



DRAFT 06/10/25

SunRail TOD Workshop

June 20, 2025

Polk County SunRail Expansion

Project Development & Environment (PD&E) Study

Agenda

- **PD&E Study Background**

- Transit Concept and Alternatives Review (TCAR) Recommendation
- Project Development Process
- Study Area & Key Issues

- **Federal Funding Overview**

- Federal Transit Administration (FTA) Process
- Capital Investment Grant (CIG) Program Requirements
- Economic Development Criteria

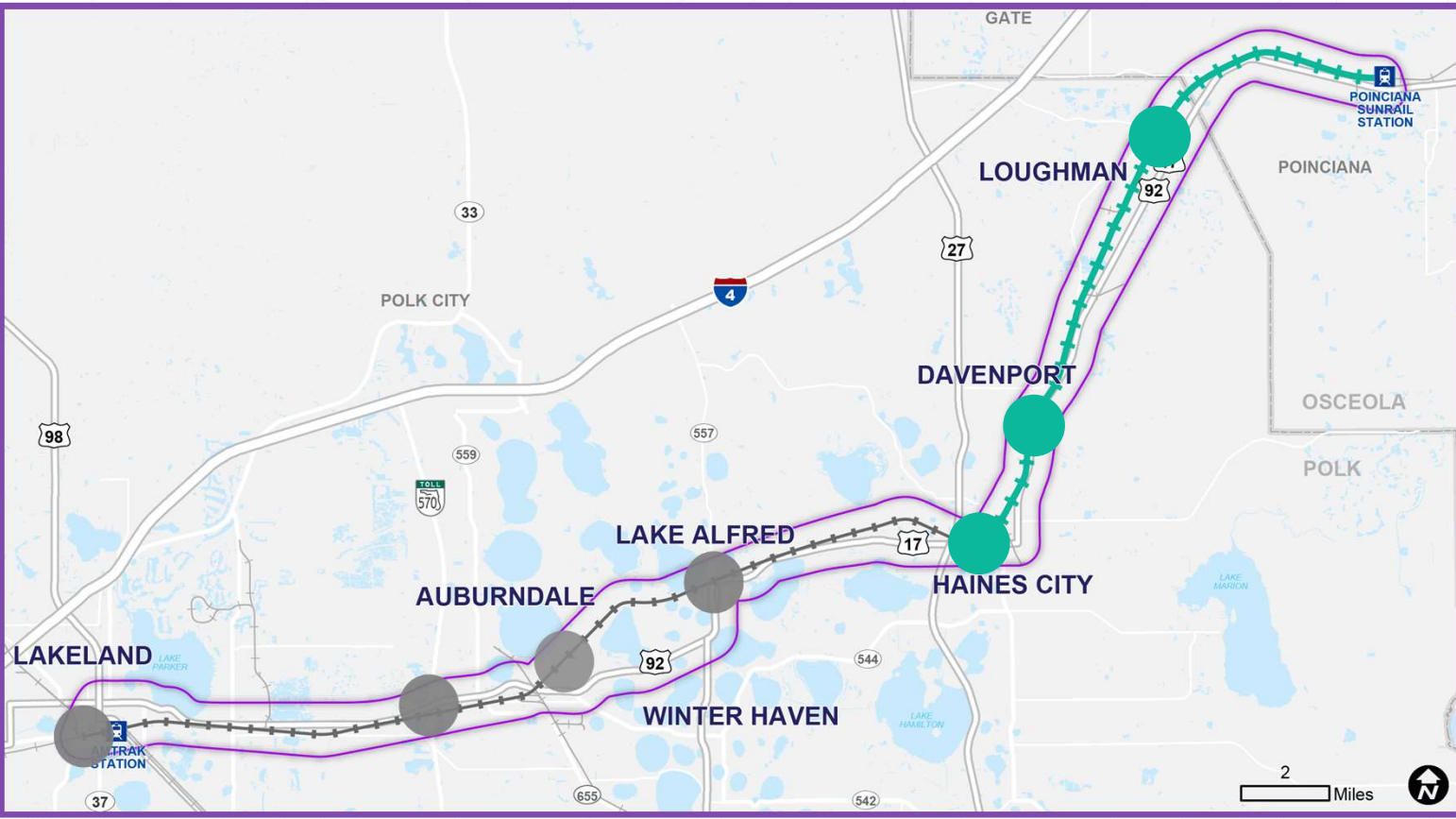
- **Transit Oriented Development**

- What is TOD?
- Success Story: DeBary Main Street
- Station Area Readiness & Visioning
- Next Steps

TOD WORKSHOP OBJECTIVES

- **Review what exists today**
 - What does the proposed station area look like **now**?
- **Establish a vision**
 - What do we **want** near the station?
- **Identify the gaps**
 - What is **missing** to help realize the vision?
- **Discuss next steps**
 - **How** do we get there?

TCAR – Recommendation

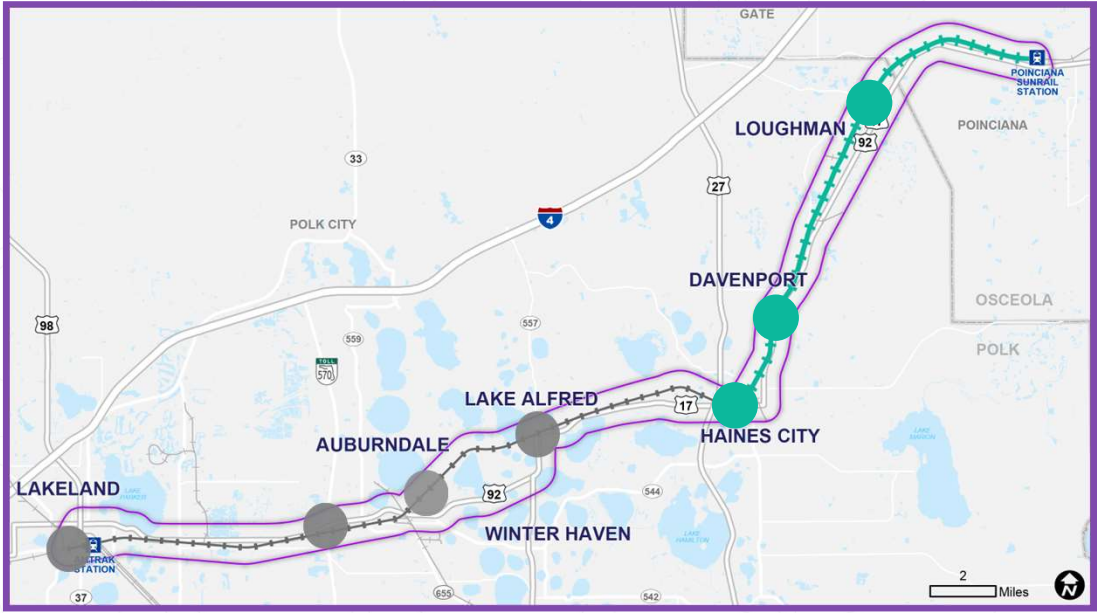


Description	No. of Stations	Approximate Distance
All Stations <ul style="list-style-type: none">• Loughman• Davenport• Haines City• Lake Alfred• Auburndale• Polk Parkway• Lakeland	7	37 miles
Initial Phase <ul style="list-style-type: none">• Loughman• Davenport• Haines City	3	16 miles

TCAR – Initial Phase Ridership

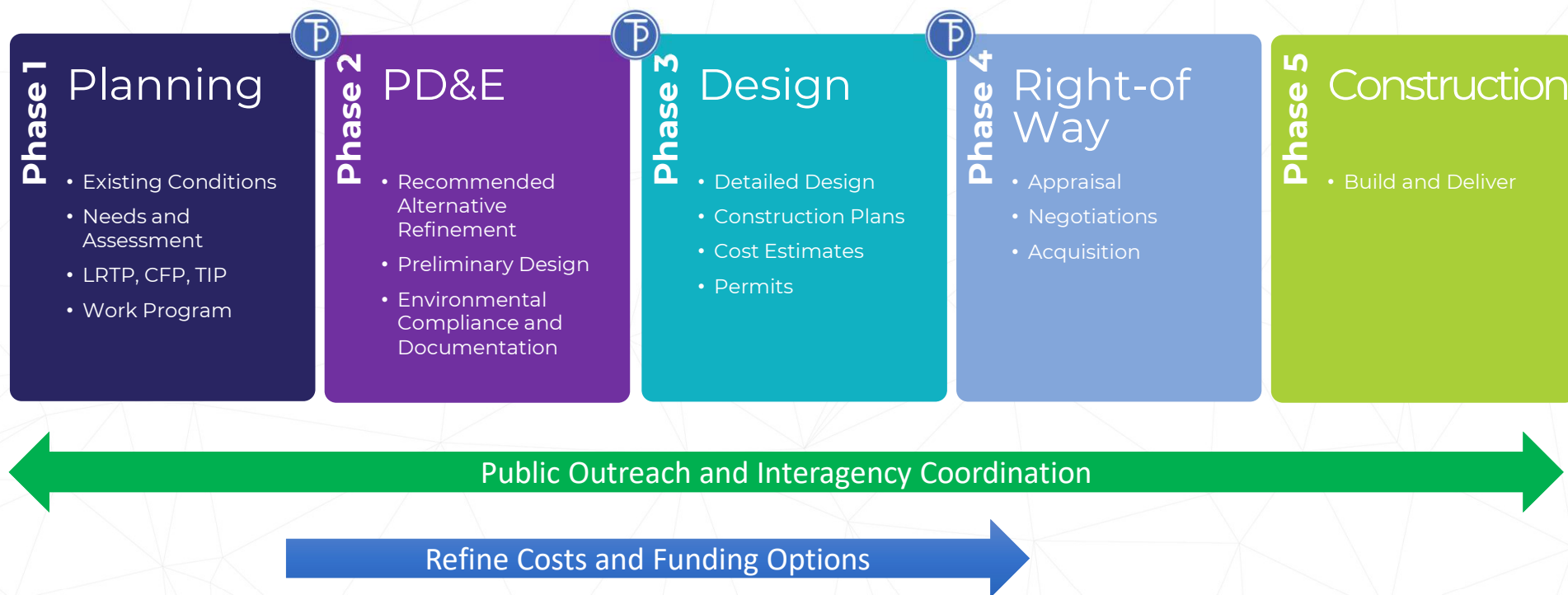


All Stations (Poinciana to Lakeland, Alt 1)	315,000 (2035 Projected Annual Ridership, Annual weighted Linked Trips)
Initial Phase to Haines City (Poinciana, Loughman, Davenport, and Haines City)	282,000 (2035 Projected Annual Ridership, Annual weighted Linked Trips)
Annual Reduction in Vehicle Miles Traveled	14 M miles
Annual Reduction in Crashes	25 crashes
Annual Reduction in Greenhouse Gases	7,550 tons

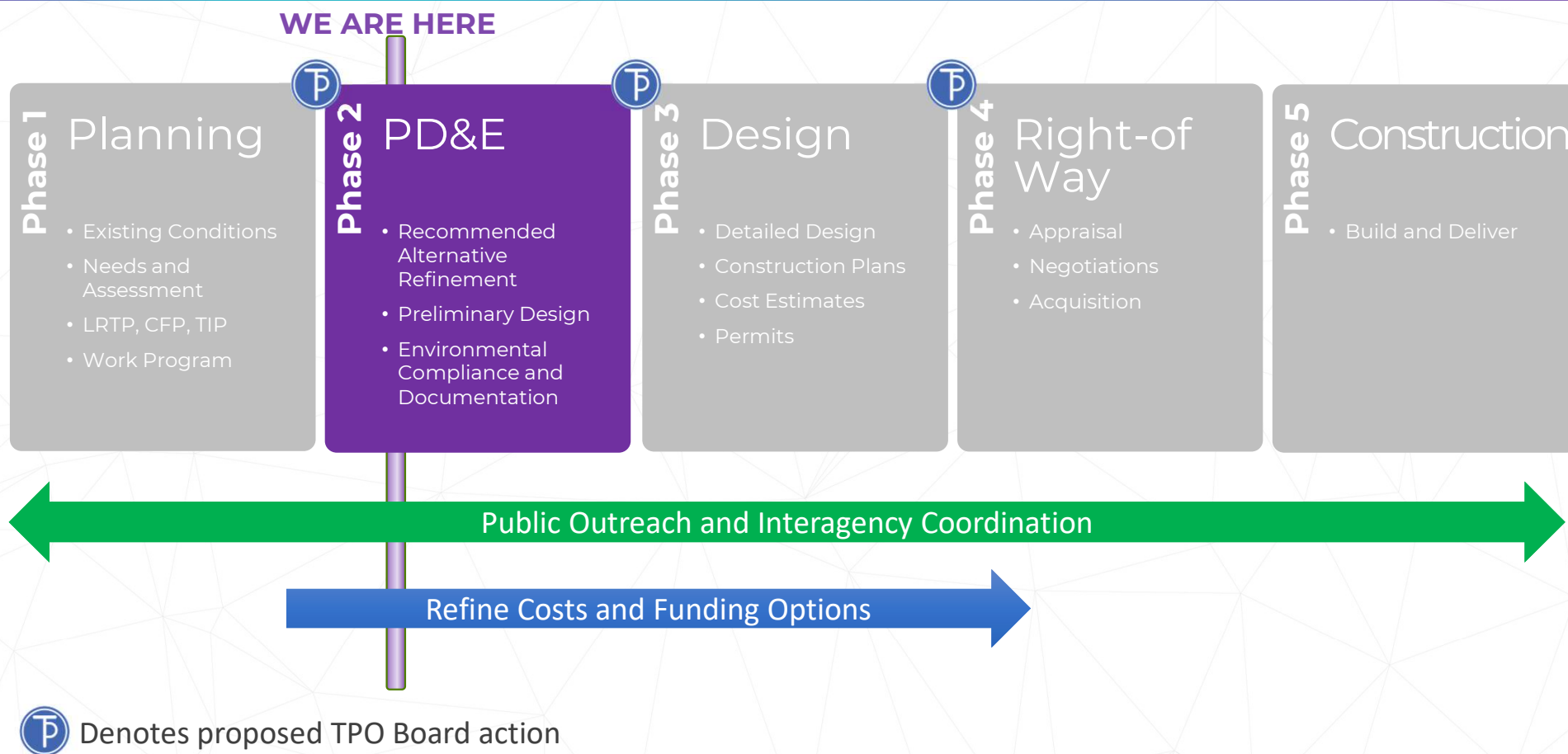


Annual reduction in vehicle miles traveled (VMT) of **14M** is equivalent to removing **~791,000** annual **commuter car trips** from area roadways

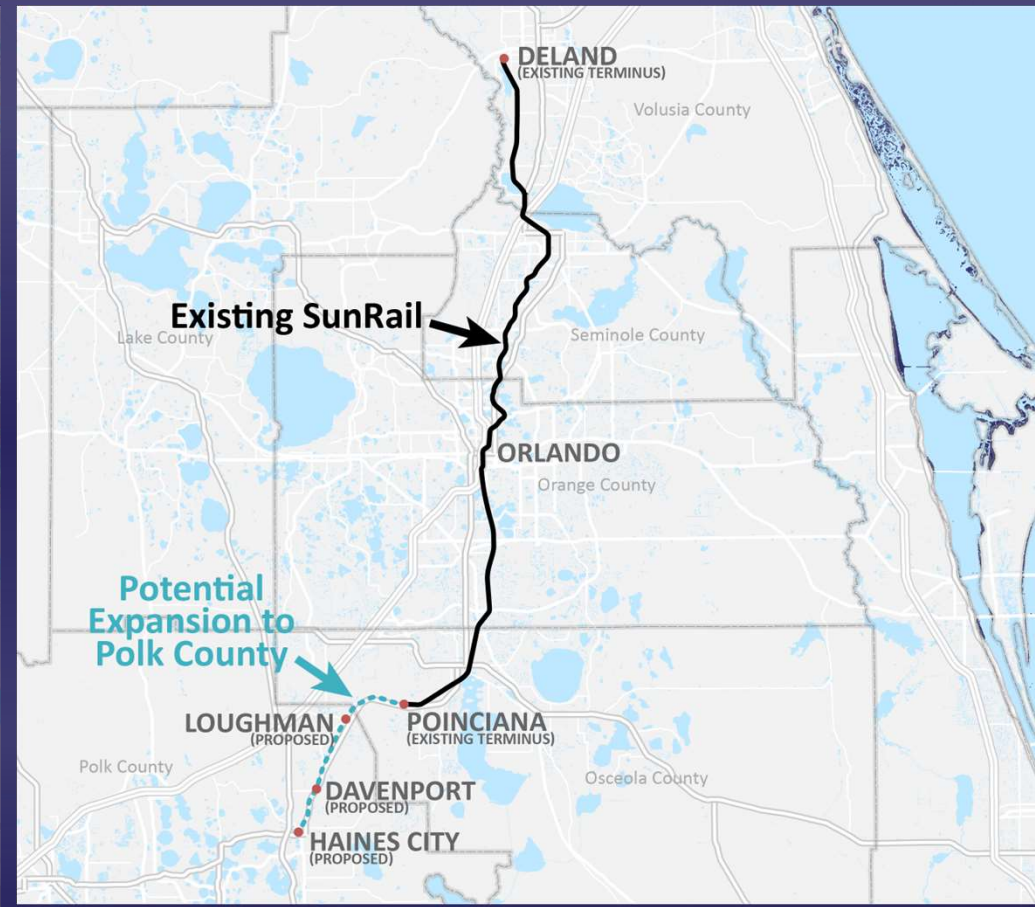
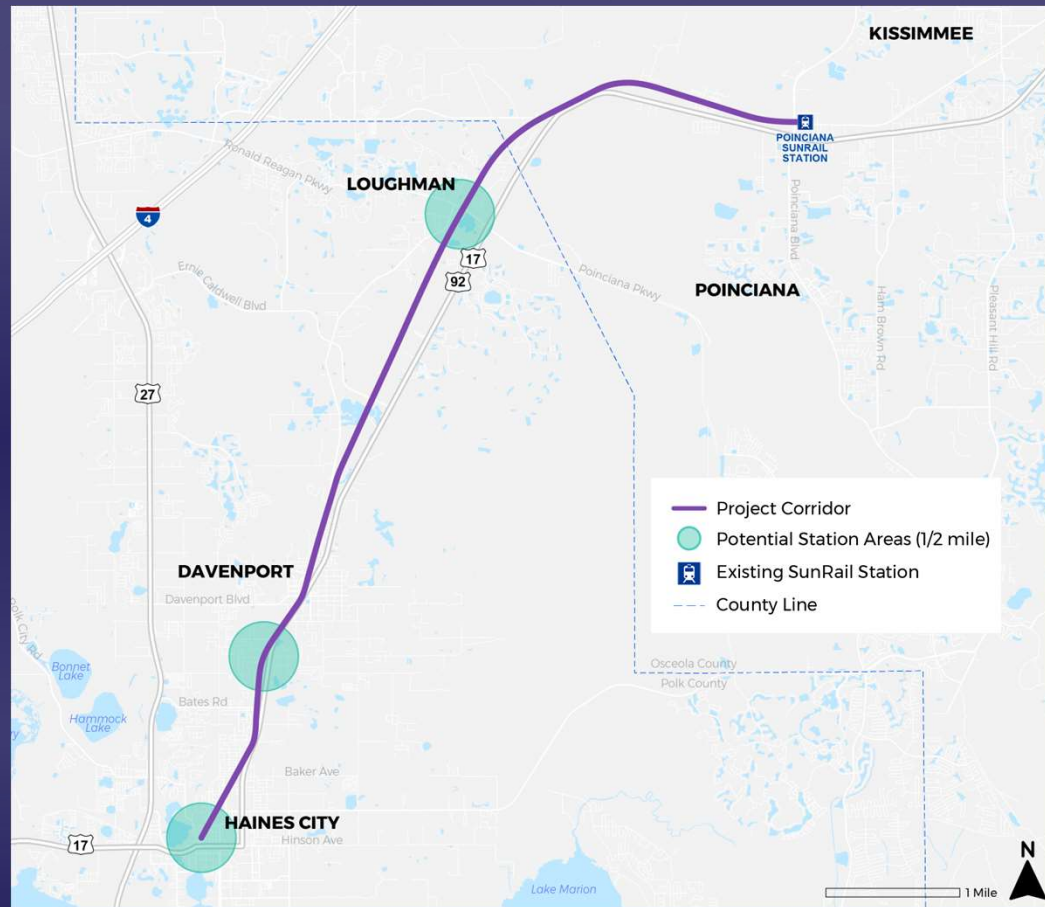
Transportation Project Development Process



Transportation Project Development Process



PD&E – Study Area



PD&E Study Key Issues

DESIGN

- Track
- Communications & Signals
- Structures
- Stations



OPERATIONS PLANNING

- Integration with Existing Operations
- Define Desired Operations for Extension



ENVIRONMENTAL

- Natural Resources
- Built Environment
- Cultural Resources
- NEPA Documentation

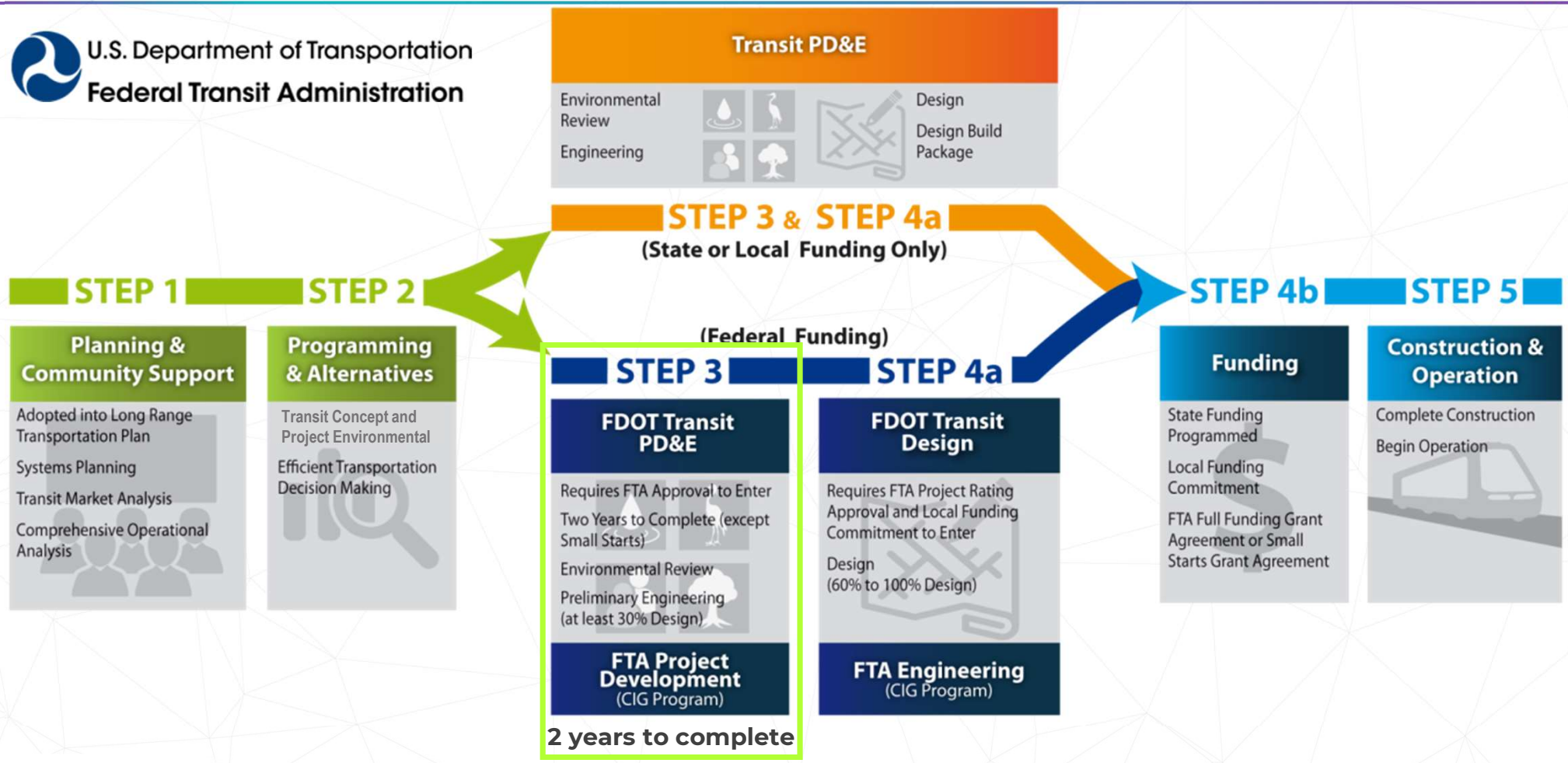


FINANCIAL PLAN

- Evaluate Funding Opportunities at the Federal, State, Local Levels
- Identify Non-Traditional Sources of Funding



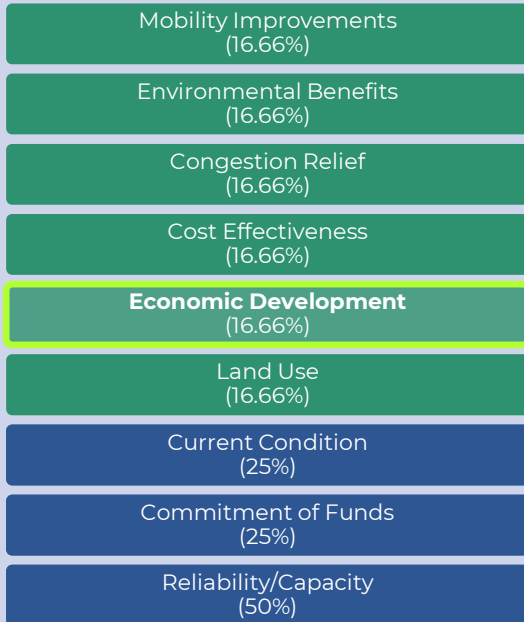
The FTA Process



Capital Investment Grant (CIG) Program

 New Starts & Small Starts Project Evaluation + Rating

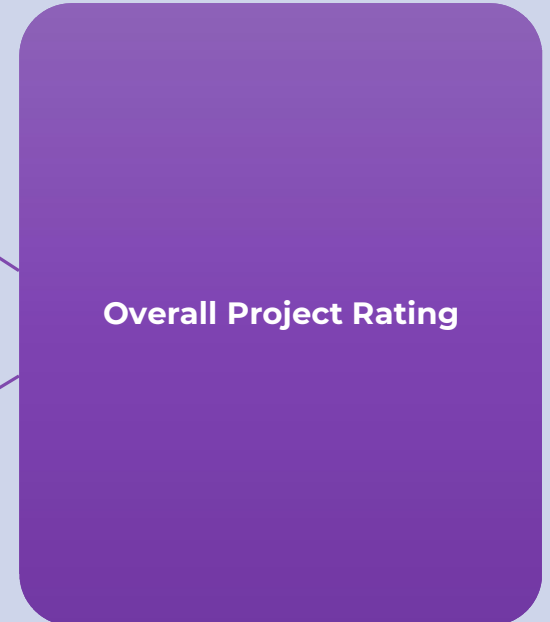
Individual Criteria Ratings



Summary Ratings



Overall Rating



CIG Economic Development Criteria



Step 1: Understand factors for each FTA project justification criteria

Step 2: Tick or Cross on the checklist as appropriate

Step 3: Use this section to think about what can be done to improve scores before grant application

Step 4: Considerations for short-term interventions

FUNDING JUSTIFICATION CRITERIA FOR ECONOMIC DEVELOPMENT

DRAFT

Federal Transit Administration (FTA)
Capital Improvement Grant (CIG) Program
CRITERIA CHECKLIST

Economic Development

Factors for FTA CIG Grant within 1/2 mile of station areas

Supportive Zoning in Station Area

Performance and Impacts of Transit Supportive Plans and Policies

Tools to Maintain or Increase the Share of Affordable Housing

Checklist (Y/N)

- ☐ Do zoning regulations at the station area support TOD like increased density, a mix of uses, reduced parking, walkability, etc.?
- ☐ Are there growth management plans for concentrated development at station areas?
- ☐ Are there existing policies that encourage high-density, pedestrian friendly development with universal design?
- ☐ Are there outreach programs, developer engagement, and regulatory and financial incentives for development near transit?
- ☐ Is there existing or proposed TOD projects in the station area?
- ☐ Is the real estate market likely to support transit-oriented development at the station area?
- ☐ Are there policies, plans, and funding in place for preserving and increasing affordable housing?

Is your answer No?

- How can we prepare for the project to support and encourage sustainable & universal growth and development?
- How can we best prepare for increased development and effective land management around station areas?
- Can we design plans/ policies that will promote more transit-friendly development, universal designs, and ped facilities?
- How can we engage the development community in station area planning and transit-oriented development?
- Can we adopt transit-oriented policies that will incentivize more development?
- How can we leverage the market and existing land for redevelopment near the station areas?
- What can we do to incentivize affordable housing?

Things to Consider

- Re-think location of proposed station
- Work with local developers / non-profits / organisations to identify sites for growth and development, and to incentivize mixed uses like grocery stores
- Long-term transportation plans with goals of increased walkability, sustainability, and connectivity
- Corridor plans with conceptual station area plans
- Rezoning for mixed use
- Subdivision and parking policies for increased density, diversity, and walkability
- Study of the real estate market and identification of soft sites, opportunities, and constraints for development
- Work with local authorities / developers / organizations to create a plan and identify incentives for affordable housing in the project area

Transit Oriented Development

- **TOD Principles**

- Mixed land uses
- Medium to high density
- Pedestrian & cyclist friendly environment
- Multimodal connectivity
- Transit adjacent development
- Limited parking



Transit Oriented Development

- **TOD can**

- Reduce dependency on driving
- Reduce the area's carbon footprint
- Increase access to jobs and services
- Stimulate local economy
- Revitalize urban areas



Transit Oriented Development

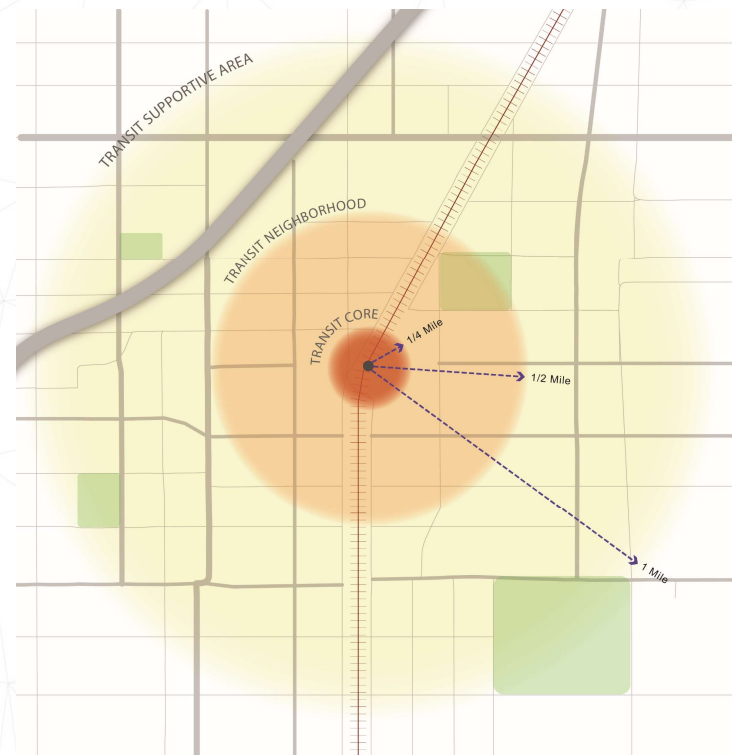
- **TOD can also...**
 - Catalyze development and yield a high return on investment
 - Promote the enhancement of bicycle and pedestrian amenities
 - Increase safety
 - Promote urban ecology and sustainability



Transit Oriented Development

TOD is not a 'one size fits all' solution—it can accommodate different mixes of uses and densities appropriate for the station area

TOD is about integrating development with transit for the benefit of both



High Density TOD



Medium Density



Low Density TOD

TOD Success Story: DeBary Main Street



Carmen Rosamonda
DeBary City Manager



3D Master Planning

Development, Business, & Lifestyle

Development

- GM Organizational Changes – Integrate Trails/Mobility; Steadfast to Vision
- Moratorium in TOD
 - Improved & Strengthen Mixed-Use Regulations (Hwy 17-92)
 - Created the Main Street Regulations
- Mobility Plan to Improve Infrastructure
- Assembled Properties through Joint Marketing Agreement
- Hwy 17-92 Revitalization Project (in-process)

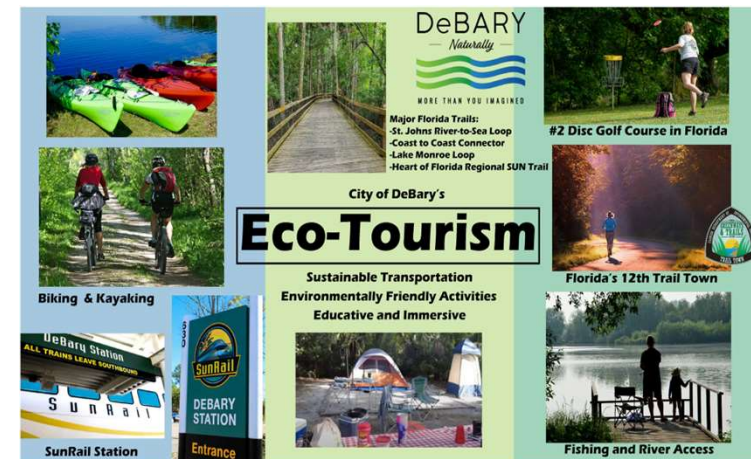


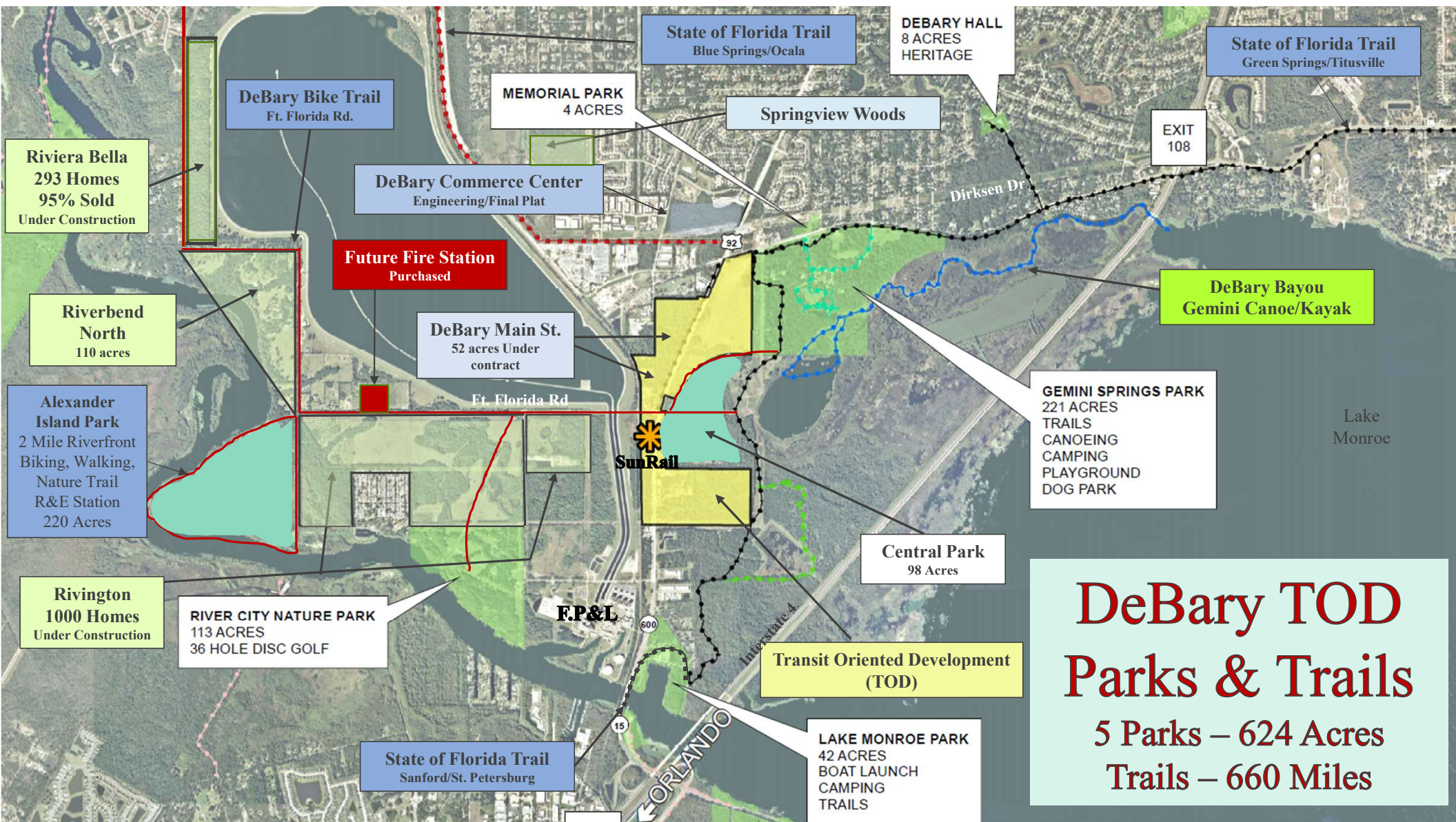
3D Master Planning

Development, Business, & Lifestyle

Business & Lifestyle

- Competition w/ Other Downtowns & Attractions
 - Unique Amenities – High End Restaurants
 - 24/7 Downtown – “A Living Main Street”
 - Multitude of Living Accommodations
 - Entertainment & Gathering Places
 - Residents & Visitors
 - Incorporate Assets - Ecotourism Activities
 - Parks, Trails & River
 - Citywide Golf Cart Ordinance – Stay Local
 - Urban Living - SunRail





DeBary TOD Parks & Trails

5 Parks – 624 Acres
Trails – 660 Miles

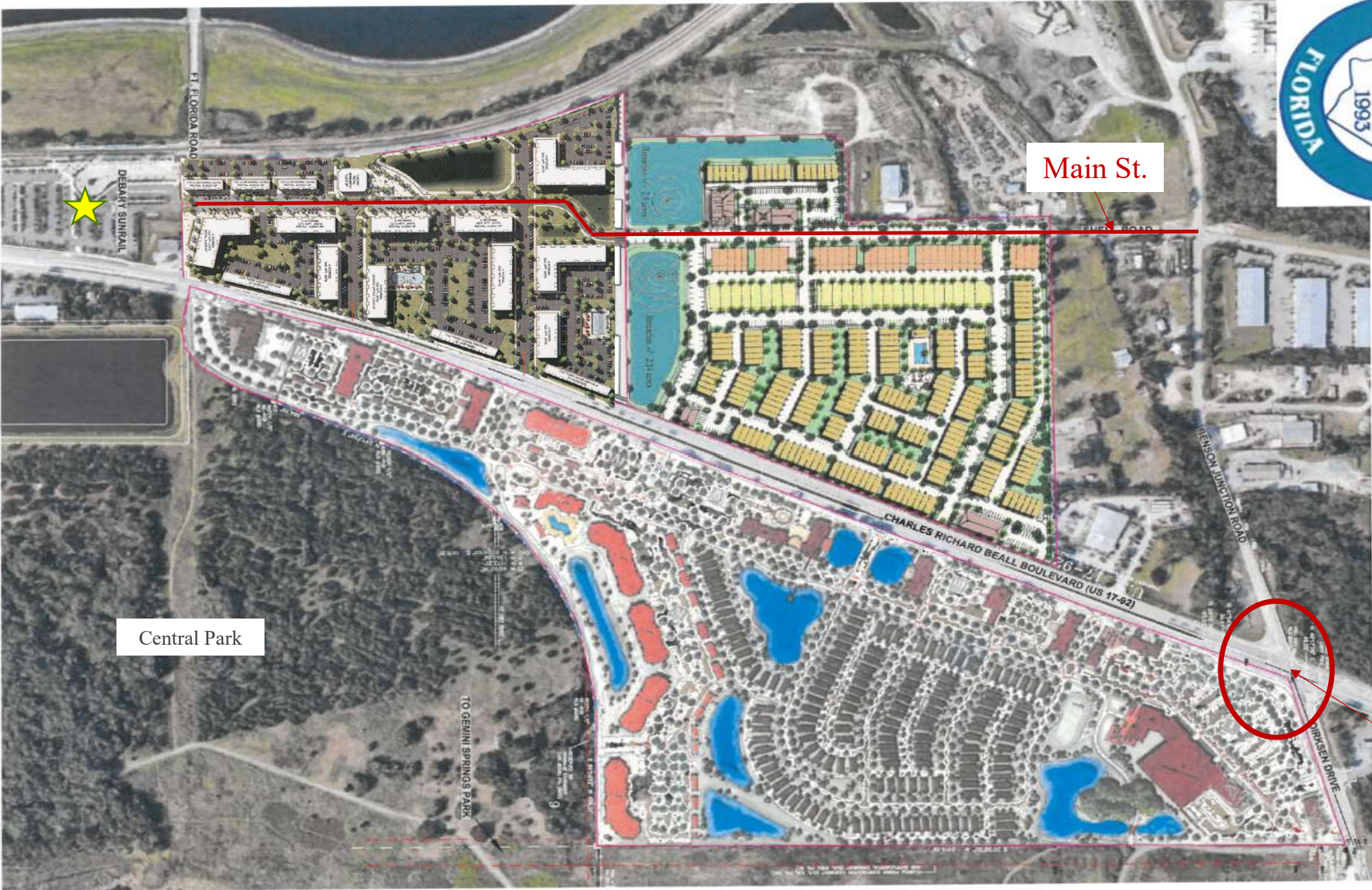


DEBARY MAIN STREET

Main St.

3 State/County
Trails Intersect

Central Park



Phases of Development

01

East Side: Townhomes and Live-Work Units



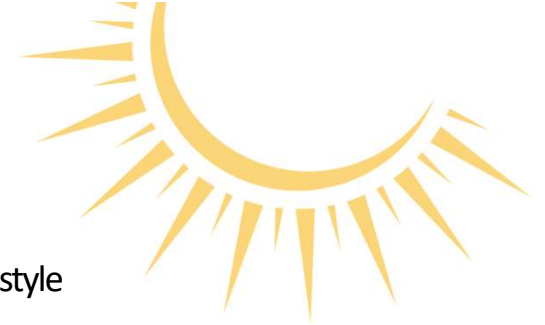
02

Downtown: Retail and Residential Spaces



01

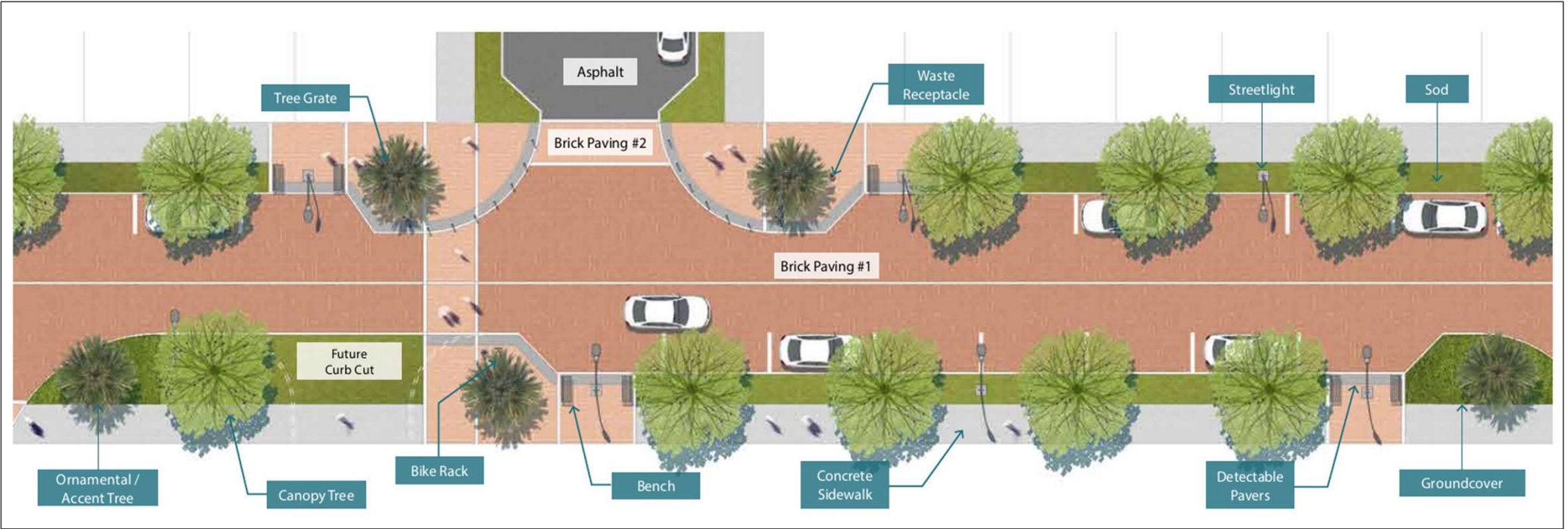
East Side: Townhomes and Live-Work Units



Dynamic urban living with the tranquility of the DeBary lifestyle



Aerial View of Shell Rd or a.k.a. DeBary Main Street



Townhomes Adjacent or Facing Highway 17-92



12' Bike Trail Connecting to State Trails





Gold



DeBary Main Street South

SunRail
Station



37,500 s.f. Commercial Retail on First Floor
1-2 Bedroom Apartments on 2nd, 3rd, & 4th Floors
Brownstone Apartments

DeBary Main Street South



Entrance on Ft. Florida Rd

DeBary Main Street South



Main Street

DeBary Main Street South

SunRail
Station



9,000 s.f. Community Plaza on Main St.
5 acre Central Park with Circular Trail
20' High Mural Wall along Railroad Tracks



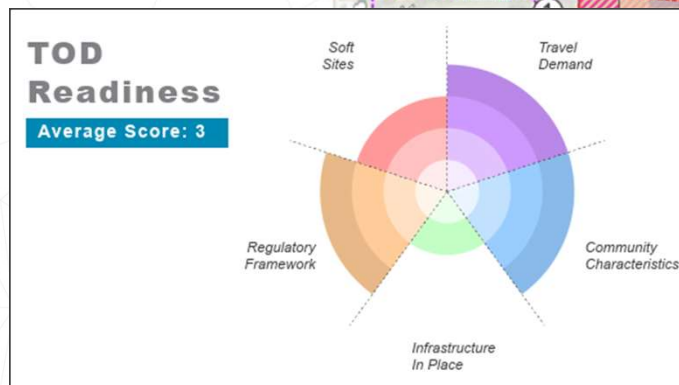
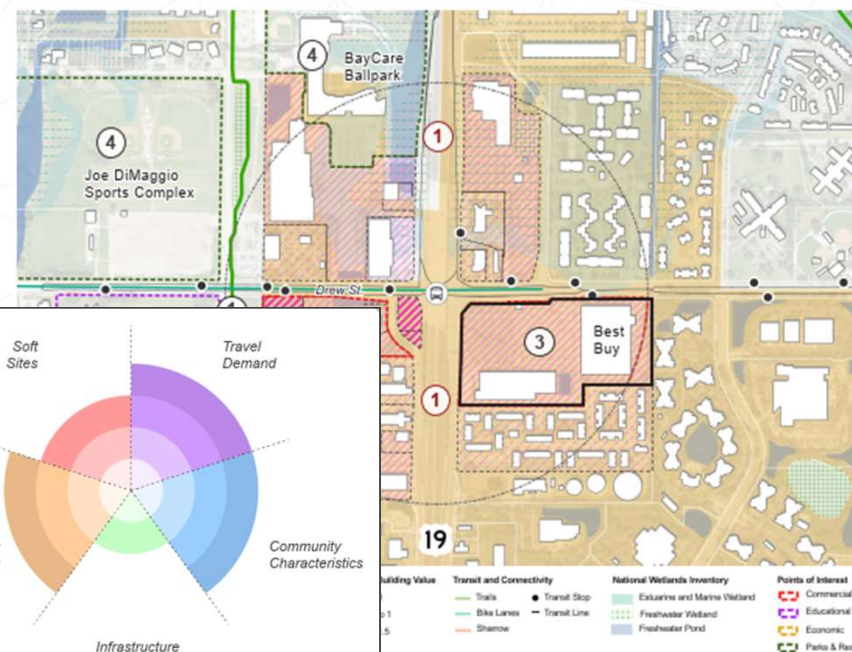
3



Transit Oriented Development

TOD Planning

- Community buy-in
 - ✓ Is there community support for higher density?
- Physical suitability
 - ✓ Are there available parcels near the station area?
- Regulatory framework
 - ✓ Are the regulations supportive of TOD?
- Infrastructure in place
 - ✓ What is the required level of investment to enable TOD?



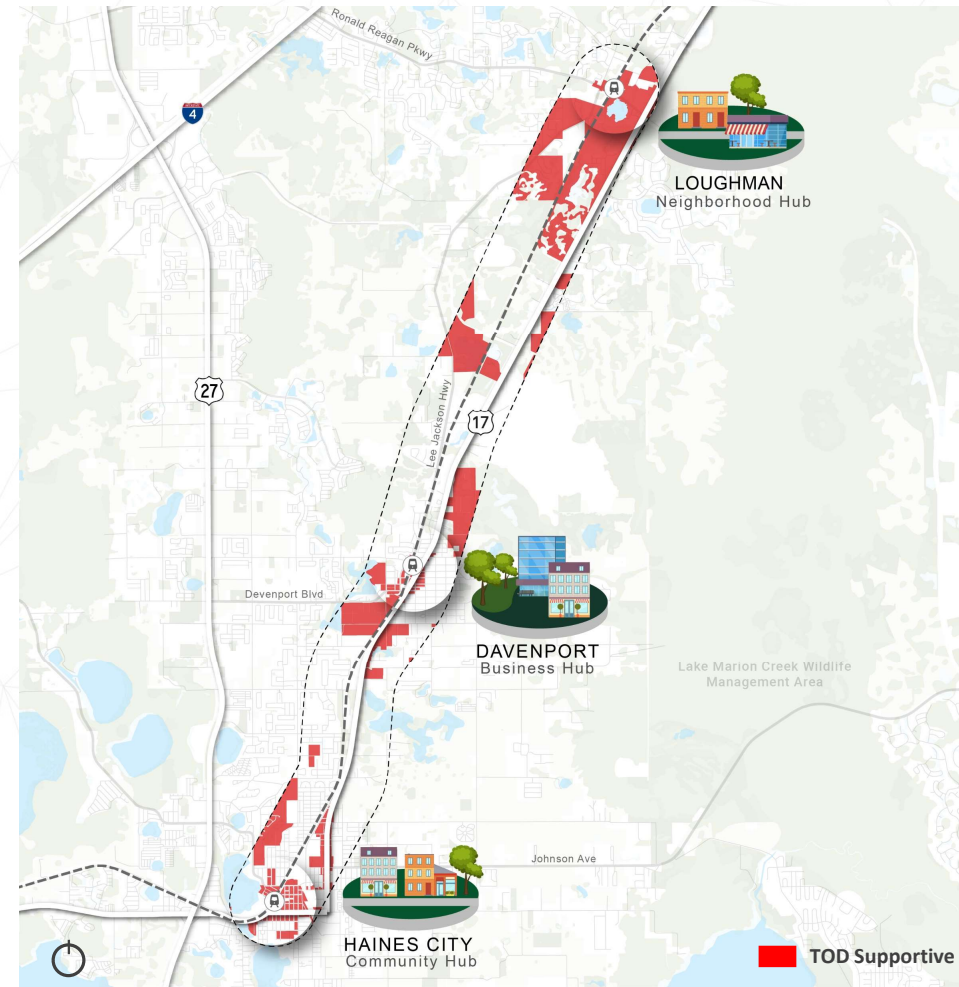
OPPORTUNITIES	CONSTRAINTS
① Duke Energy trail acts as a regional amenity for the station	① Elevated highway causes physical and visual disconnect and limits development potential
② This station area falls within one of the proposed TEILS in Pinellas County	② Unsafe pedestrian environment due to elevated highway and wide intersection
③ Planned mixed-use development in the Southeast Quadrant of Drew St	③ Low chance of becoming a four-corner station
④ Leveraging existing recreational & educational amenities can attract a larger and younger population	

Slide 30

TK1 [@Mohgaonkar, Aishwarya Dhananjay] we need to change this to the R19 graphic
Kofman, Teddy, 2025-06-10T18:09:22.760

Proposed Station Areas

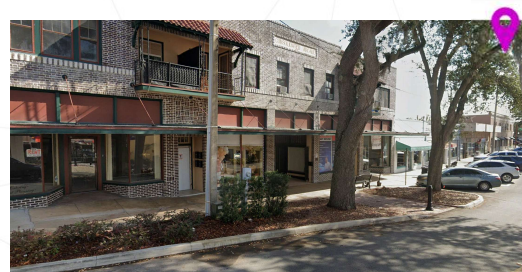
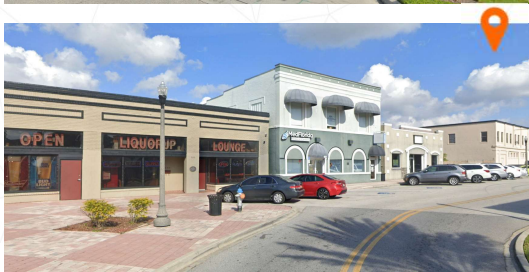
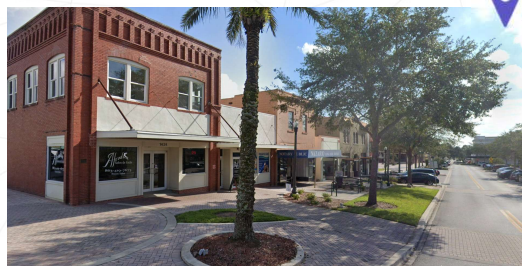
- Three jurisdictions
 - City of Haines City
 - City of Davenport
 - Polk County
- Distinct character
- Unique TOD characteristics



Station Discussion

Haines City Station – E Main Street

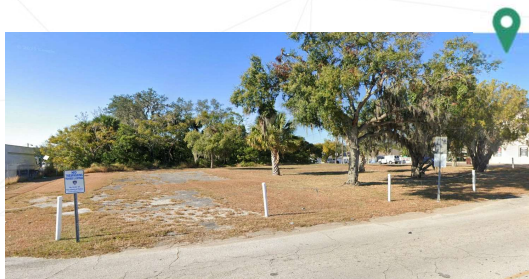
- Active commercial uses between Lily Avenue and E Hinson Avenue
- West of the station primarily includes industrial and logistics uses



Station Discussion

Haines City Station – E Main Street

- Compact parcels nearby provide opportunity for infill development and retention of small-scale historic urban fabric
- Haines City Park and the Public Library are within walking distance



Station Discussion – Future Land Use

- Industrial use to the southwest and northeast
- Mixed use business district is a destination for transit users

Future Land Use (within ½ mile)		Corresponding Zoning District(s)	TOD Supportive (Y/N)
CAC	Community Activity Centre	Central Business District (CBD)	Y
MDR	Medium Density Residential	Central Business District Extra (CBDX)	Y
CPU	City / Public Uses	Residential, Institutional, Office (RIO) Multiple Family Residential (R-3-X) ND1	Y
CPU	City / Public Uses	Single Family Residential (R-1, R-2)	N
NAC	Neighborhood Activity Center	Heavy Industrial (I-2)	N
IN	Industry	Industrial Heavy (IH) Industrial Light (ILW)	N
LDR	Low-Density Residential	Single Family Residential (R-1-AAA/R-1-AX/R-1-AA/R-1-A/R-1/R-2)	N



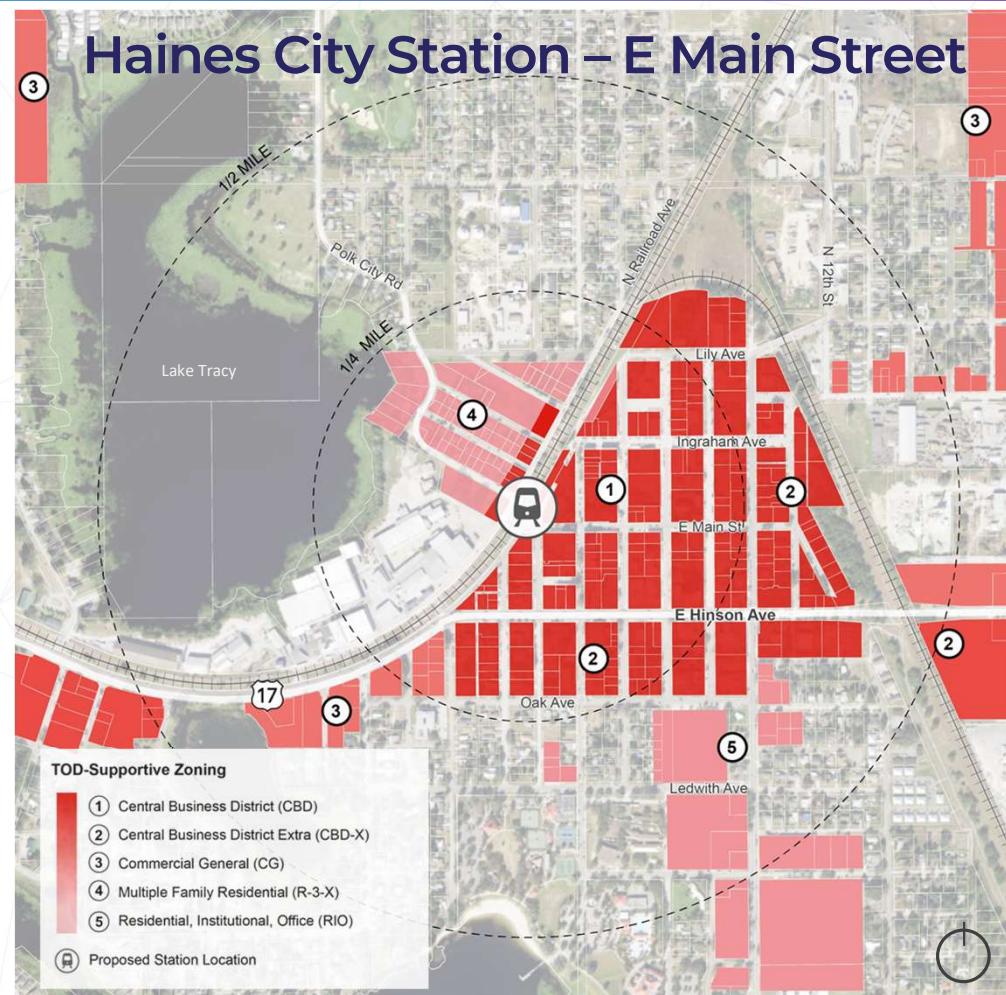
Slide 34

- ND1** [@Mohgaonkar, Aishwarya Dhananjay] I updated the corresponding zoning district here - is it still considered TOD supportive? In the map area, there is some multi-family residential and RIO (which is pretty prescriptive and not completely mixed-use)
Dufva, Nicole, 2025-05-29T20:36:18.023
- AM1 0** I kept RIO and R3X under TOD supportive and separated out Single Family Residential. My understanding is that since RIO supports a mix of uses (specifically office and residential) and R3X supports high density, they can both be considered supportive of TOD. Let me know what you think
Mohgaonkar, Aishwarya Dhananjay, 2025-05-29T23:05:29.007
- ND1 1** Sounds good and makes sense to me!
Dufva, Nicole, 2025-05-30T13:30:20.507

Station Discussion – TOD Readiness

- Approx. 50% of the ½-mile area is TOD-supportive
- Majority of the opportunity for TOD development is within the Central Business District (CBD)

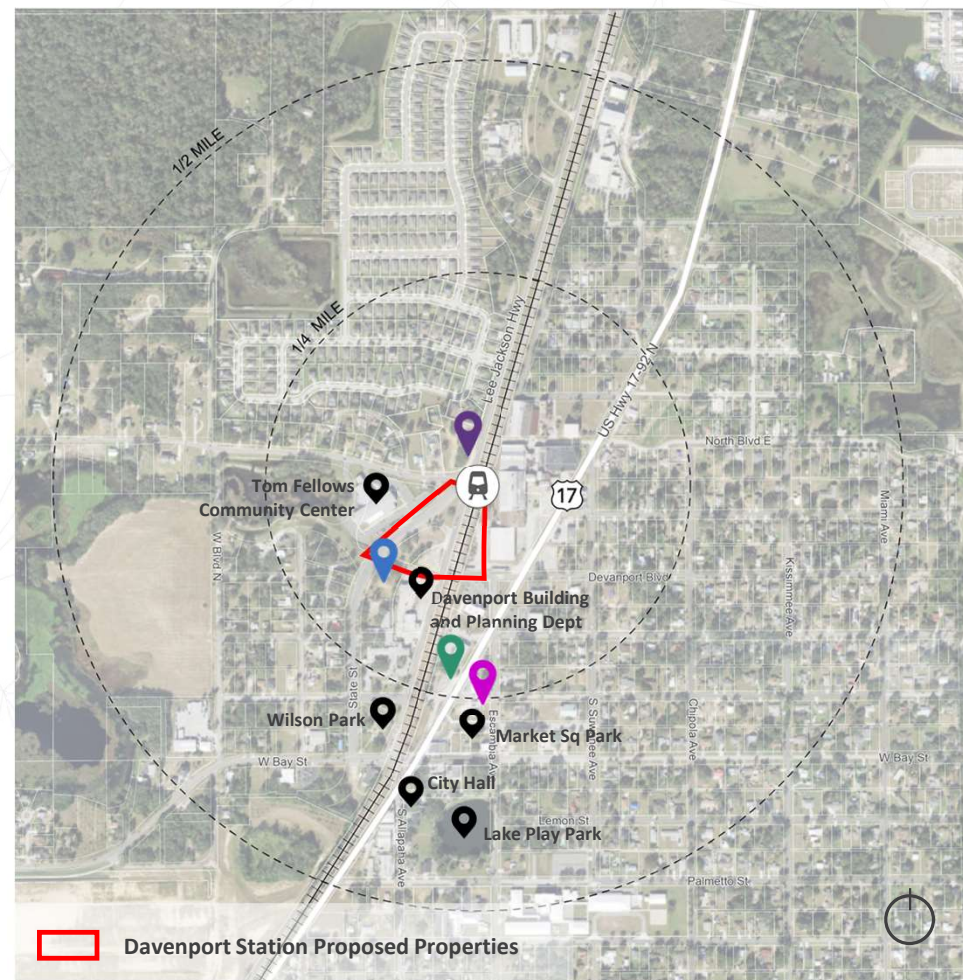
TOD-Supportive Zoning District(s)	Description	Takeaways
1 CBD Central Business District	<ul style="list-style-type: none"> • Protects the character and historic structures and features of the city's downtown. • No new single and two-family dwellings are permitted 	Encourages the development of a mixed-use, walkable and active district around the station
1 CBDX Central Business District Extra	<ul style="list-style-type: none"> • Defines the area adjacent to the central business district • Protects the character and historic structures and features of the city's downtown. 	
2 CPUD Commercial Planned Unit Development	<ul style="list-style-type: none"> • Intended for establishments where planned commercial centers with carefully organized building, parking, and open space 	Presents an opportunity to plan walkable commercial districts from scratch, with efficient parking strategies
3 CG General Commercial	<ul style="list-style-type: none"> • Permits and encourages general commercial activity 	Automobile centric with a potential to activate adjacent area for pedestrian use
4 R-3-X Multiple Family Residential	<ul style="list-style-type: none"> • Intended to be for medium to high density residential uses, with an emphasis on multi family uses 	High density residential has the potential to increase transit demand
5 RIO Residential, Institutional, Office	<ul style="list-style-type: none"> • Intended for institutional, office, multi family residential, cultural, and allied uses 	The presence of office and institutional along with residential use can increase transit demand



Station Discussion

Davenport Station Area

- Uses within a ½-mile radius are primarily low-density residential
- Parcel to the east (approx. 13 acres) is industrial
- 3 public parks and Davenport City Hall are within approx. a ¼-mile radius



-

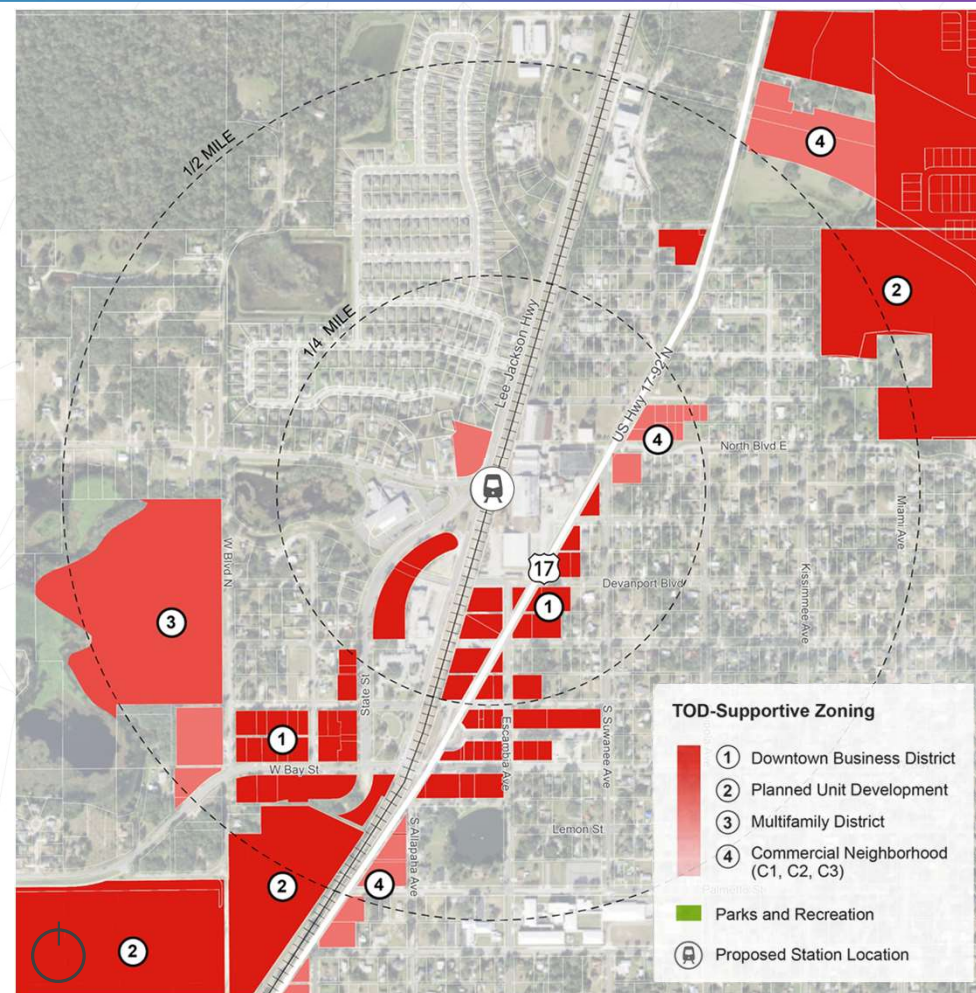
Polk County SunRail Expansion



Station Discussion – TOD Readiness

- Less than 30% of the ½-mile area is TOD-supportive
- If station is to remain in proposed location, a rezoning or a TOD overlay can be considered

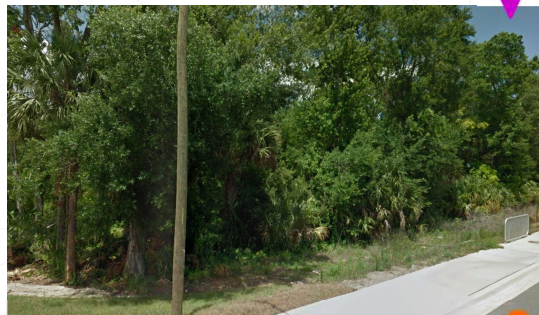
TOD-Supportive Zoning District(s)	Description	Takeaways
① DBD	<ul style="list-style-type: none"> • Allows office and commercial uses in the with no off-street parking required and zero side setbacks allowed. • Residential units above commercial buildings with store fronts are allowed 	No parking/setback minimums and the intended use support continuous and active building fronts and walkable streets and are favorable for TOD
② PUD	<ul style="list-style-type: none"> • Provides for well planned, flexible, and efficient orderly development on a small and large scale 	An opportunity to create a walkable, compact, and accessible neighborhood
③ MF	<ul style="list-style-type: none"> • Multiple family dwelling uses with a higher density standard and lower restrictive regulations, along with accessory uses 	High density residential areas are supportive of TOD and can promote walkable environments
④ C1	<ul style="list-style-type: none"> • Small and medium-scale neighborhood shopping centers and small pedestrian oriented retail districts 	Typical uses within this district include corner stores, bakeries, supermarkets, and other community-oriented use



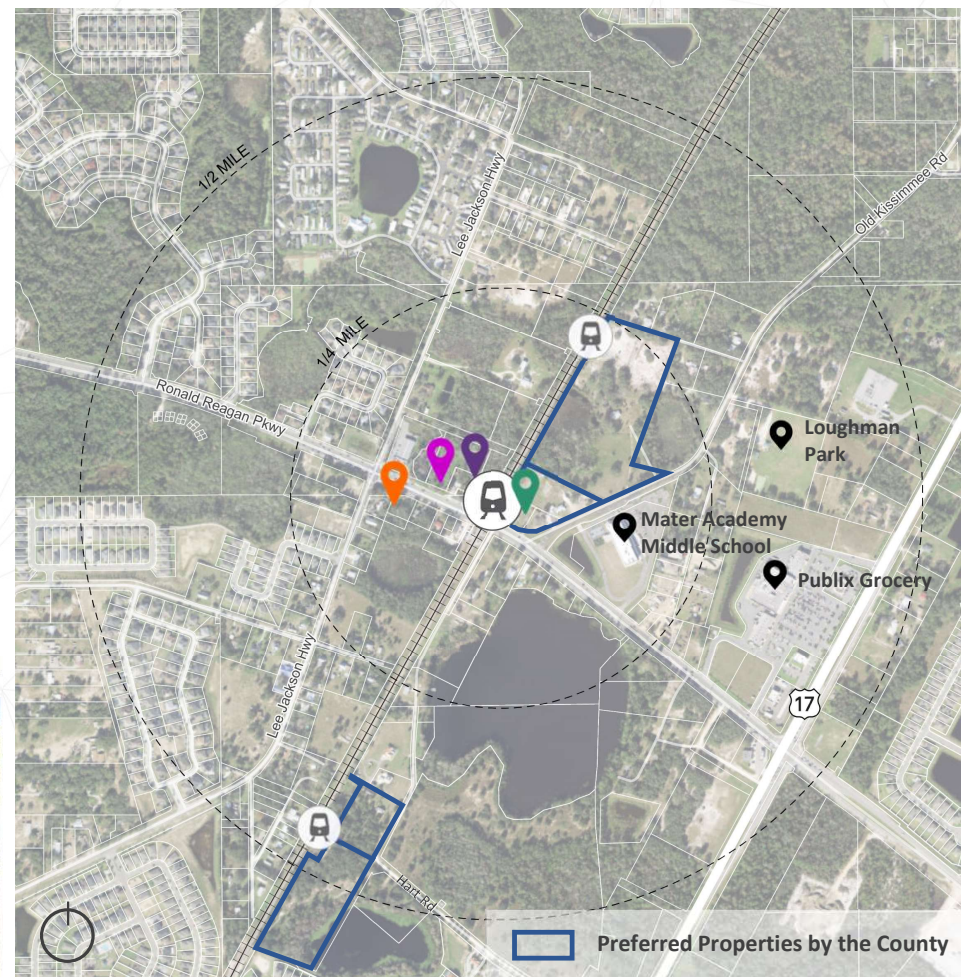
Station Discussion

Loughman Station Area

- Census-designated place in the northeast corner of Polk County
- Proposed station area is primarily car-oriented and suburban in nature



Specific station location undecided



Slide 39

ND1 Map to be updated

Dufva, Nicole, 2025-06-06T16:57:06.691

AM2 Add station icon

Mohgaonkar, Aishwarya Dhananjay, 2025-06-10T19:25:08.136

AM2 0 [@Kofman, Teddy] , [@Dufva, Nicole] does that make sense for the other two station locations?

Mohgaonkar, Aishwarya Dhananjay, 2025-06-11T21:14:04.739

Station Discussion – Future Land Use

- Future land use mix within the ¼-mile radius is provides opportunities for TOD
- Land designation Transit Supportive Development Area (TSDA)

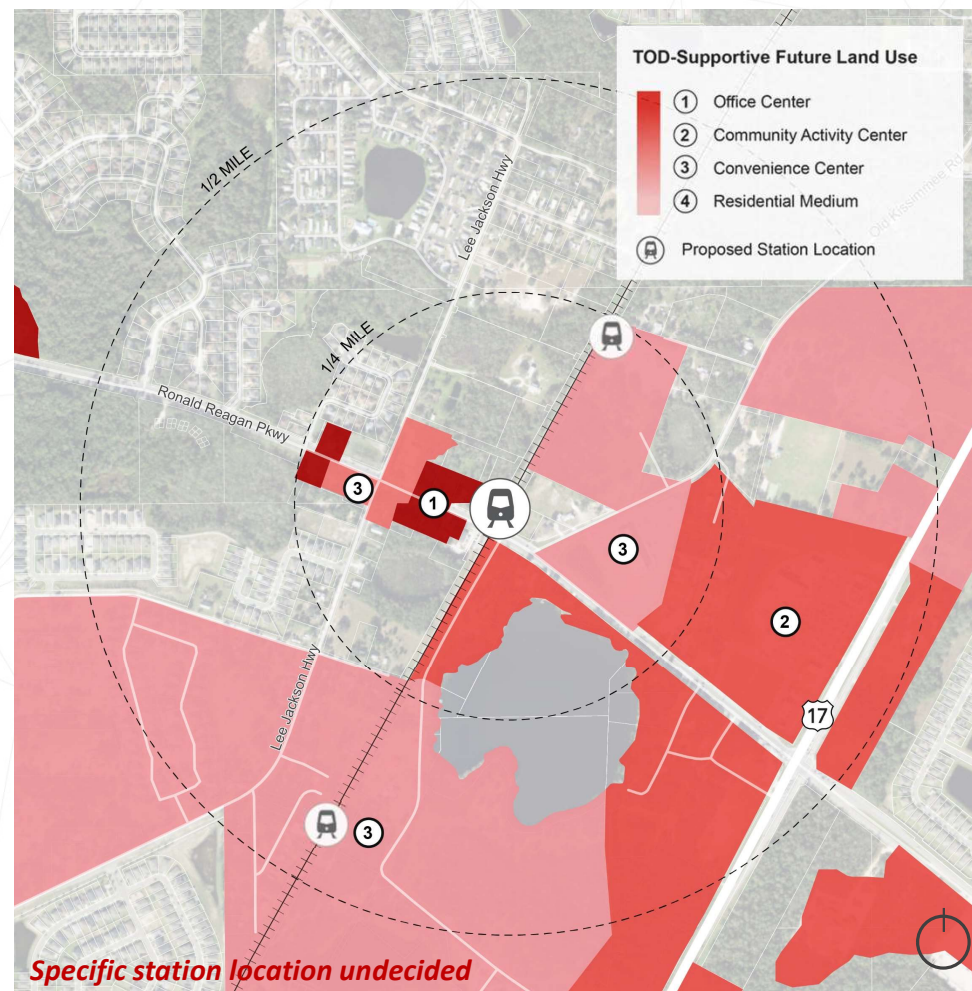
Future Land Use (within ¼ mile)		Description	Corresponding Zoning	TOD Supportive (Y/N)
RM	Residential Medium Density	• Permits single-family, duplex units, multi-family units, group living, and community facilities	Transit Supportive Development Area (TSDA)	Y
OC	Office Center	• Permits professional offices and some retail uses		Y
CAC	Community Activity Center	• Special residential development, offices, department stores, supermarkets, community facilities etc.		Y
CC	Convenience Center	• Non-residential uses such as offices, convenience stores, gas stations, dry cleaners and community facilities		Y
RL	Residential Low Density	• Low density residential with smaller lots, a minimum of 6,000 square feet		N



Station Discussion – TOD Readiness

- Transit Supportive Development Area (TSDA) land designation is intended to serve as a foundation for future development
- Promotes higher densities/intensities and supports compact and mixed-use development which are key for TOD

Future Land Use (within ½ mile)		Description	Zoning	Takeaway
① OC	Office Center	Permits professional offices and some retail uses	Transit Supportive Development Area	The overall TSDA designation provides an opportunity to develop compact, mixed use, and dense environments
② CAC	Community Activity Center	Permits special residential development, non-residential uses such as offices, department stores, supermarkets, restaurants and community facilities.		
③ CC	Convenience Center	Special residential development, offices, department stores, supermarkets, community facilities etc.		
④ RM	Residential Medium Density	Permits single-family, duplex units, multi-family units, group living, and community facilities		



Initial Takeaways



Community needs can be supported through future development



There is a foundation for TOD

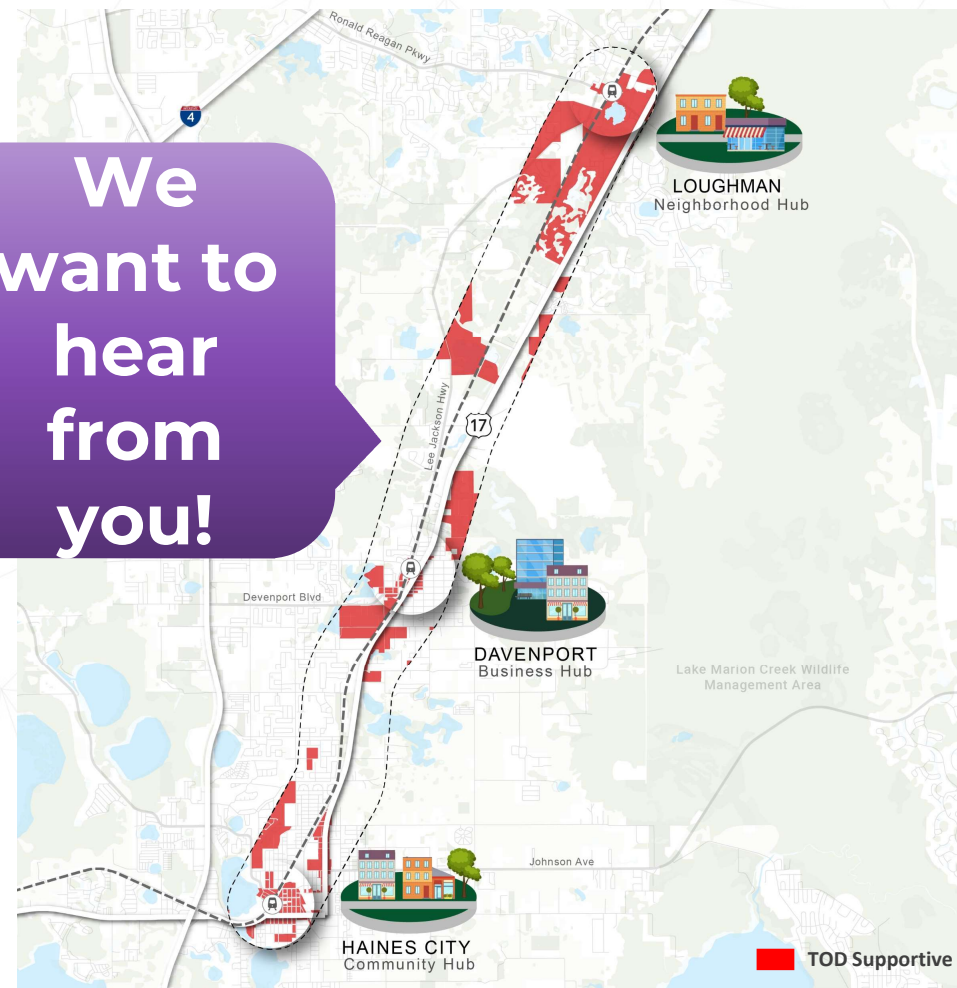


A vision for each station area would guide development

Visioning TOD: Small Group Exercise

- Tell us about near-term development and infrastructure plans in the station area?
- Tell us about your vision for development and mobility in the station area?
- From your perspective, tell us about the perceived opportunities and challenges in the station area?

We
want to
hear
from
you!



Next steps

- Will provide a summary of input received (white paper)
- Look for future coordination and continued conversation regarding TOD

