

# some attributes of WALK-ABLE STREETS



**street trees** at regular intervals, with adequate tree pits

**street lamps** at regular intervals, including crosswalks, ensures safety

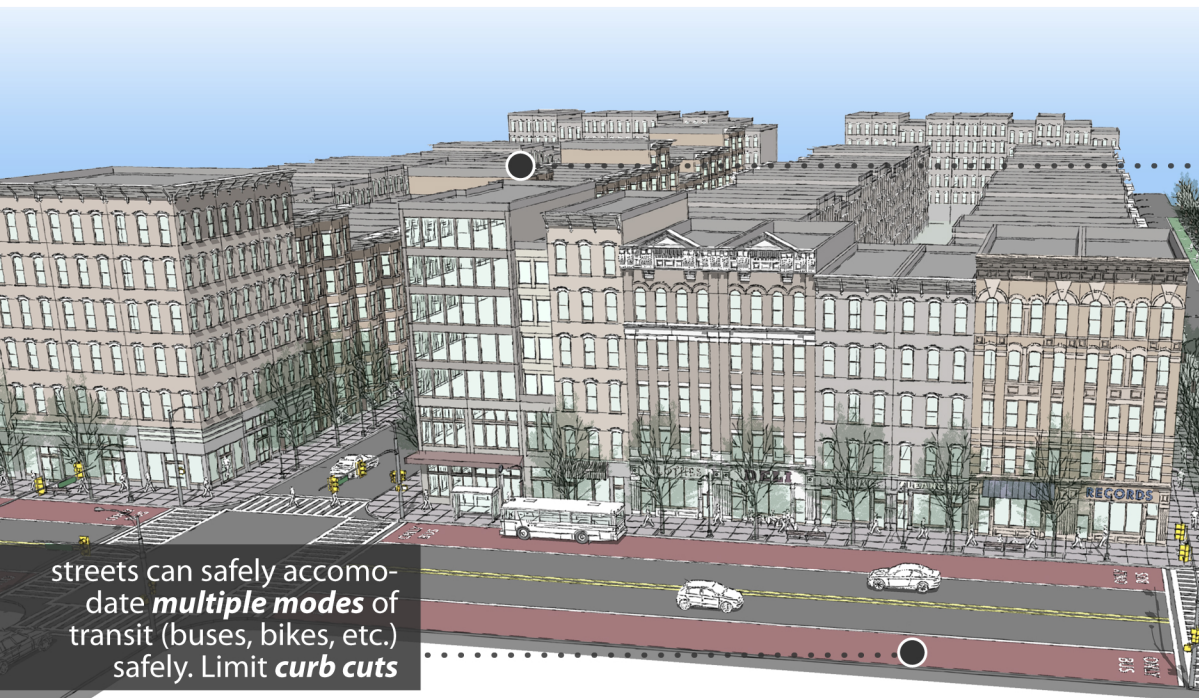
ground floor level has appropriate balance of **transparency** and **articulations**, with **signage** well incorporated into the facade

**wayfinding signage** is clearly visible

**variety of ground floor uses** with multiple stores per block

**bus shelter, seating and other street furniture** where appropriate

an **adequate clear paths** on the sidewalk assures ample room for pedestrians



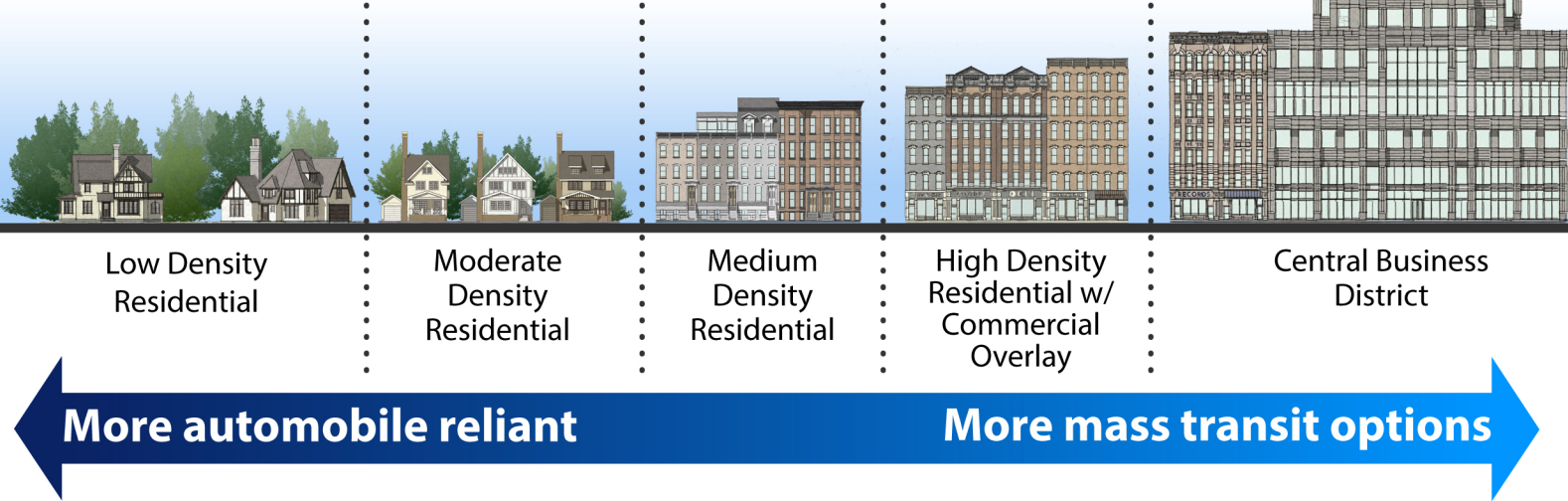
a well - defined **street wall** abutting the sidewalk edge. Scale of new **development** should blend with existing context

streets can safely accommodate **multiple modes** of transit (buses, bikes, etc.) safely. Limit **curb cuts**

short blockfronts with well-defined **crosswalks**

# introduction to TRANSIT ORIENTED DEVELOPMENT

The scale of development in New York varies widely. Neighborhoods characterized by low density residential development are often reliant upon vehicles and tend to be further from mass transit opportunities. Conversely, neighborhoods with higher density were often built so because of their proximity to mass transit.



Building on this precedent, in New York **transit oriented development (TOD)** means ensuring that areas with good transit access are poised to accommodate more growth. This involves ensuring the highest and best land uses within close proximity to the station, creating a comfortable pedestrian environment, and ensuring a highly integrated multi-modal transit system.

