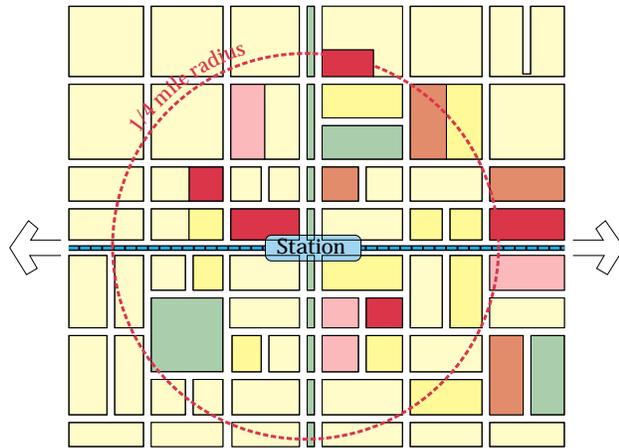
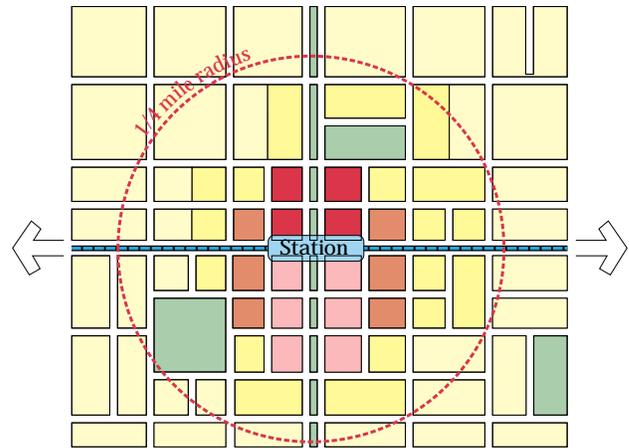


COMPARING LAND USES AND KINDS OF DEVELOPMENT: AUTO-ORIENTED VERSUS TRANSIT-ORIENTED DEVELOPMENT

Non-TOD in Urban Neighborhood
Land uses do not benefit from transit accessibility;
don't encourage walking.



TOD in Urban Neighborhood
Land uses structured to benefit from
transit accessibility; encourage walking.



- LAND USE
- | | | | | | |
|---|----------------------------|---|--------------------------|---|--------|
|  | Residential Low Density |  | Residential High Density |  | Office |
|  | Residential Medium Density |  | Commercial |  | Park |



Weak pedestrian frontage: Auto-oriented retail on NE 65th east of Roosevelt station.



Building oriented to corner, views into store: Mixed-use at Roosevelt and NE 65th.



Uncoordinated site planning: Auto-oriented area at Martin Luther King, Jr. Way and McClellan, looking northwest.



Good example of mixed-use at Broadway Market, Capitol Hill; vibrant streetscape with pedestrian-oriented frontages.

