



# TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) is generally defined as high-density, mixed-use development / neighborhoods designed to maximize access to public transport. TODs are generally located within a radius of (400m to 800m) from a transit stop. Key characteristics of a TOD include:

- Compact nodes of moderate-to-high density,
- Mix of pedestrian-friendly land uses accessible from transit stations
- Walking & cycling as the primary modes for mobility
- Presence of one or more higher order transit modes
- Automobile use an option but not a necessity

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The City of North Miami is embarking on developing a Mobility Hub and TOD Strategic Plan in preparation for the Tri-Rail Coastal Link commuter service along the FEC rail corridor. As a City department head, your input on the planning and development of this project is important. Please complete this short survey and return it to Debbie Love Zoning Manager at [dlove@northmiamifl.gov](mailto:dlove@northmiamifl.gov)

**01** What is the role(s) or responsibility of your organization, department or agency in planning for TOD?

*Your Answer*

**02** What is the role(s) or responsibility of your department or organization in implementing TOD?

*Your Answer*

**03** What existing or planned studies, projects or programs administered by your department/agency may have an impact on the TOD Station Area and Corridor Plan in North Miami?

*Your Answer*

04 What does your department/agency view as the key barrier(s) to implementing TOD in North Miami around the selected station location?

*Your Answer*

05 What does your department/agency view as the biggest opportunity for implementing TOD in North Miami?

*Your Answer*

06 Please rate the importance of each parameter for the North Miami TOD Plan:

Parameter	Not at all Important	Neutral	Somewhat Important	Very Important	Not Aware
Multimodal Integration (including shared mobility options)	1	2	3	4	
High-quality Transit Service	1	2	3	4	
Mixed Use Development	1	2	3	4	
Higher Increased Densities near transit stations	1	2	3	4	
Reduced Parking Requirements	1	2	3	4	
Smaller block sizes (75m-200m)	1	2	3	4	
Complete Streets (large sidewalks)	1	2	3	4	
Bicycle- friendly streets and related amenities (parking)	1	2	3	4	
Creative Placemaking Projects	1	2	3	4	
Open Spaces and Urban Plazas	1	2	3	4	
Adaptive reuse of industrial uses	1	2	3	4	
Student Housing	1	2	3	4	
Active Street Frontages	1	2	3	4	
Infrastructure Upgrades	1	2	3	4	