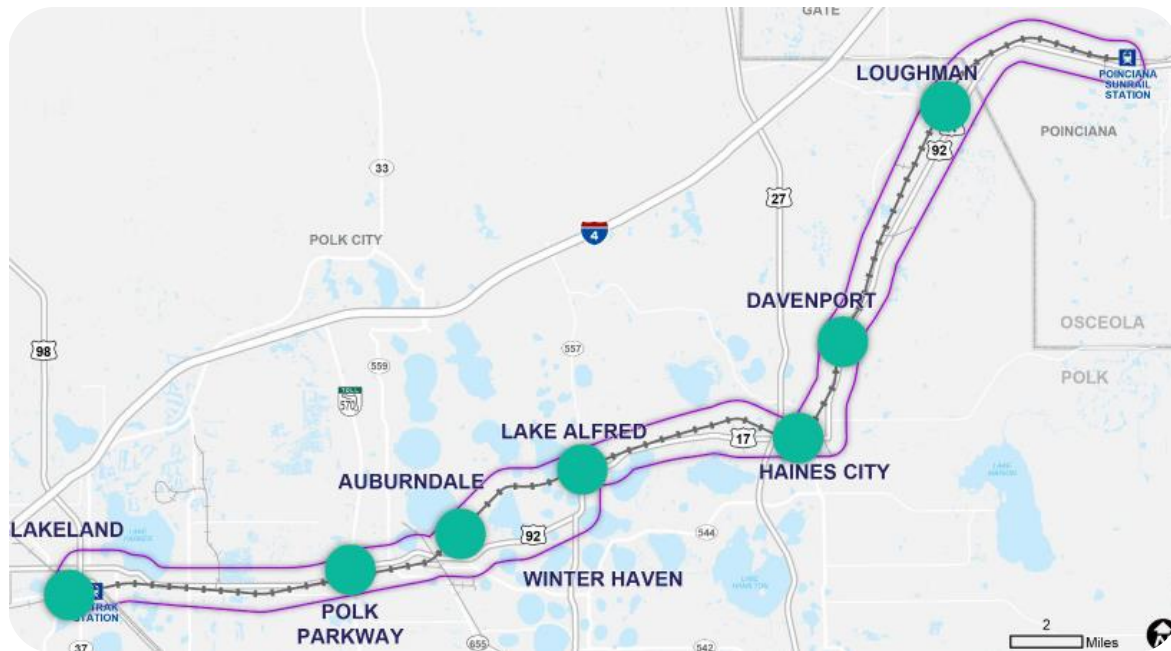
05 Schedule

02 What is Transit Oriented Development (TOD)?

04 Project Advisory Group

06 Next Steps

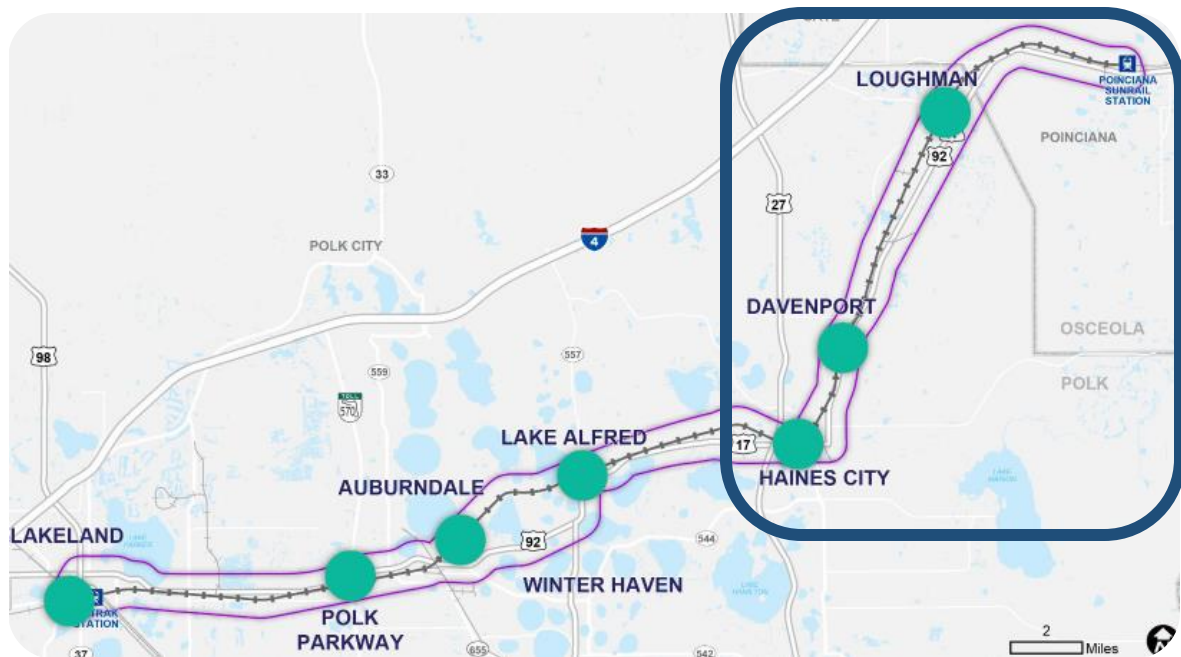
PROJECT BACKGROUND



Transit Concept & Alternatives Review (TCAR) Study

(October 2023)

PROJECT BACKGROUND

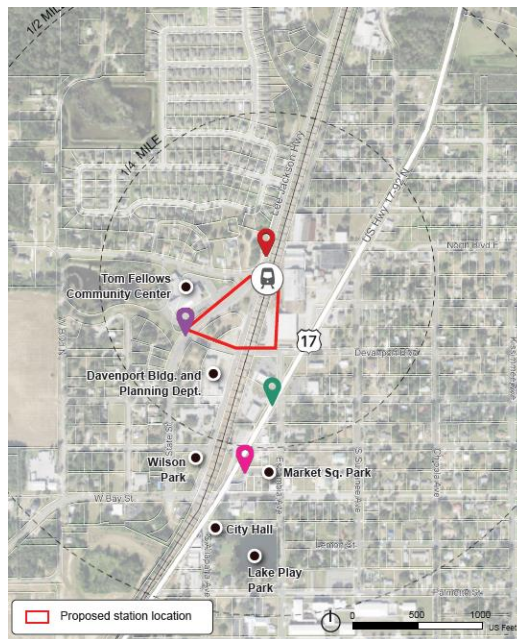
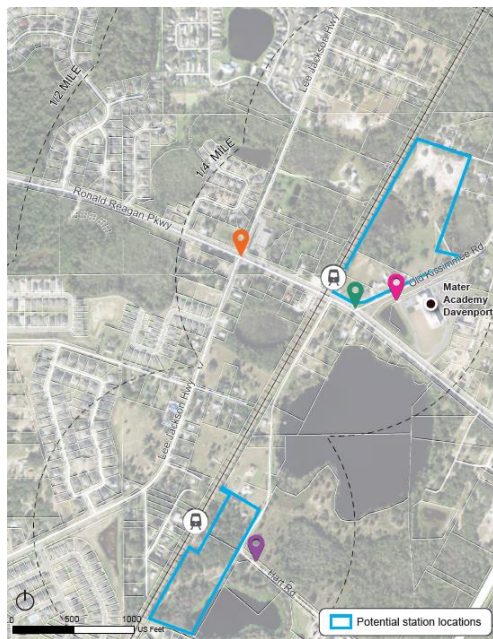


**Phase One:
Expansion to
Haines City**

Transit Concept & Alternatives Review (TCAR) Study

(October 2023)

PROJECT BACKGROUND



Polk County SunRail Expansion to Haines City PD&E

(June 2025)

WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?



Success of transit is more than just designing for the transit vehicle...



WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?



Leveraging transit to support



**Mobility &
Access**



Land Use



**Community
Design**



Access for All

WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

Different land use patterns...



-  Single-family Residential
-  Retail/Commercial/Offices
-  Multi-family Residential
-  Schools/Institutional
-  Parks/Open Space

WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

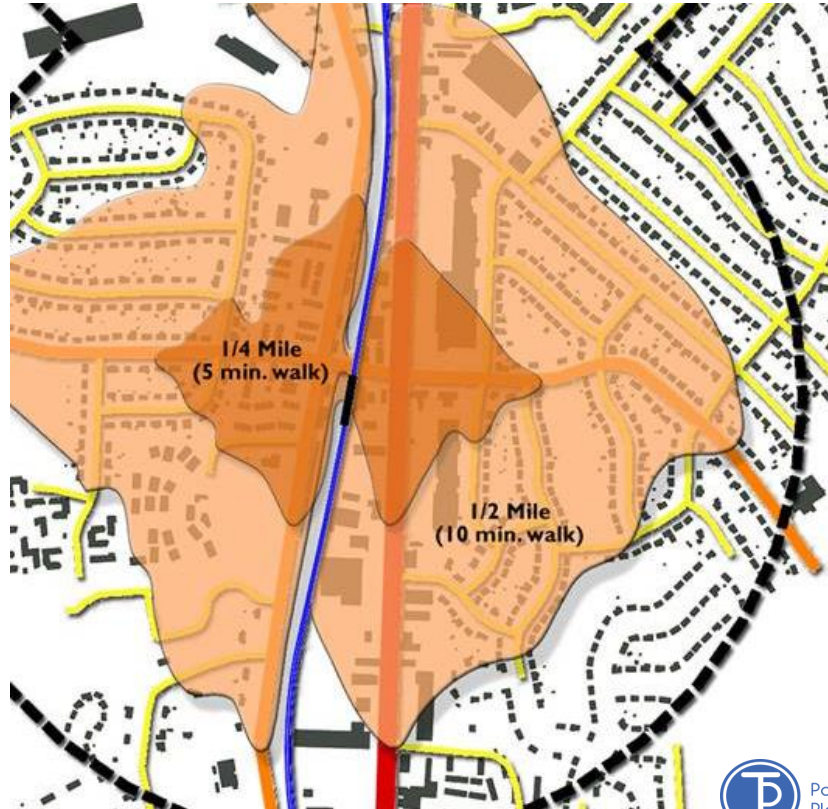
Have different transportation implications.



- Single-family Residential
- Retail/Commercial/Offices
- Multi-family Residential
- Schools/Institutional
- Parks/Open Space

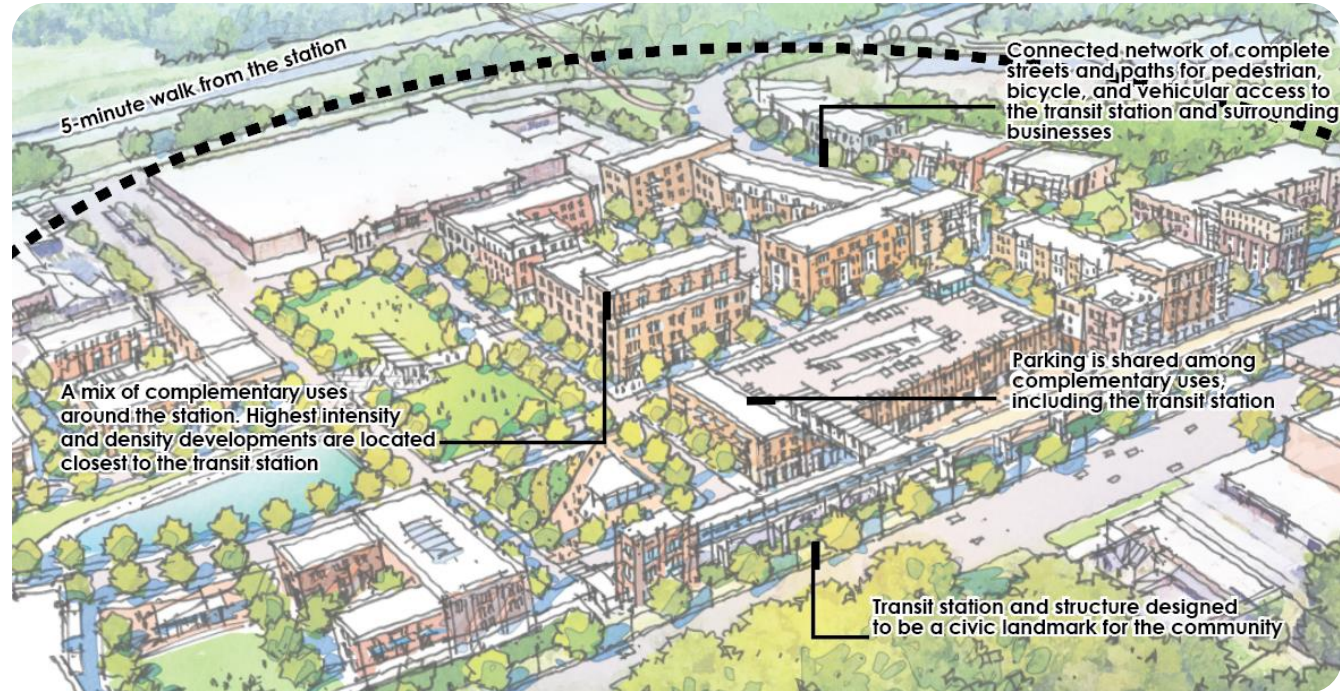
WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

And the success of transit is dependent on how far people can **safely walk and bike**



WHAT IS TRANSIT ORIENTED DEVELOPMENT (TOD)?

Concentrate a **mix** of complementary, well integrated land uses within **walking distance** of the transit station



STUDY ELEMENTS

STUDY OVERVIEW

PAST PLANS & PROJECTS

The City of Kissimmee has been working with regional and local partners on various downtown revitalization efforts, many of which align with encouraging transit oriented development and economic development around the Kissimmee station area. This station area multimodal mobility assessment builds on the findings and recommendations of these previous efforts.

DOWNTOWN KISSIMMEE CRA MASTER PLAN

Adopted in 2012, the master plan outlines a series of strategies to redevelop downtown Kissimmee into a vibrant, mixed-use destination. These initiatives include encouraging, connecting, housing, land use, pedestrian, bicycling, and economic redevelopment opportunities. The plan has five key principles, and a number of goals and key action items to achieve them. The principles include improving access to downtown, strengthening the downtown's role as the economic engine of the county, promoting increased density and diversity of housing, enhancing the design of the public realm, and repositioning the downtown into a vibrant urban center. Each of these goals is supported by and can enable the SunRail station's success.



CITY OF KISSIMMEE & OSCEOLA COUNTY

BICYCLE AND PEDESTRIAN MASTER PLANS
Adopted in 2010, the city's bicycle and pedestrian master plan sets strategies to complete and improve the pedestrian and bicycle network in the city. This plan complements and is supported by the Osceola County Pedestrian and Bicycle Master Plan, which was adopted in 2013. Both plans support the SunRail station by strengthening existing and creating new pedestrian and bicycle connections to the station. Specifically, the plans recommend the creation of a robust network of bike lanes, multi-use paths, shared lanes, trails, and other facilities within downtown Kissimmee and connecting downtown to local and regional destinations.



VINE STREET REDEVELOPMENT AREA & OVERLAY DISTRICT DEVELOPMENT MANUAL

The city is working to encourage high-density mixed-use development along Vine Street in downtown. This has resulted in the creation of the Vine Street Overlay District and adoption of design guidelines in 2017. The city is also working to establish a CRA for Vine Street. In addition to promoting guidelines for landscaping and development, the manual provides recommendations for transit-oriented development along Vine Street to support future premium transit. Vine Street is located approximately three blocks north of the proposed SunRail station and borders downtown Kissimmee. As the proposed US 192 bus rapid transit is implemented and the corridor redeveloped, Vine Street will become an important destination for SunRail riders.



MASTER STORMWATER RETENTION PROJECT

The city recently invested in a downtown stormwater retention project ensuring that need for individual parcels to have on-site stormwater mitigation. This supports future development to have higher densities and intensifies that support transit. The stormwater pond is designed as part of a park and serves as a connection from the SunRail station and the lakefront.



Identify station area development opportunities and evaluate TOD readiness through:

- Land Use Planning
- Transit-Supportive Policies
- Urban Design Elements
- Stakeholder Engagement

Provide recommendations and next steps for advancing policies supportive of SunRail

STUDY ELEMENTS

DETAILED STATION AREA PLANNING & SITE DESIGN

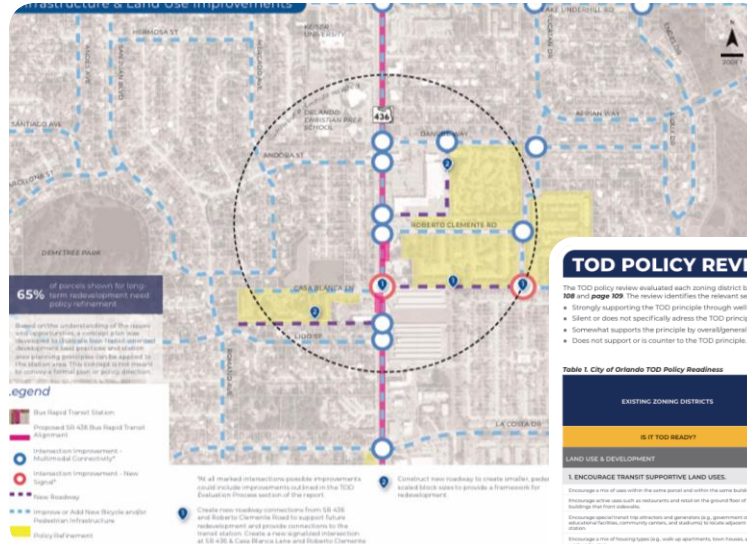
- Loughman
- Davenport
- Haines City



STUDY ELEMENTS

TOD POLICY RECOMMENDATIONS & INFRASTRUCTURE PLANS

- Loughman
- Davenport
- Haines City
- Lake Alfred
- Auburndale
- Polk Parkway
- Lakeland



TOD POLICY REVIEW

- The TOD policy review evaluated each zoning district based on the existing regulations' ability to support the TOD principles outlined on **page 108** and **page 109**. The review identifies the relevant sections of the zoning code for each TOD principle and evaluates whether the code is:
- Strongly supporting the TOD principle through well-defined standards;
 - Silent or does not specifically address the TOD principle;
 - Somewhat supports the principle by nondevelopment policies in the City or County's zoning code; or
 - Does not support or is counter to the TOD principle.

Table 1. City of Orlando TOD Policy Readiness

EXISTING ZONING DISTRICTS	AC-H	AC-1	AC-2	AC-3	C	IS	IP
NEIGHBORHOOD ACTIVITY CENTER							
COMMUNITY ACTIVITY CENTER							
URBAN ACTIVITY CENTER							
METROPOLITAN ACTIVITY CENTER							
CONSERVATION / WATER							
GENERAL INDUSTRIAL							
RECREATION PARK							
IS IT TOD READY?	✓	✓	✓	✓	✗	✗	✗
LAND USE & DEVELOPMENT							
1. ENCOURAGE TRANSIT-SUPPORTIVE LAND USES.							
Encourage a mix of uses within the same parcel and within the same building.							
Encourage active uses such as restaurants and retail on the ground floor of buildings that are multi-stories.							
Encourage development that attracts and generates (e.g., government offices, educational facilities, community centers, and studios) to locate adjacent to the station.							
Encourage a mix of housing types (e.g., walk-up apartments, town houses, and mid-rise multi-unit, etc.).							
Encourage development of multi-story housing integrated with other uses.							
2. ALLOW HIGHER DENSITIES ADJACENT TO STATIONS.							
Within a quarter-mile area, have a maximum of one-half residential floor of 10.							
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PROJECT ADVISORY GROUP (PAG)

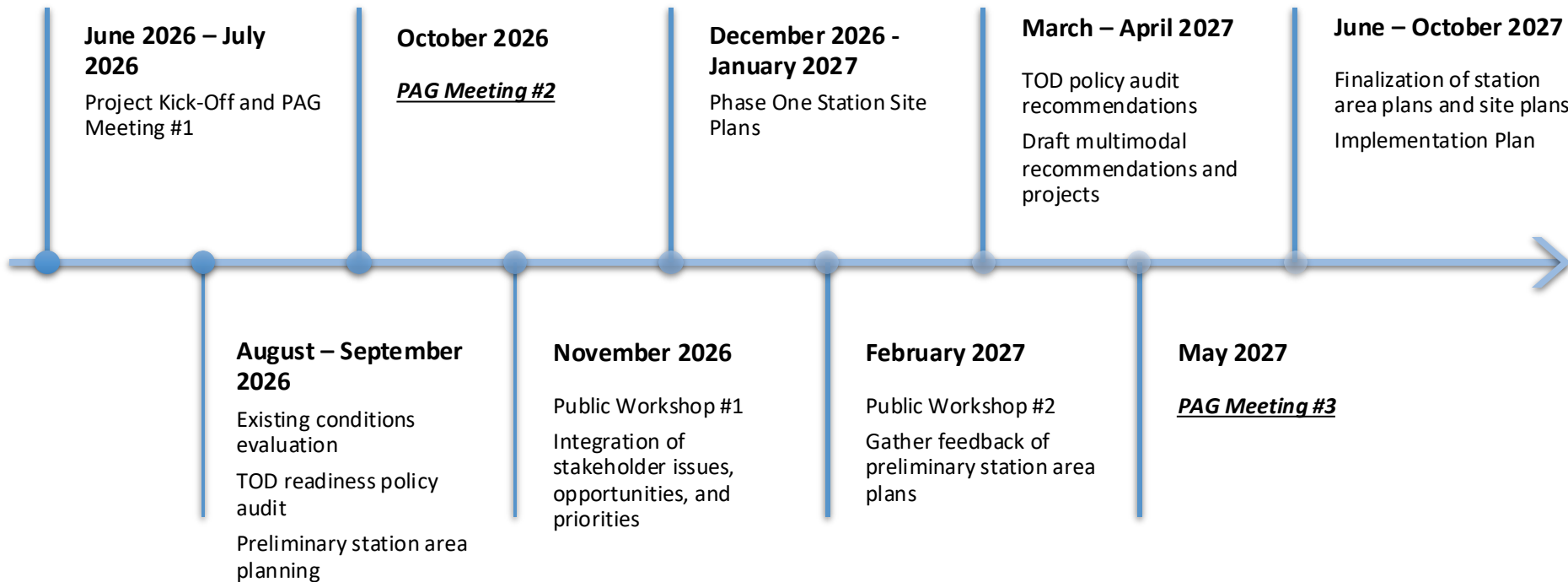


FDOT
Polk TPO
Central Florida Regional
Planning Council
Citrus Connection

Polk County

Davenport
Haines City
Auburndale
Lake Alfred
Lakeland

PROJECT SCHEDULE



NEXT STEPS

Existing conditions
review



Issues and
opportunities
review



Initial
station
area
plans



PAG Meeting
#2 – October
2026