



Polk Transportation
Planning Organization

I-4 PASSENGER RAIL
STATION STUDY
POLK TPO



LITERATURE & DOCUMENT REVIEW

August 2026

DRAFT

INTRODUCTION

This Literature and Document Review provides a foundation for the I-4 Passenger Rail Station Study by summarizing prior and ongoing transportation, land use, and policy planning efforts relevant to future passenger rail service in Polk County and Central Florida. The review focuses on documents that establish the regional context for high-speed rail, intercity passenger rail, commuter rail, and station-area planning along the I-4 Corridor. Documents reviewed include:

- » Florida High-Speed Rail Tampa to Orlando Final Environmental Impact Statement (FEIS) Reevaluation
- » Polk County SunRail TCAR
- » Polk County SunRail Expansion PD&E Study
- » Sunshine Corridor TCAR Study
- » Envision 2050 Long Range Transportation Plan
- » Polk Vision: Community Vision Comprehensive Update
- » Polk County 2050 Comprehensive Plan
- » Citrus Connection 2025 Transit Development Plan Update
- » Lakeland Comprehensive Plan: Our Community 2030
- » City of Auburndale 2050 Comprehensive Plan
- » City of Polk City 2030 Comprehensive Plan
- » Polk County Land Development Code
- » City of Lakeland Land Development Code
- » City of Auburndale Land Development Code

KEY THEMES FROM THE LITERATURE & DOCUMENT REVIEW



EXISTING PREMIUM TRANSIT PLANS

Florida High-Speed Rail Tampa to Orlando FEIS Reevaluation 2010, Federal Railroad Administration (FRA)/FDOT

Overview: The Final Environmental Impact Statement (FEIS) Reevaluation updates the 2005 FEIS for the same project based on refinements to the design in the intervening years. The purpose of the project itself was to create an initial section of the proposed Florida High Speed Rail system between Downtown Tampa and Orlando International Airport to enhance intercity passenger mobility within the region, expand passenger transportation capacity, and provide an alternative to highway and air travel.

Findings: Both the original FEIS and this reevaluation were based on an alignment primarily within the I-4 right-of-way, with one proposed station in the Lakeland area at either Kathleen Road or the Polk Parkway. The reevaluation notes a request by the City of Lakeland, Polk County, and Florida Polytechnic University for continued coordination during design to confirm the optimal Polk County station location to serve Lakeland and surrounding communities. A Lakeland public information meeting was held during the reevaluation process, and its findings supported the conclusion that no additional significant impacts were identified during that phase.



Key Takeaway: The FEIS Reevaluation confirms that an intercity rail alignment with a stop along I-4 has been previously studied, and found no additional significant impacts that would require preparation of a Supplemental EIS.

Figure 1. Florida High-Speed Rail Tampa to Orlando Preferred Alignment



Source: https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/180/FHSR_ROD_2010-05-07_final.pdf

Polk County SunRail TCAR 2023, FDOT District One

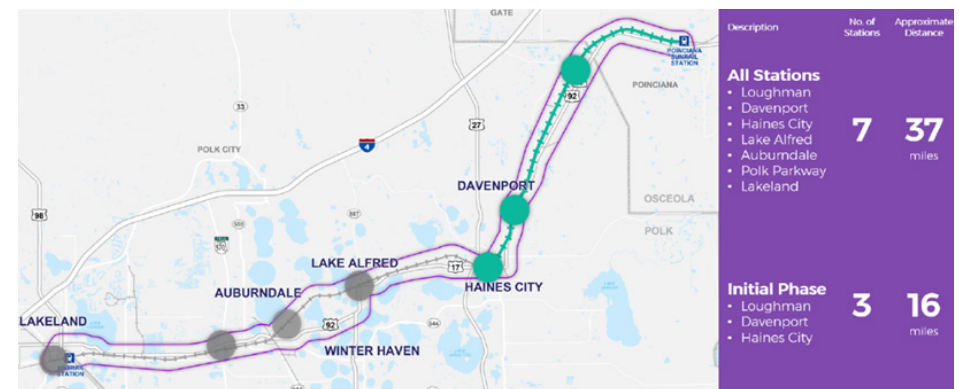
Overview: The Polk County SunRail Extension Transit Concept and Alternatives Review (TCAR) Study evaluates the benefits of extending the SunRail commuter service from its existing western terminus in Poinciana into Polk County. It builds on preliminary planning efforts and sets the stage for a PD&E study and possible entry into FTA's Capital Investment Grant (CIG) program.

Findings: The study identified seven alternatives, differentiated by mode and number and location of proposed stations, and evaluated those alternatives based on projected ridership and associated transportation access and environmental benefits. The recommended alternative includes seven new commuter rail stations, extending as far west as Lakeland, using the existing CSX rail corridor (located south and east of I-4). An initial phase consisting of three new stations (Loughman, Davenport, and Haines City) was recommended to advance to a PD&E study. The Polk TPO accepted the findings of the TCAR Study.



Key Takeaway: Understanding how commuter rail could function in Polk County helps planners envision how it could eventually connect with or complement intercity rail.

Figure 2. Polk County SunRail Extension Recommended Alternative



Source: Polk County SunRail TCAR



Polk County SunRail Expansion PD&E Study

Ongoing, FDOT District One

Overview: The purpose of this ongoing PD&E study is to further examine the proposed extension of SunRail commuter rail into Polk County, specifically the three-station initial phase identified in the previous TCAR Study. No-build and build alternatives will be evaluated in terms of maximizing benefits related to travel mobility, land use, and economic development while minimizing costs and impacts to the environment.

Findings: A Transit-Oriented Development (TOD) Workshop was held with local and regional partners in June 2025. Tasks related to existing conditions, safety analysis, capital and operating costs are underway. No additional project schedule or findings are available as of May 2026.

Figure 3. SunRail Expansion Study Area



Source: <https://www.swflroads.com/project/450899-2>



Key Takeaway: This study will help reveal how rail projects interact with Polk County's land use, growth patterns, and transportation needs; insights that can help shape intercity rail planning. The study also helps Polk County build experience with the federal review process.

Sunshine Corridor TCAR Study 2024, FDOT District Five

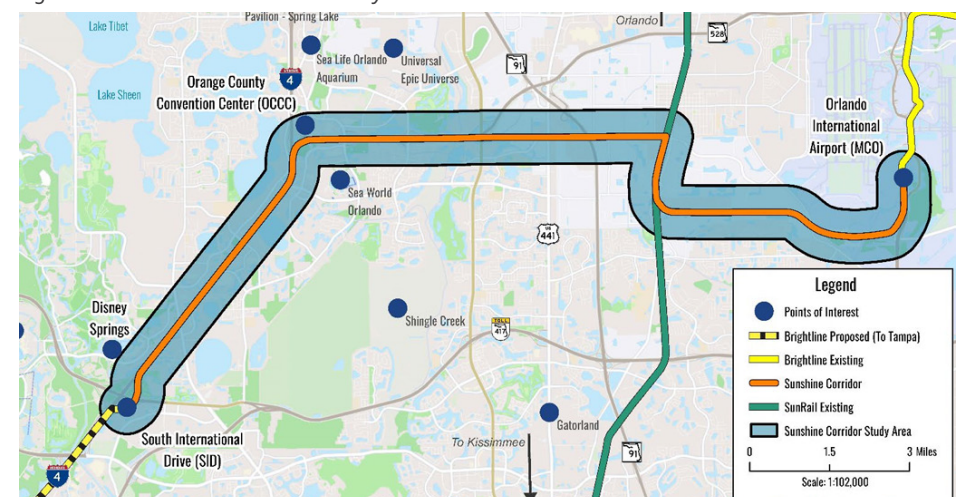
Overview: The Sunshine Corridor is a proposed, publicly owned, joint-use passenger rail corridor connecting downtown Orlando and Kissimmee with Orlando International Airport, the Orange County Convention Center, and South International Drive, with a potential extension to Disney Springs. The multi-phase program would expand SunRail commuter rail service, accommodate proposed Brightline intercity passenger rail, and provide a critical link in the broader vision for intercity passenger rail service between Orlando and Tampa.

Findings: The study screened four modal alternatives: enhanced local bus, bus rapid transit, commuter rail, and trackless tram. Commuter rail was the only alternative to meet all preliminary screening criteria and was recommended for further evaluation. The study then assessed five commuter rail options based on ridership, costs, infrastructure requirements, safety, mobility and connectivity, land use and economic development, and environmental considerations. Future study phases will determine the preferred combination of options and implementation phasing based on available funding and investment.



Key Takeaway: The study recommends commuter rail as the preferred mode for the Sunshine Corridor. A publicly owned, joint-use corridor could accommodate both SunRail and intercity passenger rail, connect major regional destinations, and link local, regional, intercity, and air travel.

Figure 4. The Sunshine Corridor Study Area



Source: <https://www.cflroads.com/project/451404-1>

OTHER MAJOR PLANS

ENVISION 2050 LRTP

2025, Polk TPO

The Polk Transportation Planning Organization (TPO) Long Range Transportation Plan (LRTP) is the region's federally required, long-range mobility plan that identifies transportation needs, priorities, and investment strategies over a multi-decade horizon. It documents existing and future transportation conditions, establishes goals and performance measures, and defines fiscally constrained projects and policies across roadway, transit, bicycle/pedestrian, and freight systems. For passenger rail station feasibility, it provides the regional policy and investment context for multimodal access, supporting network improvements, and consistency with adopted transportation priorities. The Polk County LRTP:

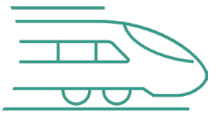
- » Formally recognizes high-speed, intercity rail and commuter rail as modes to be planned for in Polk County.
- » Establishes a multimodal framework expanding planning for pedestrian, bicycle, and public transit infrastructure.
- » Assumes a High Speed Rail station along the I-4 Corridor, however, no time frame, scale, or stations have been formally identified.
- » Recognizes the proposed SunRail extension into Polk County and notes that Phase 1 is in the PD&E phase, with possible stations in the Loughman, Davenport, and Haines City areas.
- » Demonstrates a documented public interest in commuter rail through a survey asking members of the public to rank 10 transportation initiatives, with the SunRail extension station in Haines City and Lakeland identified as their top priority.



Key Takeaway: Reviewing the LRTP provides important context for understanding how an intercity rail project would fit into a bigger, long-term vision for the transportation system in the region.



I-4 PASSENGER RAIL STATION STUDY POLK TPO



Polk Vision

Community Vision Comprehensive Update

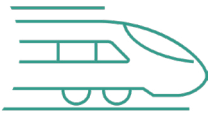
The Community Vision Comprehensive Update is a countywide visioning document that updates Polk County's 2004 Community Vision and sets shared priorities through 2044. Based on community input, it outlines goals for growth, infrastructure, education, economic opportunity, health, civic life, and quality of life, while providing strategies and benchmarks to guide coordinated action.

- » Surveys revealed that 46.4% of respondents identified traffic capacity as their most desired infrastructure improvement in the County, followed by 32% for improvements to roadway quality, and then enhanced public transportation at 23.4%. 85.9% of respondents also agreed that expanded transit services are needed (routes, frequency, coverage).
- » The plan also lists the growth and expansion of mobility options for Polk residents as a key transportation improvement strategy.



Key Takeaway: The Polk Vision Document reflects community preferences for improved traffic conditions and expanded transit options, helping to frame how potential rail initiatives could support identified needs and the County's overall vision through 2044.



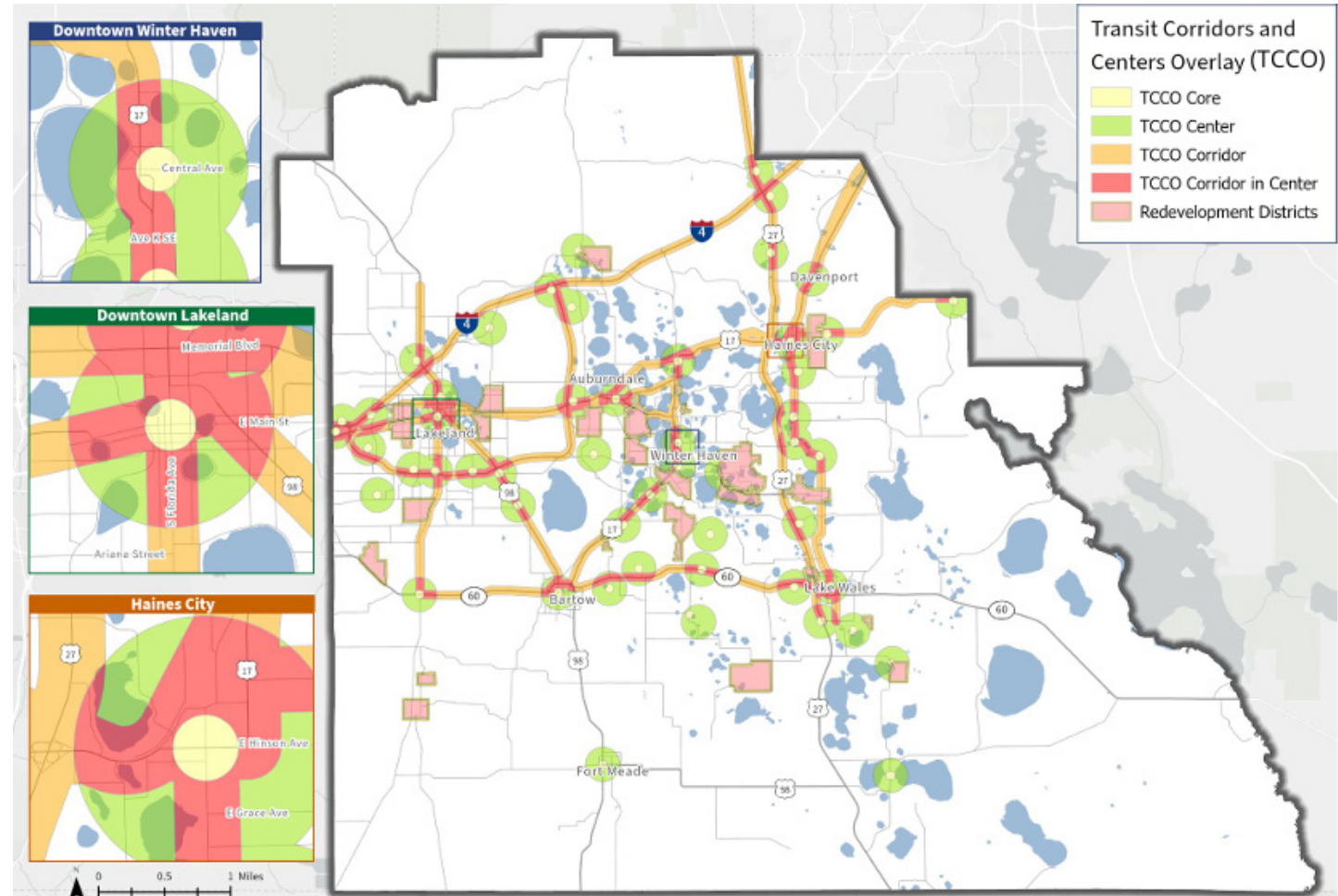


Citrus Connection 2025 Transit Development Plan Update 2025, Polk County

The Citrus Connection 2025 Transit Development Plan (TDP) outlines a 10-year vision to improve Polk County's transit ridership, efficiency, and regional connectivity. It also serves as a required strategic planning and operational guide under Florida regulations, supporting funding eligibility and guiding future transportation programs and improvements. The Citrus Connection TDP:

- » Conducted a transit need survey, revealing that 13.9% of respondents prioritized Brightline service through Polk County as a top improvement for Citrus Connection.
- » Recognizes the potential for future SunRail and Brightline Facilities.
- » Builds upon Polk County's Transit Corridor and Centers Overlay (TCCO) designation from the Polk County Comprehensive Plan, which identifies areas to "improve access to transit services including high speed rail service."
- » Ranks I-4 as number 7 out of 35 "Prioritized Transit Corridors" in Polk County.

Figure 5. Transit Corridors and Centers Overlay (TCCO)



Source: <https://ridecitrus.com/wp-content/uploads/Draft-Citrus-Connection-TDP-2.pdf>



Key Takeaway: The TDP builds on Polk County's TCCO framework to concentrate transit-supportive development and improve access to existing and future transit, including high-speed rail.

COUNTY & CITY COMPREHENSIVE PLANS

Existing Polk County Comprehensive Plan (2050 update in progress)

Adopted in 1991. Polk County

The existing Polk County Comprehensive Plan is the county's long-range land use and infrastructure policy framework that guides future growth, transportation and mobility investments, community facilities, environmental protection, and economic development. It establishes the Future Land Use Map and supporting policies that shape where development will occur and how services will be provided. The following existing Sections and Policies support transit in the county.

- » **Section 2.104:** Designated Transit Supportive Development Areas (TSDAs) to encourage mixed-use development and high-density housing
- » **Section 2.124-A:** Designated Transit Corridor and Centers Overlay (TCCO) Districts to encourage dense, mixed-use development and lower administrative hurdles (i.e. expedited review and reduced impact fees) for areas at/near existing and planned transit service areas
- » **Policy 2.124-A10:** Funding prioritization for transit facilities and passenger amenities
- » **Policies 2.124-A11 and 2.124-A16:** Support of public-private investment in building transit centers
- » **Policies 3.202-F3, 3.202-F4, and 3.202-F5:** Coordination with the State, FDOT, TPO and local transit agencies in planning for a high-speed rail system within Polk County.

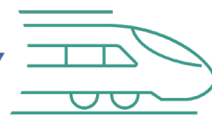


Key Takeaway: The existing Polk County Comprehensive Plan (adopted in 1991 and amended over time) supports transit-oriented development and future rail coordination, showing how intercity rail could advance long-term mobility, land use, and economic goals. Prosper 2050 is an ongoing update to Polk County's Comprehensive Plan, with adoption anticipated in 2026. A specific adoption date has not yet been announced.



Table 1. 2023 Polk County Future Land Use Categories within a Half-mile Buffer of I-4 Corridor

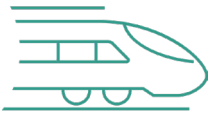
Code	Future Land Use Category	Short Description
A/RR	Agriculture/ Residential Rural	Supports continued productive agriculture and compatible very-low-density rural residential development, including agricultural support and community facilities.
BPC-1	Business Park Center	Office- and business-park-oriented employment area for offices, research and development, distribution and wholesale uses, with limited supporting retail.
BPC-2	Business Park Center	Light-industrial employment area for manufacturing, fabrication, assembly, distribution and wholesale uses, with limited supporting retail.
CAC	Community Activity Center	Community-scale mixed activity center serving surrounding residents with shopping, offices, supermarkets, restaurants, community facilities and limited special residential development.
CE	Commercial Enclave	Recognizes existing isolated concentrations of commercial and office uses outside activity centers and linear commercial corridors.
CITY	Incorporated City	Incorporated municipal area shown separately from the County's unincorporated future land-use districts; municipal land-use regulations apply.
CORE	CARMP Core	Conservation Core protecting the Green Swamp's most ecologically sensitive and intact resources, including water quantity, water quality and wildlife habitat; residential use is very limited.
EC	Employment Center	Selected-area-plan employment center for light assembly, offices, research parks, low-impact commercial uses and related businesses, including areas near post-secondary campuses.



Code	Future Land Use Category	Short Description
HIC	High-Impact Commercial Centers	Intensive non-retail business and service area for uses that may create substantial truck traffic, noise, odor or visual impacts, with limited supporting retail.
IND	Industrial	Area for general manufacturing, processing and distribution of goods, with supporting commercial uses where needed.
INST-1	Institutional	Institutional area for public and private service facilities with relatively low external impacts, such as schools, government or cultural facilities, hospitals and lower-impact utilities.
INST-2	Institutional	Institutional area for higher-impact or outdoor-oriented public-service uses, such as high schools, maintenance facilities, major utilities, solid-waste facilities and correctional institutions.
LCC	Linear Commercial Corridor	Existing roadway-oriented concentration of commercial, office, institutional and some industrial uses; redevelopment may include upper-floor multifamily housing.
LR	Leisure/Recreation	Facilities and areas primarily providing recreation-related services for residents and short-term visitors.
OC	Office Center	Area for small professional offices and similar uses, with a limited amount of supporting retail.
PRESV	Preservation	Land protected for long-term preservation of sensitive or unique habitats or publicly accessible low-impact open space.
RAC	Regional Activity Center	Large regional-scale mixed activity center for regional shopping, offices, regional attractors, community facilities and special residential development.

Code	Future Land Use Category	Short Description
RH	Residential High	Urban high-density residential area allowing single-family, duplex, multifamily, group-living and community-facility uses.
RL-1	Residential Low	Urban low-density residential area with the largest lot standard among the RL districts—generally at least 40,000 square feet.
RL-2	Residential Low	Urban low-density residential area with lots generally at least 15,000 square feet.
RL-3	Residential Low	Urban low-density residential area with lots generally at least 10,000 square feet.
RL-4	Residential Low	Urban low-density residential area with the smallest RL lot standard—generally at least 6,000 square feet.
RM	Residential Medium	Urban medium-density residential area allowing single-family, duplex, multifamily, group-living and community-facility uses.
ROS	Recreation Open Space	Publicly accessible recreation and open-space lands that provide recreational facilities and services for residents and visitors.
RS	Residential Suburban	Suburban-density residential area that transitions between rural and urban development, primarily supporting single-family homes and community facilities.
TCC	Tourism Commercial Centers	Tourism-focused commercial center for attractions, recreation, lodging, restaurants, gift shops, service stations and other tourism-supporting uses.

Source: https://hdp-us-prod-app-inspire-engagement-files.s3.us-west-2.amazonaws.com/3017/1595/7860/POLK_COUNTY_COMPREHENSIVE_PLAN.pdf



Lakeland Comprehensive Plan: Our Community 2030 2025, City of Lakeland

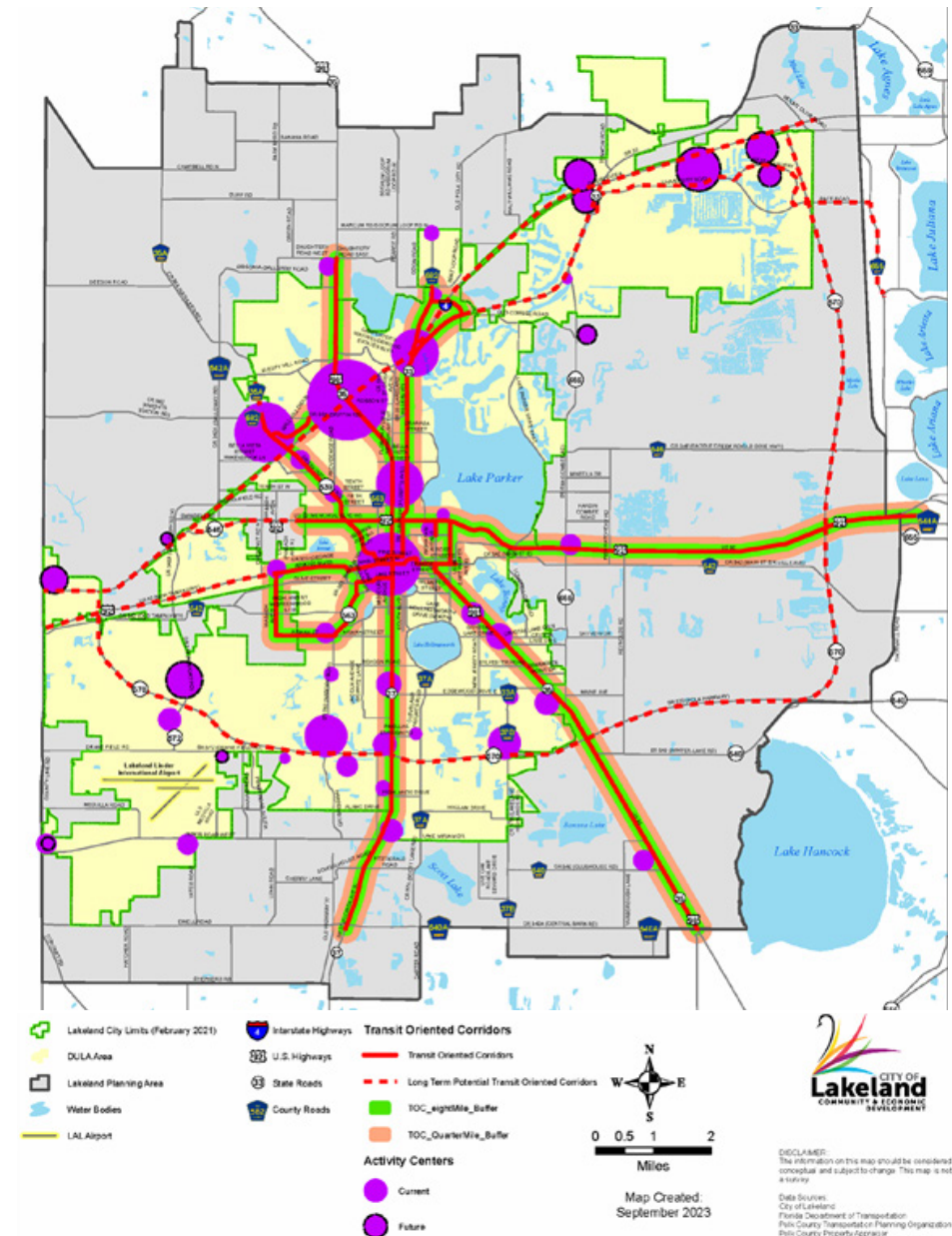
The City of Lakeland Comprehensive Plan is the city's adopted growth management and policy document that guides land use, transportation, housing, utilities, environmental resources, and redevelopment within city limits. It sets goals and policies for where and how the city will grow and invest, and defines land use intensity, activity centers, multimodal transportation priorities, and station-area compatibility within Lakeland. The following Objectives and Policies support rail transit and development in the City:

- » **Objective FLU-1.4** - Designates Transit Oriented Corridor (TOC) Overlay areas that encourage a mix of complementary land uses, including medium to high residential densities along fixed route corridors and rail station areas. Additional objectives include the creation of incentives and minimum requirements for new or redevelopment projects within 1/2mi from passenger rail stations. All new or redevelopment projects shall be designed with bike/ped and transit friendly site design. Minimum and maximum densities established within TOC buffer area. Min = 7 DU/Acre within 1/8mi to 5 DU/Acre within 1/4mi. Max = 22 DU/Acre within 1/8mi to 16 DU/Acre within 1/4mi. New and Redevelopment designed with primary focus on pedestrian experience with vehicles as secondary focus. Potential benefits and fee ordinance changes to be considered for development with the TOC.
- » **Policy TRN-1.5C:** Funding priorities for sidewalks shall support transit use including to high-speed rail services.
- » **Policy FLU-1.4G:** Requires a small area plan for the 1/2mi area surrounding the proposed multimodal station site. Plan will address proposed mix of uses, expected maximum and minimum densities, parking, range of scale and mass for the buildings, compatibility with surrounding uses, required infrastructure improvements, and connectivity with other modes of transportation (including bike, bus, and pedestrians). At least one workshop is required for public and stakeholder input. Final plan requires city commission approval.



Key Takeaway: The Lakeland Comprehensive Plan provides insight into how local land use, development patterns, and infrastructure planning are intended to support future transportation investments, including intercity rail. The City's Comprehensive Plan has established policies and procedures in anticipation of future intercity passenger rail.

Figure 6. Transit-Oriented Corridors and Activity Centers in Lakeland



Source: https://www.lakelandgov.net/media/22876/comp-plan_effective-01-20-26_ord-6132_.pdf#/media/media/edit/54609

- » **Policy TRN-1.5K/TRN-1.6/TRN-1.11I:** Notes that City of Lakeland will continue to work and coordinate with FDOT, Polk TPO, and Lakeland Area Mass Transit District (LAMTD) to advocate for high-speed rail and support planning efforts along I-4 and the CSX rail line through downtown, and to coordinate planning efforts to increase ridership on mass transit options in accordance with previous and ongoing long-range planning efforts.
- » **Policy TRN-1.8D:** A high-speed rail station should be located to have connections with all transportation modes including bus, sidewalk, and bicycle access. Appropriate densities/intensities within ½ mi of the station should be encouraged. Any environmental impacts should be addressed and mitigated.

Table 2. Lakeland Comprehensive Plan Future Land Use Categories within 1/2-mile of I-4 Corridor

Code	Future Land Use Category	Short Description
RL	Residential Low	Low-density residential development, subject to site constraints, availability of public services, and compatibility with surrounding uses.
RM	Residential Medium	Medium-density residential development that also supports compact, walkable infill and limited small-scale office or commercial uses where permitted.
RH	Residential High	High-density residential development intended to support compact, walkable development and infill, with office or commercial uses allowed where permitted.
MCC	Mixed Commercial Corridor	Older strip-commercial corridors containing non-anchor retail and service uses that typically depend on visibility and driveway access.
NAC	Neighborhood Activity Center	Neighborhood-serving centers typically containing a grocery store, drug store, small retail businesses, and offices with walkable and multimodal access.

Code	Future Land Use Category	Short Description
CAC	Community Activity Center	Community-serving shopping centers typically containing grocery and drug stores, junior department stores, smaller retail businesses, and offices.
RAC	Regional Activity Center	Large regional shopping or employment centers containing malls, large-format retail, regional attractors, commercial uses, offices, and supporting mixed uses.
IAC	Interchange Activity Center	High-intensity development at limited-access highway interchanges that may include retail, employment, office, residential, tourism, or other mixed uses.
BP	Business Park	Major employment centers accommodating light assembly, manufacturing, warehousing, distribution, showrooms, offices, and limited supporting commercial uses.
IND	Industrial	Manufacturing, processing, assembly, distribution, warehousing, airport, rail-yard, and similar production or logistics uses.
PI	Public and Institutional	Public and private institutional uses such as schools, government buildings, cemeteries, post offices, and similar facilities.
R	Recreation	Public and private facilities used primarily for recreation, excluding commercial entertainment establishments.
C	Conservation	Environmentally constrained lands limited primarily to low-intensity and passive recreational uses, with very limited residential development.

Source: https://www.lakelandgov.net/media/22876/comp-plan_effective-01-20-26_ord-6132_.pdf

City of Auburndale 2050 Comprehensive Plan
2026, City of Auburndale

The City of Auburndale Comprehensive Plan is the city’s adopted long-range policy framework for future land use, transportation, utilities, conservation, and community development. It provides goals and policies that direct growth and infrastructure investment, and identifies desired development patterns, mobility priorities, and supporting infrastructure needs in areas that may influence access to future I-4 passenger rail facilities. The following policies support transit in the City.

- » **Policy A-16:** City will establish Transportation Based Energy Conservation Areas (TBECAs) based on the Core Transit Corridors and Centers (TCCs) identified in Polk TPO’s 2060 Transportation Vision Plan
- » **Policy A-16.2.b:** Provides framework for mobility strategies to address and improve access to transit services, including high-speed rail service.
- » **Policy B-4.5:** City will implement transit supportive land use policies by encouraging mixed-use and medium/high-density development within ¼ mile of any transit route
- » **Policy B-5.6:** City will work with Polk TPO and FDOT to plan/program enhanced surface access to any high-speed rail station



Key Takeaway: Auburndale has two TCC’s within the 1/2-mile buffer of I-4 near the interchange of I-4 and Polk Parkway near Florida Polytechnic.

Table 3. Auburndale Comprehensive Plan Future Land Use Categories within a half-mile buffer of I-4 Corridor

Code	Future Land Use Category	Short Description
Business Park Center (BPC)	Business Park	Employment-focused centers intended for light assembly, wholesale, warehousing, offices, distribution, research, and related business uses.
Leisure/ Recreation	Leisure - Recreation	Recreation-oriented areas serving residents and short-term visitors, including fish camps, campgrounds, RV parks, and golf courses.
Lakes District Mixed Use (LDMU)	Lakes District Mixed Use	An integrated mix of open space, residential, commercial, business, office, civic, institutional, recreational, cultural, utility, and agricultural uses.
Low Density Residential	Low Density Residential	Primarily low-density, single-family detached residential neighborhoods, with schools, parks, and related public uses also permitted.
Medium Density Residential	Medium Density Residential	Residential areas supporting a mixture of housing types, including apartments, townhouses, duplexes, and single-family dwellings.
City, Public Uses, Parks	Public Uses	City, County, State, and Federal lands within Auburndale, including parks, public offices, municipal buildings, and other public lands.
Tourism Commercial Center (TCC)	Tourism Commercial Center	Tourism, recreation, lodging, entertainment, and supporting commercial uses serving visitors and City residents.

Source: <https://auburndalefl.com/wp-content/uploads/2026/05/Auburndale-A-FLUE-GOPs-Adopted2026-04-20.pdf>

City of Polk City 2030 Comprehensive Plan
2013, City of Polk City

The City of Polk City Comprehensive Plan establishes the community's long-range land use and transportation policies to manage growth, protect resources, and guide public infrastructure and services. It outlines desired future development patterns and transportation improvements.

- » **FLU Element Policies 4.4a and 4.4c:** Business-Park Center and Tourism Commercial Center land use designations include preferences for accommodation of a fixed route mass-transit line
- » **Intergovernmental Communication Policy 2.3/6.2:** City will coordinate with Polk County to implement land use policies and mobility strategies consistent with County Transit Corridors and Centers Overlays and will coordinate with the Polk TPO on any major mass transit facilities.



Key Takeaway: The City's policies allow for Business-Park Center and Tourism Commercial Center, but the incorporated land along I-4 is not designated for these land use categories.

Table 4. Polk City Comprehensive Plan Future Land Use Categories within 1/2-mile of I-4 Corridor

Code	Future Land Use Category	Short Description
RLX	Residential Low	Low density residential development consisting of single family dwellings along with structures accessory to residential use. This category also permits schools and other public uses appropriate to residential neighborhoods.
CONX	Conservation	Protects natural resources and water quality. Development is prohibited except for limited caretaker or park ranger housing.

Source: <https://www.mypolkcity.org/media/1411>

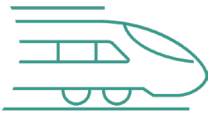
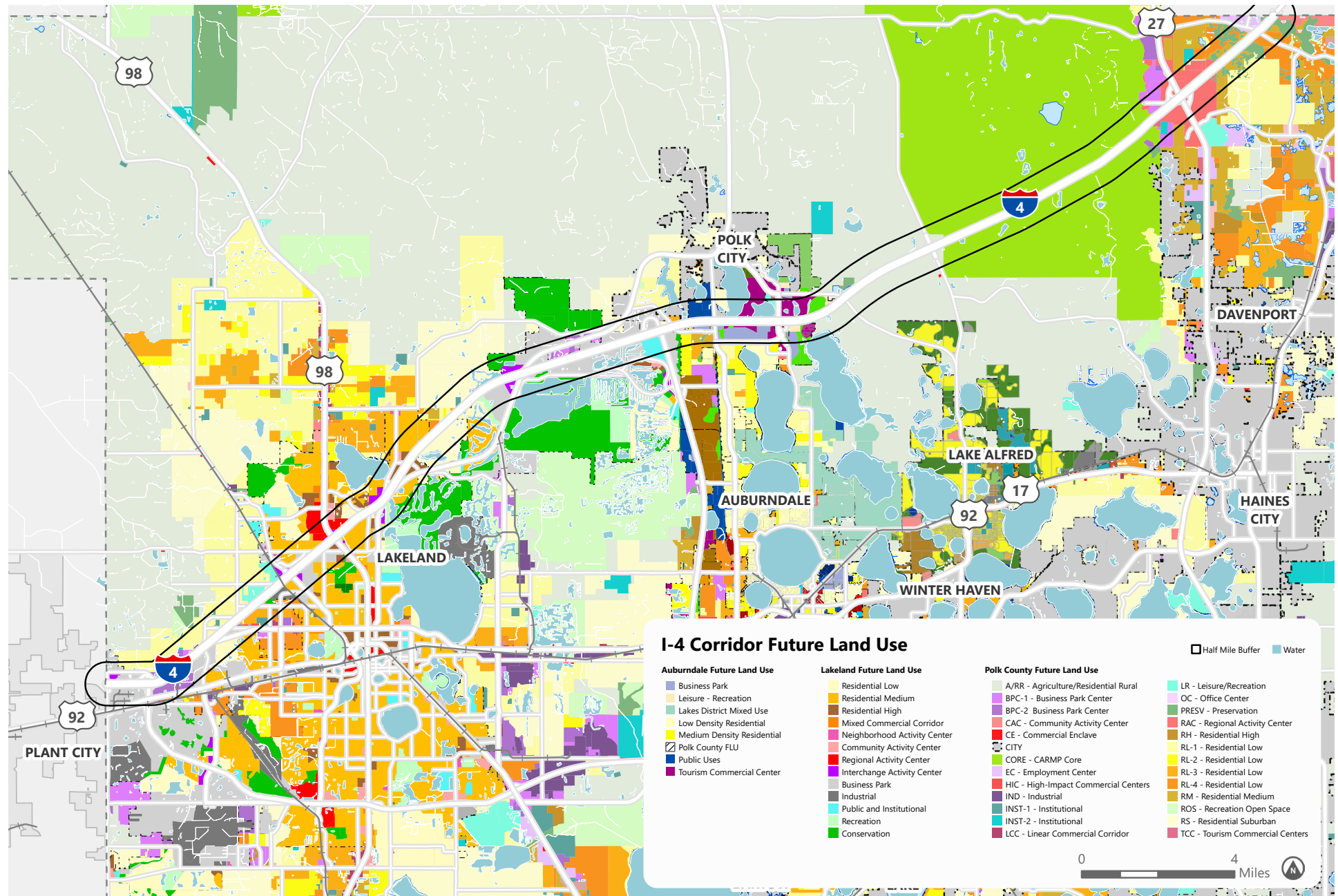


Figure 7. Future Land Use in Polk County



LAND DEVELOPMENT CODES

Polk County

The [Polk County Land Development Code](#) is the county's regulatory framework for implementing the comprehensive plan. It governs zoning, permitted uses, development standards, subdivision and site development requirements, environmental and design regulations, and development review procedures.

- » **Chapter 4, Section 401.01** establishes the I-4/NE Parkway Selected Area Plan districts, including the Interchange Activity Center (IACX) designation at the I-4/Polk Parkway interchange. Uses permitted in the IACX district are enumerated in Use Table 4.1; passenger rail stations and transit terminals are not listed.
- » **Chapter 4, Section 401.01.D.9:** Requires all Small Area Plan developments to dedicate right-of-way for and construct the multimodal collector road system shown on the Future Land Use Map Series, including sidewalks and bike lanes on both sides of designated collector roads.

City of Lakeland

The [City of Lakeland Land Development Code](#) is the city's primary set of development regulations used to implement the comprehensive plan. It establishes zoning districts, allowable land uses, dimensional standards, parking and access requirements, design and compatibility standards, and permitting/review processes.

- » Designates US 98 North as a Transit Oriented Corridor within the Urban Commercial Corridor (UCO) context district, permitting higher density within the TOC than in surrounding areas.
- » Includes a Special Interest Overlay District mechanism allowing the City Commission to add design requirements, use permissions, or density standards to a defined geographic area by ordinance, without a comprehensive plan amendment.
- » Urban Special Purpose (USP) district accommodates special facilities including transit terminals at moderate to high density in a moderately to highly walkable environment.

City of Auburndale

The [City of Auburndale Land Development Code](#) provides the city's zoning and development regulations that implement adopted comprehensive plan policies. It defines permitted uses, density/intensity, site design standards, parking and access requirements, and development review procedures.

- » Commercial Highway (CH) zoning is the primary designation along the Polk Parkway and US 92 corridors in Auburndale. Transit station facilities are not listed as a permitted or conditional use in the CH district.
- » Regional Activity Center (RAC) future land use designation, applied to the SunTrax-adjacent parcels through 2026 comprehensive plan amendments, permits higher-intensity mixed uses than standard commercial designations.