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
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.

More automobile reliant

More mass transit options

high density mixed use development with a mix of employment and living opportunities

seamless transition between different modes of transit successful pedestrian streets (see reverse side)