CHECKLIST URBAN DESIGN

2.1 LAND USE MIX

- [ ] When planning urban-scale developments, provide for a mix of uses—for example, residences, offices, schools, retail stores, cultural and community spaces, and recreational facilities.
- [ ] Locate places of residence and work near destinations such as parks, walking paths, trails, and waterfront recreation areas.
- [ ] Develop supermarkets and full-service grocery stores near places of work and residence.

2.2 TRANSIT AND PARKING

- [ ] Locate buildings and building entrances near public transit stops and along transit corridors.
- [ ] Place public transit stops along well-connected streets.
- [ ] Provide signage at buildings, transit stops, and major intersections showing a map and the distance, time, route, and calories burned to the nearest or next transit stop.
- [ ] Encourage transit use by furnishing transit stops with pedestrian conveniences.
  - [ ] Make sidewalks wide enough to comfortably accommodate pedestrians, including those with disabilities.
  - [ ] Provide additional space for passengers to wait by adding bus bulbs.
  - [ ] Create bus stop shelters that protect users from sun, wind, and rain.
  - [ ] Furnish bus stop shelters with seating or places to lean.
- [ ] When designing sites that include parking, consider how the provision of parking can affect the use of more active modes of travel such as walking, bicycling, and public transit.
- [ ] Provide parking for people with disabilities.

2.3 PARKS, OPEN SPACES, AND RECREATIONAL FACILITIES

- [ ] Design open spaces as part of large-scale developments, or locate buildings near open, public spaces.
- [ ] Make bicycle and pedestrian routes to parks and public spaces safe and visible.
- [ ] When planning a new development, aggregate open space in one large area rather than dispersing into smaller pieces. Where possible, provide residents with access to open space within a ten-minute walk.
- [ ] In the design of parks or open spaces, provide paths, running tracks, playgrounds, sports courts, and drinking fountains.
- [ ] Locate new projects near existing public and private recreational facilities and encourage development of new facilities, including indoor activity spaces.
- [ ] When designing offices and commercial spaces, provide exercise facilities or walking paths nearby.
- [ ] Design parks, open spaces, and recreational facilities to complement the cultural preferences of the local population, and to accommodate a range of age groups.
- [ ] Create partnerships with organizations to sponsor and maintain green spaces and gardens.

2.4 CHILDREN'S PLAY AREAS

- [ ] Design courtyards, gardens, terraces, and roofs that can serve as outdoor spaces for children's play.
- [ ] When designing playgrounds, include ground markings indicating dedicated areas for sports and multiple use.
- [ ] Preserve or create natural terrain in children's outdoor play areas.
- [ ] Provide lights on sidewalks and active play areas to extend opportunities for physical activity into the evening.
- [ ] In the design of parks and playgrounds, create a variety of climate environments to facilitate activity in different seasons and weather conditions.
- [ ] Provide physical activity facilities for children and youth in schools.
- [ ] Design new school physical activity facilities to potentially allow for public use outside of school hours.

2.5 PUBLIC PLAZAS

- [ ] Create attractive plaza spaces that are well-maintained.
- [ ] Locate public plazas along popular pedestrian streets.
- [ ] Locate plazas near transit stops.
- [ ] Make plazas accessible to bicyclists.
- [ ] Create plazas that are level with the sidewalk.
- [ ] Design plazas that allow for diverse functions.
- [ ] Design plazas to accommodate use in a variety of weather conditions.
- [ ] Seek partnerships with community groups to maintain and program plazas.

2.6 GROCERY STORES AND FRESH PRODUCE ACCESS

- [ ] Develop full-service grocery stores within walking distance in all residential neighborhoods.
- [ ] Introduce farmers' markets as a complement to grocery stores.
- [ ] Provide safe walking and bicycle paths between densely populated areas and grocery stores and farmers' market sites.
- [ ] Design grocery store layouts and parking to accommodate pedestrians, cyclists, automobiles, and loading trucks safely and conveniently. Provide infrastructure such as bicycle parking and drinking fountains.

2.7 STREET CONNECTIVITY

- [ ] In large-scale developments, design well-connected streets with sidewalks and keep block sizes relatively small.
- [ ] Where current connectivity of the sidewalks and streets on a building site is poor, provide pedestrian paths through existing blocks.
- [ ] Avoid creating pedestrian over- and underpasses that force walkers to change levels.
- [ ] Maintain dedicated pedestrian and bicycle paths on dead-end streets to provide access even where cars cannot pass.
- [ ] Minimize addition of mid-block vehicular curb cuts on streets with heavy foot traffic.
- [ ] Design vehicular driveways and ramps to minimize contact between cars and pedestrians.

2.8 TRAFFIC CALMING

- [ ] Design roads to be the minimum width and to have the minimum number of lanes practical.
- [ ] Incorporate traffic calming street additions such as curb extensions, medians, and raised speed reducers.
- [ ] Consider other physical design measures where appropriate, for example:
  - [ ] Horizontal deflections such as curved roadway alignments
  - [ ] Vertical deflections such as raised intersections or crossings
  - [ ] Traffic diverters, roundabouts, and mini-traffic circles
  - [ ] Signal phasing plan with a protected left-turn lag phase
  - [ ] "Yield to Pedestrian" signs
  - [ ] Avoidance of slip lanes and wide curb radii

2.9 DESIGNING PEDESTRIAN PATHWAYS

- [ ] Create a buffer to separate pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.
- [ ] Provide seating, drinking fountains, restrooms, and other infrastructure that support increased frequency and duration of walking.
- [ ] Provide exterior lighting along streets and outdoor paths.
- [ ] Include trees and objects of visual interest on streets and sidewalks.
- [ ] Make sidewalk widths consistent with their use.
- [ ] Provide for enhanced pedestrian crossings both at mid-block and at intersections.
- [ ] Construct curb extensions along sections of the sidewalk that tend to attract greater pedestrian congestion.
- [ ] When designing large urban-scale developments, create on-site pathways as extensions to public sidewalks.
- [ ] Create or orient paths and sidewalks toward interesting views.
- [ ] Provide marked, measured walking paths on sites as part of a wayfinding system targeted to pedestrians and bicyclists.
- [ ] Make streets and paths universally accessible. Create:
  - [ ] Paths that are smooth, sufficiently wide, and that have curb cuts and turning radii adequate for a wheelchair or walker.
  - [ ] Paths with auditory crossing signals, adequate crossing times, clear signage, visible access ramps, and connections to walking, cycling, and public transit routes.

2.10 PROGRAMMING STREETSCAPES

- [ ] Incorporate temporary and permanent public art installations into the streetscape.
- [ ] Organize pedestrian-oriented programs, such as charity walks and vehicular street closures, that make wide avenues available for walking and bicycling.
- [ ] Increase the number of outdoor cafes to enhance street activity.

2.11 BICYCLE NETWORKS AND CONNECTIVITY

- [ ] Design interconnected bikeways and establish a backbone network of unbroken through routes across all five boroughs of New York.
- [ ] Make links between bicycling and transit.
- [ ] On bikeways, include signposts providing bicyclists with directions, distances, and times to various destinations.

2.12 BIKEWAYS

- [ ] Use on-street markings or signage to visually reinforce the separation of areas for bicyclists and motorists.
- [ ] Where conditions warrant, separate bikeways and vehicular traffic lanes with physical demarcations.
- [ ] Expand existing bikeways where use has exceeded capacity.
- [ ] Pay special attention to the treatment of bikeways at intersections and other points where the street form changes, in order to mitigate potential visibility issues and turning conflicts.
- [ ] Avoid potential conflicts between cyclists and opening car doors—for example, by widening parking lanes where appropriate.
- [ ] Further develop Greenways—alternative routes that are integrated into the regional park system.
- [ ] Consider shared-use paths in areas with viewing attractions.

2.13 BICYCLING INFRASTRUCTURE

- [ ] Provide adequate facilities for bicyclists to park along their route or at a final destination.
- [ ] Designate bicycle-specific crossings and signals to organize the movements of pedestrians, cyclists, and motorists at busy intersections.
- [ ] Construct bicycle rails along outdoor stairways, such as those on “step streets.”
- [ ] Explore bicycle share programs to increase access to bicycles for both city residents and visitors.