
Furniture



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Furniture

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Introduction



E 23rd Street, Manhattan

About this Chapter

New York City's sidewalks host a wide variety of elements, from bike racks to bus shelters, meant to enhance pedestrian comfort, provide information and services, and encourage walking, biking, and transit use. Street furniture must be durable and well designed, and should visually complement the surrounding streetscape. This chapter describes the design and siting guidelines for street furniture.

Clear Path

City regulations mandate that objects on sidewalks leave an unobstructed clear path for pedestrian flow. An 8-foot clear path must be maintained in areas with high pedestrian traffic, and a minimum 5-foot clear path must be maintained in areas with low pedestrian traffic. DOT may require up to 15 feet in locations with particularly high pedestrian volumes. Exceptions may be approved by DOT on a case-by-case basis. Most street furniture should be placed 18 inches from the curb to allow for motor vehicle access. To accommodate pedestrians with vision disabilities, the lowest edge of any ground-level protruding object should be no more than 2.25 feet above the sidewalk, and the lowest edge of any protruding object suspended above the sidewalk should be a minimum height of 7 feet.

Clutter

DOT generally discourages the installation of street furniture and other permanent objects on streets where they may restrict pedestrian circulation and degrade the visual quality of the street.

Design

Light poles, WalkNYC Wayfinding signs, seating, bike racks, bus shelters, and other fixed elements play a supporting role on New York City streets. Consistent design of those varied elements is an important consideration in their selection and siting.

Furniture should be designed to accommodate as wide a range of potential users as possible. Considerations include interface height, amount of force that must be applied to buttons or movable objects, color schemes and level of contrast with surrounding materials, and adjacent clear path.

Property Lines

Property owners must determine the exact locations of their property lines by consulting the surveys provided to them upon purchase of their properties or by retaining licensed surveyors to prepare such surveys. While the metes and bounds of private properties are clearly described in deeds and other real property documents, existing outdoor structures may not be consistent with these boundaries.

Resiliency

Street furniture and other permanent objects should be constructed using resilient materials that can withstand periodic temporary inundation by both fresh and salt water, particularly when located in flood-prone areas. Designers should focus particular attention on the elevation and protection of critical electrical components.

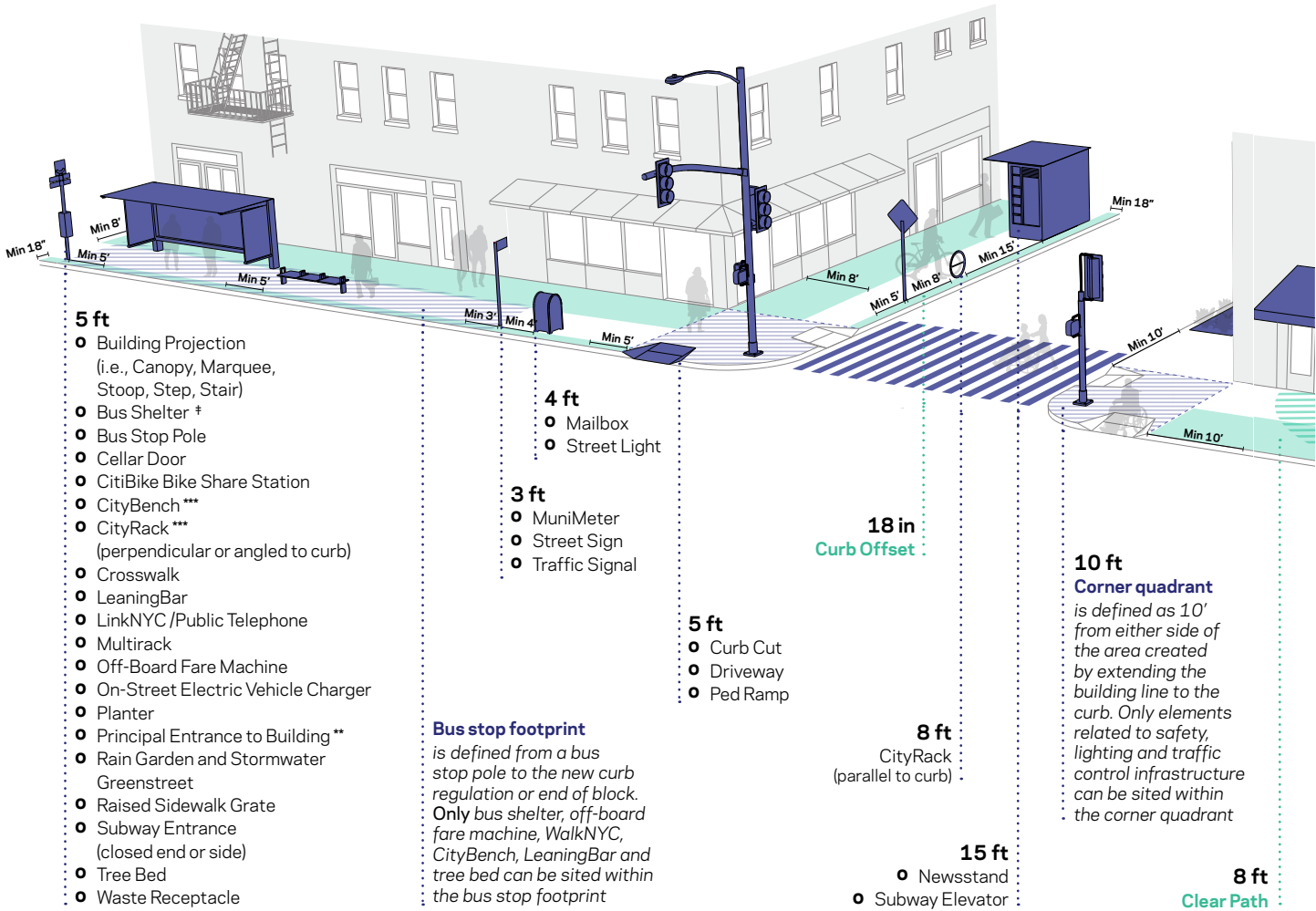
Revocable Consents

The city grants a revocable consent to construct and use certain structures on, over, or under its inalienable property—in this case, city roadways and sidewalks. The city retains its right to revoke this consent at any time, and PDC review may be required for revocable consents. For more information on revocable consents, visit www.nyc.gov/html/dot/html/permits/revconif.shtml.

Security Structures

Security structures are fixed objects, such as bollards, installed around the perimeter of a building or public space to reduce the risk of vehicle-based attacks and blast impacts from vehicle-born explosives. A property owner who wishes to install security structures must apply for a revocable consent from DOT. The application is forwarded to the NYPD Counterterrorism Division, which reviews security-related information provided by the property owner. If the NYPD determines that security structures are necessary, it works with the property owner's architect/engineer to develop a conceptual plan of an effective security perimeter.

DOT then works with the owner and architect/engineer to develop plans that will provide the security perimeter required by NYPD and will fit in with all other structures that are already in, under, and above the affected streets. DOT then coordinates an expedited interagency review, including submission to PDC or LPC, of the plans. Plans are reviewed on a case-by-case basis to confirm that the structures are necessary and effective, minimize impact on pedestrian and vehicular traffic, and are aesthetically appropriate.

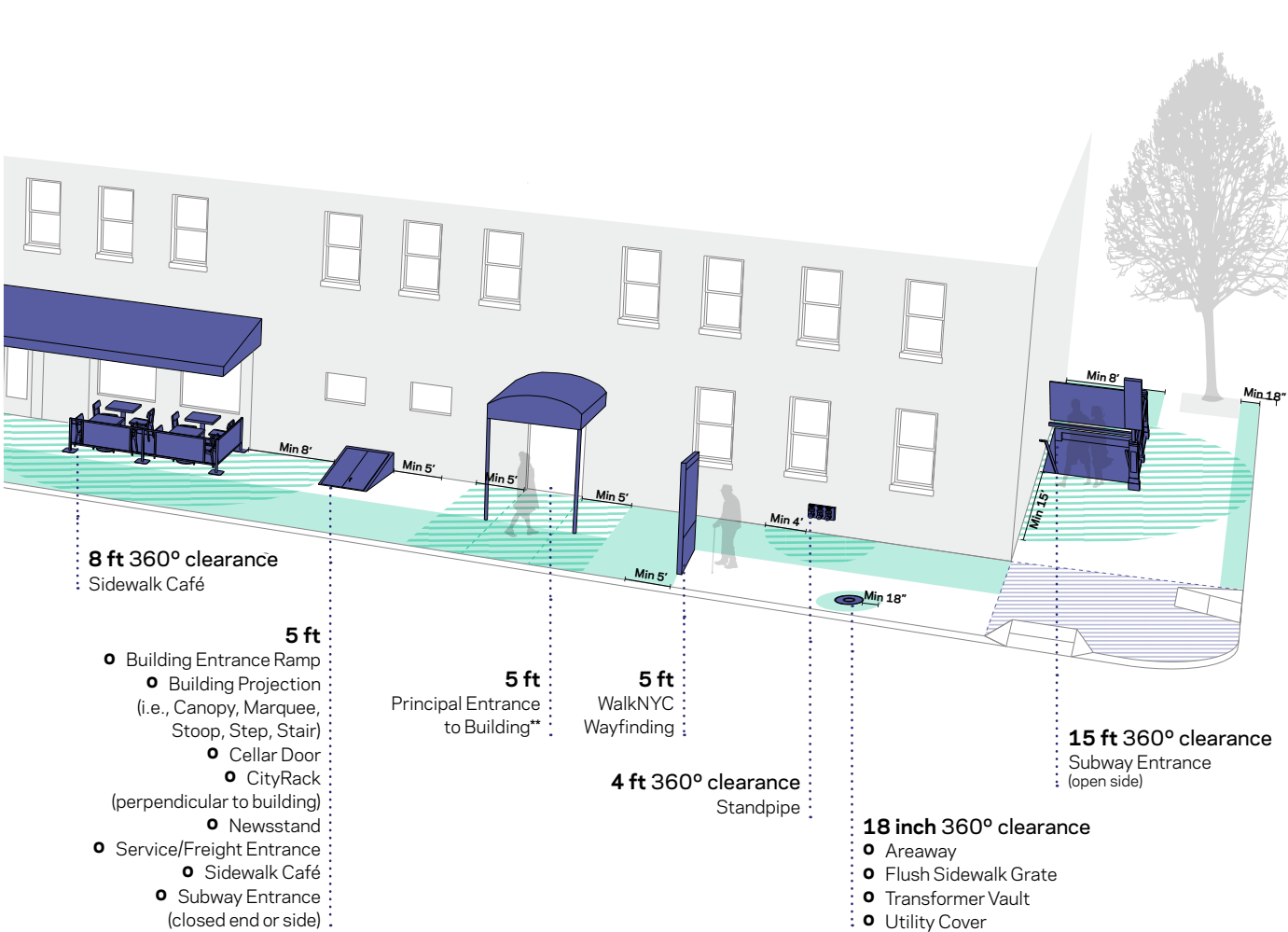


Element at curb

Distance*	Parallel clearance from:
25'	Main Entrance to School **
15'	Newsstand Subway Elevator
10'	Directional Sign Fire Hydrant
8'	CityRack (parallel to curb)
5'	Building Projection (i.e., Canopy, Marquee, Stoop, Step, Stair) Bus Shelter † Bus Stop Pole Cellar Door CitiBike Bike Share Station CityBench *** CityRack *** (angled or perpendicular to curb) Crosswalk Curb Cut Driveway LeaningBar LinkNYC /Public Telephone Multirack

Distance*	Parallel clearance from:
5'	Off-Board Fare Machine On-Street Electric Vehicle Charger Ped Ramp Planter Principal Entrance to Building ** Rain Garden and Stormwater Greenstreet Raised Sidewalk Grate Subway Entrance (closed end or side) Tree Bed WalkNYC Wayfinding Waste Receptacle (i.e., Trash Can, Recycling Can, Solar Trash Compactor)
4'	Mailbox Street Light
3'	MuniMeter Street Sign Traffic Signal
2'	FDNY Call Box

Any element not listed requires additional approval
* Distance must be measured in a straight line from the edge of the element requiring clearance to the edge of the element being sited
** Clearance extends perpendicularly to the curb
*** Same clearances apply to any bench or bike rack
† Bus Shelter must be sited a minimum of 3'-6" from curb



Element at building/property line

Distance*	Parallel clearance from:
25'	Main Entrance to School **
15'	Subway Elevator
10'	Loading Dock
8'	CityRack (parallel to building)
5'	Building Entrance Ramp Building Projection (i.e., Canopy, Marquee, Stoop, Step, Stair) Cellar Door CityRack (angled or perpendicular to curb) Newsstand Principal Entrance to Building Service/Freight Entrance Subway Entrance (closed end or side)

Element with 360° clearance

Distance	360° clearance from:
15'	NYCT/MTA/PATH Emergency Egress Subway Entrance (open side)
8'	Sidewalk Cafe
4'	Standpipe
1'-6"	Areaway Flush Sidewalk Grate Transformer Vault Utility Cover

Legend

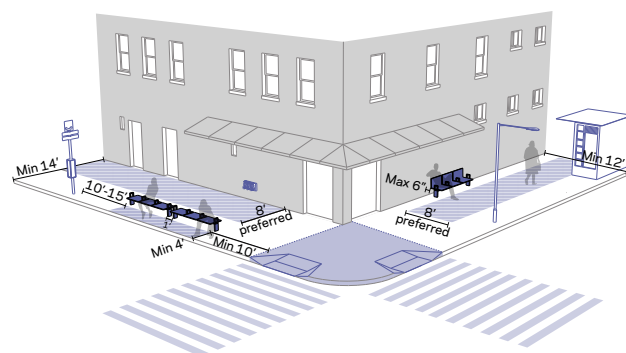
- Element
- Clearance
- Special clearance
- 360° clearance

The siting diagram above specifies minimum clearances between furnishings and other elements of the right-of-way. In addition to minimum clearances, furnishings should not obstruct views of designated individual or scenic landmarks or of permanent public art. This table does not include all siting guidelines and is not an exhaustive list. It is provided as a reference tool, for informational purposes only.

Seating

CityBench

Through its CityBench program, DOT installs benches at bus stops and in commercial areas to support transit use and to encourage walking. DOT installs two types of benches; both are designed to enhance usability for older adults and people with ambulatory disabilities.



Backed CityBench



Backless CityBench

Description

Backed: 7'-6" L x 20.5" W x 1'-6" H (seat) / 2'-10.375" H (back)

Backless: 7'-6" L x 20.5" W x 1'-6" H (seat) / 1'-10.625" (handle)

Variations in color and finish may be considered, but require PDC approval and a maintenance agreement with DOT

Siting

Locations that meet DOT's strategic objectives — e.g., at bus stops without shelters and Access-A-Ride designated stops, near senior centers, along commercial corridors, and near cultural institutions

Benches adjacent and parallel to the building shall be installed no more than 12 inches from the building face

Benches adjacent and parallel to the curb must be placed 36 inches from the curb

Minimum clear path: 8 feet

See FURNITURE: SITING GUIDELINES

Installation

DOT personnel install and maintain CityBenches

CityBenches must be installed on concrete; if distinctive paving materials are present, a concrete foundation can be utilized with appropriate detailing

For More Information

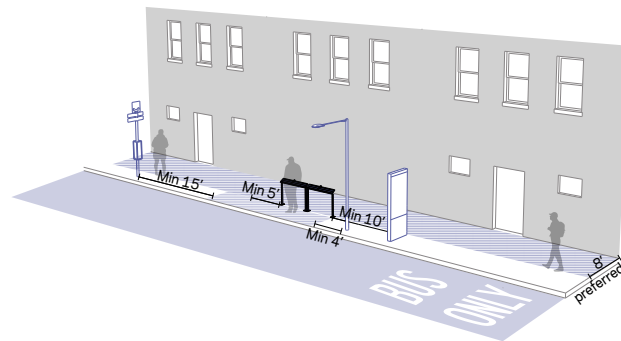
New Yorkers can request a CityBench at www.nyc.gov/citybench

Email citybench@dot.nyc.gov to report damage

The installation of benches outside of the CityBench program is permitted but requires an agreement with DOT. For complete regulations regarding revocable consents, including siting requirements, refer to Rules of the City of New York, Title 34, Chapter 7 and on the web at www.nyc.gov/html/dot/html/permits/revconif.shtml

LeaningBar

The LeaningBar, a new element for Select Bus Service and other high ridership bus stops, complements CityBenches by providing another opportunity for transit riders to rest as they wait for the bus. Leaning can be especially appealing to older adults for whom sitting requires greater effort.



34th Street, Manhattan



Description

8' L x 8" W x 2'-10.75" H

Anodized aluminum casting and stainless steel

Siting

Currently, DOT sites LeaningBars along Select Bus Service routes, typically in line with the bus shelter, fare machines, WalkNYC Wayfinding signs and CityBenches

See FURNITURE: SITING GUIDELINES

Installation

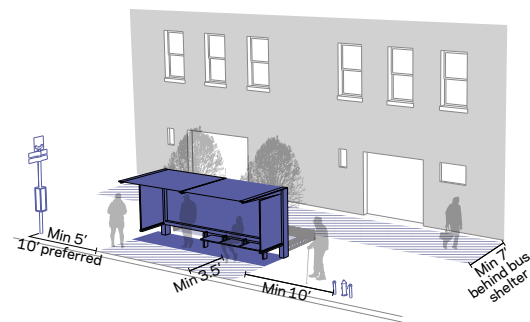
DOT personnel install and maintain LeaningBars

For More Information

Email LeaningBar@dot.nyc.gov for information or to report damage

Bus Stop Shelter

Bus stop shelters are part of the Coordinated Street Furniture Franchise that is managed by JCDecaux. The award-winning, stainless-steel and glass design provides seating and protection for bus users. Bus stop shelters are supported by advertising and generate revenue for the city.



Castleton Avenue, Staten Island



Bedford Avenue, Brooklyn

Description

Shelters are configured in five sizes:

Regular: 14' L x 5' W x 8'-11" H

Narrow: 14' L x 3'-6" W x 8'-11" H

Short: 10' L x 5' W x 8'-11" H

Little: 10' L x 3'-6" W x 8'-11" H

Double: 26' L x 5' W x 8'-11" H

Advertising panels on sides; clear glass on back

Stainless steel and glass

Siting

Minimum clear path: 7 feet

All shelters must allow a straight unobstructed path of a minimum of 3 feet between the shelter and the curb

Installation requires 6-8 inches sub-surface clearance

See FURNITURE: SITING GUIDELINES

Installation

As of 2019, all shelters available pursuant to the franchise agreement have been installed

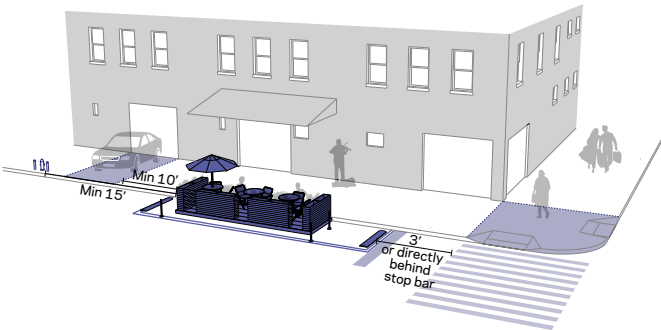
JCDecaux is responsible for all construction or maintenance related to bus stop shelters

For More Information

To learn more about the Coordinated Street Furniture Franchise, call 311, visit www.nyc.gov/dot, or email streetfurniture@dot.nyc.gov

Street Seat

A temporary seating installation in the furnishing zone or parking lane that creates an inviting location for eating, reading, working, meeting a friend, or taking a rest during the warm-weather months. Interested parties apply to DOT, select the design, and install and maintain the Street Seat. Any type of business or institution (such as a museum or community organization) that owns or operates the frontage at the ground floor of a building may be eligible to install and maintain a Street Seat. Business Improvement Districts (BIDs) and non-profit organizations without frontage are also eligible, if they work in partnership with a local business that does have frontage.



New School, E 13th Street and 5th Avenue, Manhattan



Pitkin Avenue and Rockaway Avenue, Brooklyn

Description

Standard Design: 20' L x 6' W

Stainless steel, aluminum, lumber, composite, plastic

Designs on gravel without platform are preferred

Custom designs are allowed, and will be reviewed on a case-by-case basis

Siting

All potential Street Seat sites are expected to be both safe and practical

Site must be a pleasant place to sit

Adjoining sidewalk must be free of major obstructions such as fire hydrants, driveways, newsstands, or bus stops

The lane along the curb cannot be a moving traffic lane at any time of day. The parking regulations at the curb must be suitable for the installation

All applications for Street Seats require support from the property owner and approval from the local Community Board prior to installation

The presence of certain types of underground utilities may render locations unsuitable for Street Seats

Applications must be resubmitted annually

See FURNITURE: SITING GUIDELINES

Installation

Annual installation and removal are coordinated by the maintenance partner

DOT installs operational elements, such as signage, wheel stop bars, striping on the parking lane, and/or temporary plastic bollards

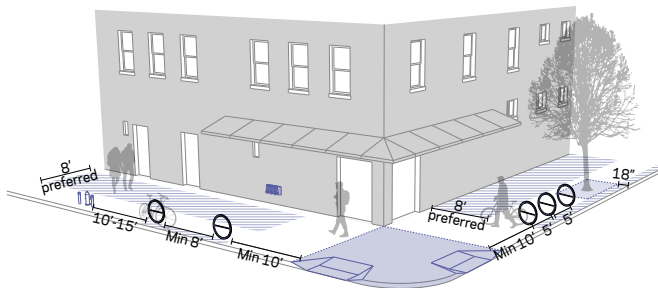
For More Information

Visit www.nyc.gov/streetseats

Bikes

CityRack (Large Hoop)

CityRacks provide bike parking on sidewalks. Installations are driven by requests from the general public. The product of an international design competition held in 2009, the CityRack has been recognized for its combination of function and elegance, and has been added to the permanent collection of the Madsonian Museum of Industrial Design.



Description

33.7"-diameter, cast-metal circle with a horizontal bar across the center

Siting

Must be installed on city-owned property

12-foot minimum sidewalk width

Away from pedestrian flow, usually at the curb, and always away from crosswalks

If installed at the curb, clearance from the curb must be a minimum of 18 inches

Can only be installed on concrete

See FURNITURE: SITING GUIDELINES

Installation

DOT installs and maintains large hoop CityRacks requested through the program

For More Information

Visit www.nyc.gov/cityracks for more information or to fill out the online form to suggest a location for a CityRack

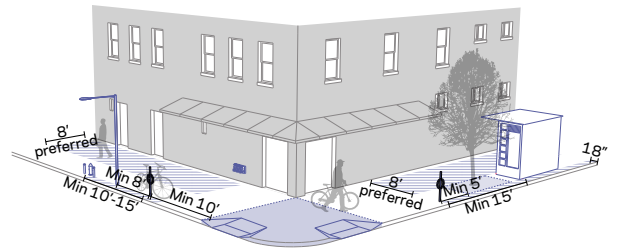
Email cityrack@dot.nyc.gov to report damage



Large hoop CityRack

CityRack (Small Hoop)

DOT developed the small hoop CityRack, or MeterRack, a mini version of the large hoop CityRack, in 2011 to provide more bike parking cost-effectively and to repurpose parking meter poles that are rendered obsolete by new MuniMeters. The MeterRack is the predominant bike rack on sidewalks along commercial corridors. See FURNITURE: CITYRACK (LARGE HOOP).



Description

18"-diameter, cast-metal circle

Siting

On existing, retired parking meter poles

See FURNITURE: SITING GUIDELINES

Installation

DOT installs and maintains small hoop CityRacks on parking meter poles as they are retired

For More Information

For more information, visit www.nyc.gov/cityracks

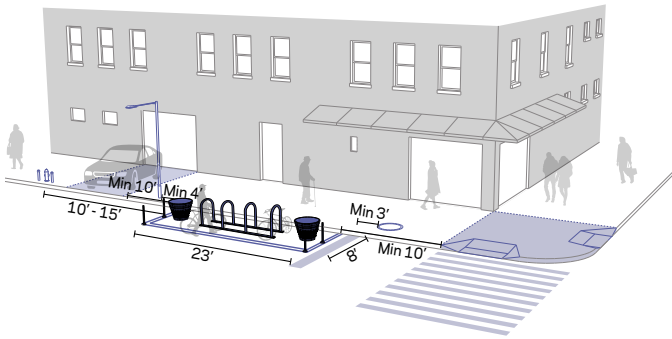
To report damage, email cityrack@dot.nyc.gov



Small hoop CityRack

BikeCorral

BikeCorrals are clusters of bike racks installed in the roadbed, along the curb line instead of on the sidewalk. Corrals are installed where demand for bicycle parking exceeds the available sidewalk space. Anyone can request a BikeCorral but must agree to be a maintenance partner and keep the corral clear of debris and snow. Potential maintenance partners may be businesses, community groups, or individual volunteers.



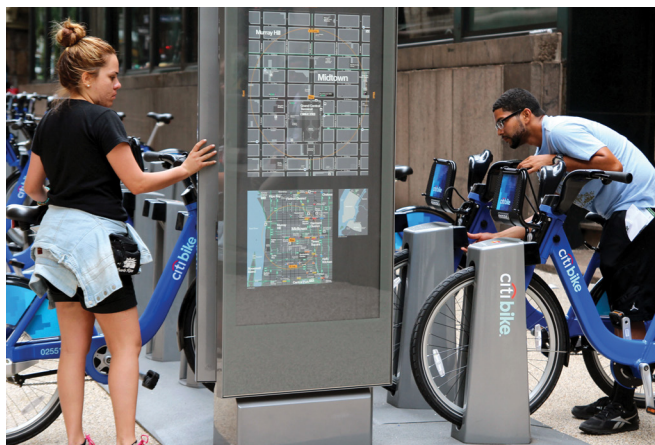
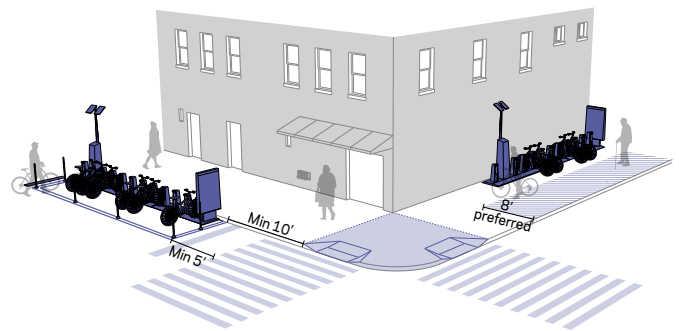
BikeCorral outside P.S. 118 Maurice Sendak Community School: 7th Street, Brooklyn

Description
23' min. L x 8' W
Powder coated or galvanized steel
Siting
15 feet: fire hydrants, bus stops, taxi stands or hotel loading zones, franchise structures, subway entrances 10 feet: corner quadrants, driveways, building entrances (building line installations only) 5 feet: above-ground structures 3 feet: tree-bed edges, grates, utility covers
DOT meets with applicants and determines if bike corrals are appropriate by measuring the potential site and assessing the demand for bike parking

DOT and the partner present proposed bike corrals to the local Community Board for its approval
See FURNITURE: SITING GUIDELINES
Installation
DOT designs bike corrals specific to the site
Some designs include large planter pots
BikeCorrals are maintained by the partner
Installation is done by DOT and always in a curbside or floating parking lane
For More Information
For more information, visit www.nyc.gov/bikecorrals
To report damage, email bikecorrals@dot.nyc.gov

Bike Share Station

Citi Bike, New York City's bike share system, provides access to a network of public bicycles intended for short, one-way trips. Lyft owns, operates, and maintains the bike share system, with oversight from DOT. The system comprises over 750 self-service docking stations for over 12,000 bikes, available for use 24 hours a day throughout the year. Stations generally hold 15 to 59 bicycle docks. The station design complements many of the city's other street furniture elements.



Pershing Square, Park Avenue and E 42nd Street, Manhattan



31st Street and Hoyt Avenue N, Queens

Description

Modular plates (without bikes): 10' L x 3' W

Standard, four docks (with bikes): ~6' W

Angled, three docks (with bikes): ~4'-6" W

Double-sided, six docks (with bikes): ~9' W

Kiosk: 6'-6.565" H (kiosk top) / 11'-0.625" H (solar panel)

Typically composed of 4-15 plates (40-150 feet long) with 15 to 59 docks

Includes a wayfinding map that indicates locations of nearby bike share stations, transit connections, landmarks, etc.

Solar-powered and connected to a central computer via existing wireless networks; stations are not wired, trenched, bolted, or fixed into the ground

Plates can be non-contiguous, bridging obstacles such as tree beds with an 8-inch-wide connecting channel

Can be configured in a number of ways, including linear, L-shaped (i.e., turning around a corner), or back-to-back

Siting

Located in curb lanes of roadways, on sidewalks, in plazas, or on publicly accessible private property

Siting guidelines differ based on location type

See FURNITURE: SITING GUIDELINES

Installation

Stations are installed by Lyft

For More Information

To learn more about bike share stations, visit nycdotbikeshare.info

Information & Services

Electric Vehicle Charger

A pedestal, typically with a charging cord, for charging electric vehicles. In keeping with the city's greenhouse gas emission reduction goals as outlined in the *1.5°C Climate Action Plan* and *80x50*, the city is partnering with Consolidated Edison (Con Ed) to deploy over 60 on-street electric vehicle (EV) chargers across the city as a 3-year pilot program.

Description

Pedestal with charging cord, cord management system, and customer interface for payment

The initial pilot deployment will use chargers provided by FLO, a subsidiary of AddEnergie

Siting

Must be located within the furnishing zone

DOT and Con Ed collaboratively site EV chargers

See FURNITURE: SITING GUIDELINES

Installation

Con Ed installs on-street chargers

For More Information

To learn more about EV chargers, visit www.nyc.gov/plugnyc



Rendering of pilot EV charger at Myrtle Avenue and Clermont Avenue, Brooklyn (Credit: WXY)

LinkNYC Kiosk

LinkNYC is a communications network providing free high-speed public Wi-Fi in place of the city’s aging pay phone infrastructure. Managed by DoITT, CityBridge, the franchisee, will install 7,500 LinkNYC kiosks (“Links”) throughout the five boroughs. Each Link provides Wi-Fi, nationwide calling, a dedicated 911 button, charging ports for mobile devices, and access to maps, 311, and other services. NYCEM works with CityBridge to post emergency notices on the Links. The LinkNYC network is supported by advertising and generates revenue for the city.

Description

35” L x 11” W x 9’-6” H

Aluminum and glass shell with LCD advertising displays, a touch-screen for user interface, and integrated LED lighting

Siting

Links are primarily being installed to replace existing payphones

When new sites are proposed, DoITT consults the relevant Borough President, Council Member, Community Board, and Business Improvement District, and posts the sites on Open Data

All Links and payphones with advertising must be in districts zoned to allow commercial or manufacturing uses

A pedestrian clear path of 8 feet or one-half the sidewalk width must be maintained

Additional clearance requirements for Links and payphones are contained in Chapter 6 of Title 67 of the Rules of the City of New York

See FURNITURE: SITING GUIDELINES



14th Street, Manhattan

For More Information

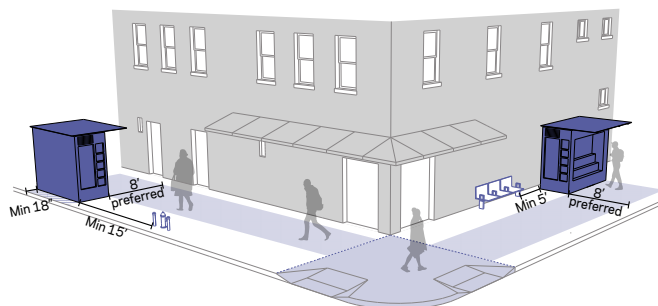
DoITT Website: www1.nyc.gov/site/doitt/initiatives/linknyc.page

CityBridge LinkNYC website: www.link.nyc

Visit opendata.cityofnewyork.us for more information on locations of installed, approved, and proposed sites for Links

Newsstand

Newsstands are part of the Coordinated Street Furniture Franchise. They are fabricated from stainless steel and glass. The product displays can be customized by each operator from a standard kit of parts.



LEFT and RIGHT: Small and large newsstands: Wall Street, Manhattan



Description

Newsstands are available in multiple sizes to accommodate varying site conditions, and PDC generally recommends the following dimensions:

- o 8' or 10' L x 4' W x 9' H
- o 10' or 12' L x 5' W x 9' H (although 8' L is acceptable when site conditions dictate)
- o 12' L x 6' W x 9' H (although 10' L is acceptable when site conditions dictate)

Siting

New newsstand applications are administered by DCWP and reviewed by DOT and either PDC or LPC

JCDecaux installs new newsstands at locations approved by DCWP, DOT, and PDC. PDC's newsstand guidelines can be found at www1.nyc.gov/site/designcommission/review/design-guidelines/newsstands.page

Minimum clear path: 9.5 feet

Minimum of 18 inches from the curb

Avoid installation at sites where the newsstand would block views of artwork or landmarked structures or where PDC has previously rejected placement, unless a change in site conditions since the initial PDC determination can be documented by the applicant

Installation of three or more newsstands at a single intersection is discouraged

Non-static digital advertising is only permitted in approved flashing sign districts

For complete siting criteria, refer to DCWP rules and regulations at www1.nyc.gov/site/dca/businesses/license-checklist-newsstand.page

See FURNITURE: SITING GUIDELINES

Installation

Businesses apply to DCWP for licenses to operate newsstands in specific locations

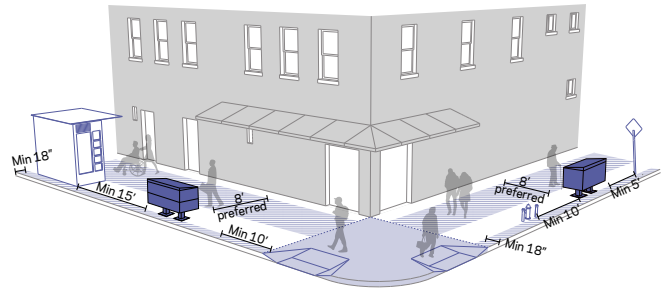
Once a location and newsstand proportions are approved, the newsstand operator is responsible for reimbursing the franchisee (JCDecaux) for the cost of construction

For More Information

To learn more about the Coordinated Street Furniture Franchise, call 311, visit www.nyc.gov/dot, or email streetfurniture@dot.nyc.gov

Multirack

A multirack is a newsrack — a self-service newspaper dispenser — designed to hold two or more publications. DOT encourages the use of multiracks in lieu of standard single newsracks because they help reduce streetscape clutter. Multiracks, like single newsracks, require registration with DOT, proof of insurance, and indemnification of the City of New York.



Description

7'-6" max. L x 3' max. W x 5' max. H

Advertising is not allowed on multiracks

Typically made of powder-coated steel

Siting

Various clearance requirements apply. Section 19-128.1 of Chapter 1 of Title 19 of the Administrative Code of the City of New York together with Section 2-08 of Chapter 2 of Title 34 of the Rules of the City of New York specify how and where a newsrack can be placed as well as the registration, maintenance, insurance, and indemnification requirements

See FURNITURE: SITING GUIDELINES

Installation

Multiracks may be bolted if a DOT permit has been issued for that purpose

For installation on a distinctive sidewalk, written permission from the person or entity responsible for the maintenance of the distinctive sidewalk is required

For More Information

Please contact the Newsrack Unit at newsracks@dot.nyc.gov



Hunter College, Lexington Avenue, Manhattan

MuniMeter

Multi-space parking meters, commonly referred to as MuniMeters, regulate parking along commercial and retail corridors across New York City. There are over 14,500 MuniMeters, each regulating multiple spaces. The first generation of MuniMeter was introduced in 1989, and in 2015 the city completed its transition to the current meter, reducing the number of individual meter devices required and increasing the number of parking spaces available on a given block. Motorists pay at the nearest MuniMeter using cash or credit cards and display their receipts on the dashboard.

Description

- 18.7" L x 15.79" W x 67.48" H
- Anti-corrosive and anti-graffiti coated steel

Siting

Locations for MuniMeters are selected based on the current policy of the Bureau of Parking, which takes into consideration the following criteria: demand for parking, duration of parking, overall supply of parking in area and type, enforcement oversight, surrounding land use, and community demographics

Should not be more than 6 car lengths from a covered parking spot

Locate at the borderline between properties where possible

Avoid locations that obstruct buildings or storefronts

Must be 30 inches from the curb

See FURNITURE: SITING GUIDELINES

Installation

DOT personnel site and install MuniMeters

All removals and relocations require coordination with or removal by DOT

For More Information

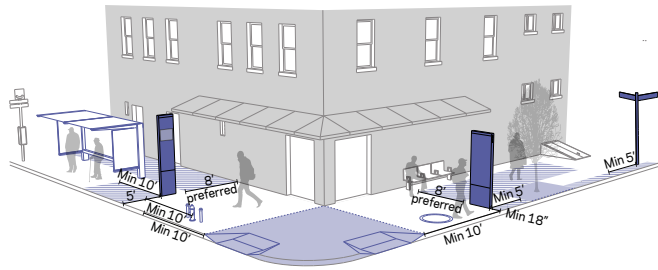
Individuals can request the installation of MuniMeters through 311 or www.nyc.gov/dot



MuniMeter

WalkNYC Wayfinding

The WalkNYC Wayfinding system encourages walking, transit use, and cycling by providing easy-to-understand maps and directional information. DOT installs a family of wayfinding elements citywide.



Description

Maps are “heads-up”—they are oriented according to the direction the user is facing

Three sign types serve pedestrians and transit users:

Pedestrian:

- Available in 3 sizes for maximum siting flexibility:
 - Path: 1'-6" L x 5" W x 8'-8" H
 - Area: 2'-10" L x 5" W x 8'-6" H
 - Neighborhood: 4'-2" L x 5" W x 8'-4" H
- Installed on sidewalks and in large public spaces, at decision-making points, difficult-to-navigate areas, transit hubs, and major destinations
- Map content highlights walking distances, subway and bus information, street names, building numbers, cardinal directions, and landmarks that provide critical orientation and route planning information

Fingerpost:

- 43" L flag, 11'-6" H
- Provides directional information to local destinations

Real-Time Bus Arrival Information:

- 2' L x 5" W x 10'-1" H
- Installed at stations along SBS routes and at other high ridership bus stops
- Provides real-time bus arrival information
- Maps include bus routes and route destinations in addition to the standard WalkNYC Wayfinding sign content



WalkNYC Wayfinding Path (Type A) pedestrian sign: Nostrand Avenue, Brooklyn



WalkNYC Wayfinding Area (Type B) pedestrian sign: Canal Street, Manhattan

Siting

Minimum 18 inches from the curb

Maps are installed at bike share stations, at NYC Ferry landings, in most subway station mezzanines, and at a selection of other existing kiosks or sign locations citywide

See FURNITURE: SITING GUIDELINES

Installation

DOT is responsible for installation and maintenance; signs may be installed as part of DDC capital projects

For More Information

Visit www.nyc.gov/walknyc or email walknyc@dot.nyc.gov



WalkNYC Wayfinding Neighborhood (Type C) pedestrian sign: Times Square, Broadway and W 46th Street, Manhattan



WalkNYC Wayfinding Fingerpost: 2nd Avenue and E 102nd Street, Manhattan

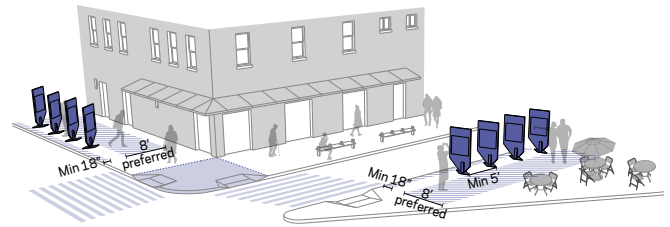


WalkNYC Real-Time Bus Arrival sign: E 125th Street and Madison Avenue, Manhattan

Other Elements

Art Display Case

DOT partners with local institutions to curate rotating, temporary exhibits for standard art display cases, which are positioned in plazas and on large sidewalks around the city. See PROGRAMMING: DOT ART PROGRAM.



E 161st Street between Concourse Village West and Morris Avenue, Bronx



Water Street between Maiden Lane and Pine Street, Manhattan

Description

3'-10" L x 7'-6" H

Displays art that is digitally printed onto vinyl and adhered directly to both sides

Siting

Public plazas and wide sidewalks with a limited number of street elements

Sites in close proximity to mass transit and commercial corridors with a high density of foot traffic

Minimum clear path: 8 feet

Minimum of 18 inches from the curb

See FURNITURE: SITING GUIDELINES

Installation

Suggestions for display sites and exhibits can be sent to arts@dot.nyc.gov

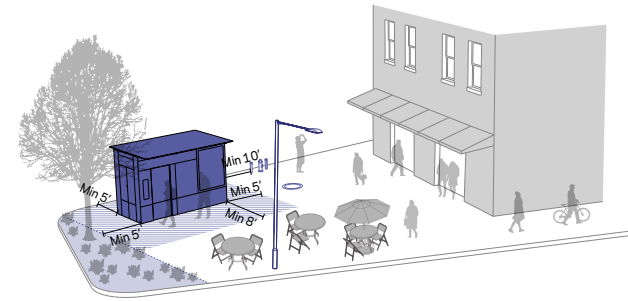
DOT is responsible for the installation, maintenance and removal of art display cases

For More Information

To learn more about the art display case, visit www.nyc.gov/dotart

Automatic Public Toilet (APT)

In response to the lack of public restrooms in New York City, JCDecaux, the Coordinated Street Furniture Franchisee, installs automatic public toilets (APTs). These self-cleaning, state-of-the-art facilities offer comfort, hygiene, accessibility, and security to the public.



LEFT and RIGHT: Exterior and interior of Automatic Public Toilet: Madison Square Park, Madison Avenue, Manhattan



Description

12' L x 6'-7" W x 8'-9" H

Stainless steel and glass

Siting

On wide streets, only in commercial, manufacturing, or mixed-use districts

On sidewalks or plazas on or adjacent to property owned or leased by a government agency or public authority, or under the jurisdiction of EDC

On large traffic islands or public places bounded on all sides by mapped streets under the jurisdiction of DOT

On or adjacent to parks or playgrounds, subject to the approval of Parks

In close proximity to water, sewer, and electrical connections

Minimum clear path in front: 8 feet; all other sides: 5 feet

There must be no obstruction within 6 feet below the APT footprint

Siting of APTs is subject to PDC review

See FURNITURE: SITING GUIDELINES

Installation

DOT determines where to install APTs

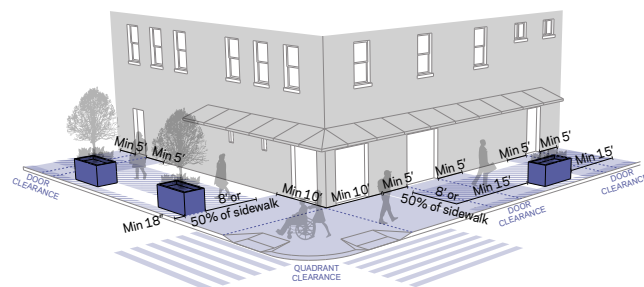
JCDecaux installs and maintains APTs at DOT's direction

For More Information

To learn more about the Coordinated Street Furniture Franchise, call 311, visit www.nyc.gov/dot, or email streetfurniture@dot.nyc.gov

Planter

Planters are decorative containers, of a variety of sizes and shapes, which support small trees and understory plantings. Planters are only encouraged where in-ground trees or plantings cannot be achieved.



168th Street, Manhattan



Flatbush Avenue, Brooklyn

Description

Follow DOT's Permanent Planter Design Guidelines, available at www.nycstreetdesign.info; planters that do not adhere to these guidelines require PDC approval

Should be capable of providing suitable soil volume to allow trees to thrive; planters should provide a minimum 54 cubic feet of soil volume and may vary in dimension, with a 3-foot height preferred and a maximum 4-foot height

Construct with only one material that is durable and can withstand the elements; a thin wall profile is recommended as it provides more soil volume and is less obtrusive

Use waterproof and graffiti resistant surfaces; use a single color and avoid hue, brightness and saturation variations; neutral color palettes only

Taper planters above 3 feet in height to a narrower base and avoid tall cylinder shapes that restrict tree growth

Provide a lip (~2 inches) on the top of the planter

Ensure a reveal on the bottom of the planter

Planters should allow for uneven or sloped sidewalks while remaining level

Planters must have appropriate drainage

Advertising is not permitted on planters; limited sponsorship may be approved

See LANDSCAPE: PERMANENT PLANTER

Siting

Located only on sidewalks that cannot support standard street trees or in-ground planting; may be located within the furnishing zone or against the building

Must be a minimum of 18 inches from the curb

8 feet or 50%, whichever is greater, of the sidewalk width must remain clear for 15 feet on either side of the planter

Smaller planters that support only understory plantings are sometimes used by DOT to delineate new pedestrian space; these planters are temporary and discouraged for permanent applications

See FURNITURE: SITING GUIDELINES

Installation

Private applicants, community groups, BIDs, and other organizations may seek permission from DOT to install planters and will be responsible for maintenance

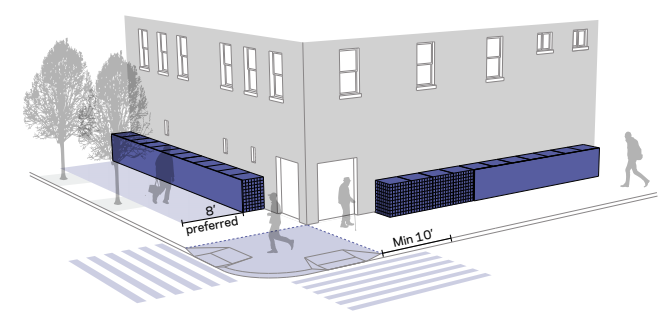
Planters are generally not fixed to the surface and are moveable by forklift or similar equipment

For More Information

Refer to the Rules Related to Revocable Consents at www.nyc.gov/html/dot/downloads/pdf/revconsent.pdf

Temporary Flood Protection

Devices that can be deployed to reduce flood impacts to buildings, roadways, and other assets. NYCEM, in coordination with MOR and DOT, is siting barriers around the perimeters of strategic locations and critical facilities in flood-prone areas. These “blue-sky” barriers will be on site continuously, forming alignments that tie into high points and protect low-lying areas. Gaps in the alignments will accommodate facility access, pedestrian clear path, clearances from other street furniture, and other siting constraints. In the days prior to major storms, “just-in-time” measures will be deployed in these gaps to create complete flood barriers.



Beard Street, Brooklyn



East River Esplanade, Manhattan

Description

Barriers: a wall of interconnected, rectangular containers of geotextile fabric with wire meshing, filled with sand or other organic matter. Artistic designs can be applied to the vertical face of the barrier

36-42" W x 36-48" H

Just-in-time measures: water-filled tubes stacked and strapped together to withstand floodwaters

Each tube 50' L and 24-36" in diameter

Siting

NYCEM, in coordination with MOR, DOT, NYPD, DEP, Parks, and adjacent property owners as necessary, sites temporary flood protection measures

PDC approval is required

Access and circulation are paramount in the planning of temporary flood protection measures in the right-of-way

For building flood protection, deployable systems are installed around the perimeter of the building

For systems intended to provide flood protection to larger geographic areas like neighborhoods, temporary installation occurs in sidewalk or roadway areas, and should minimize pedestrian and vehicular flow impacts

See FURNITURE: SITING GUIDELINES

Installation

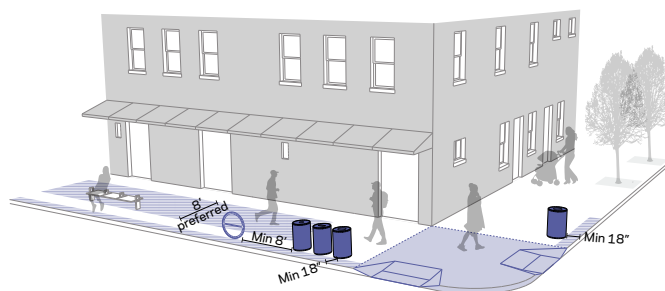
NYCEM installs temporary flood protection measures

For More Information

For more information on the Interim Flood Protection Measures Program, visit www1.nyc.gov/site/em/ready/interim-flood-protection-measures-program.page

Waste Receptacle

Among its other responsibilities, DSNY services over 25,000 waste receptacles – known as “baskets” – that offer pedestrians a convenient way to dispose of litter and recycling on the go. Of these, approximately 3,000 are public space recycling baskets, consistent in design with other streetscape furniture. DSNY is currently pursuing a redesign of the ubiquitous green wire mesh basket with a new standard for the modern NYC streetscape.



7th Avenue, Brooklyn



New waste receptacle design by Group Project, winner of 2019 BetterBin competition

Siting

Commercial areas, where they may be emptied as frequently as five times a day

Mixed-use areas, where they can be serviced on residential refuse routes along with household trash two or three times a week

See FURNITURE: SITING GUIDELINES

Sponsor-a-Basket Program

Sponsoring organizations, such as cultural institutions and Business Improvement Districts, can purchase the DSNY litter basket or a custom basket, with DSNY approval. All basket designs must meet DSNY specifications.

Sponsored waste baskets may bear the name or logo of the sponsoring organization, and must adhere to limitations on allowable advertising. Locations must be submitted for approval along with the Sponsor-a-Basket Letter of Intent

For More Information

In 2019, DSNY selected a new waste receptacle after testing in Manhattan through the agency's BetterBin competition. For more information on the competition, visit www.betterbin.nyc

For more information, refer to DSNY's website www.nyc.gov/dsny

To sponsor or adopt a litter basket, call 311

