



ACTIVE

DESIGN

GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

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June 28th 2011

Creation of the Guidelines: Interagency & Interdisciplinary



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the Guidelines.

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Robert Wood Johnson Foundation Active
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Workshop

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Creation of the Guidelines

Testing the guidelines
through an
interactive and
interdisciplinary
Design Charrette

Participants:
Agencies/ Developers/
AIA/ APA/ ASLA/
Engineers



1. Overview of the Urban Design and
Building Chapters of the Guidelines

2. Complementary City Policy

Active Design Guidelines



1) Environmental Design and Health: Past and Present



2) Urban Design: Creating an Active City



3) Building Design: Creating Opportunities for Daily Physical Activity



4) Synergies with Sustainable and Universal Design



ACTIVE DESIGN GUIDELINES

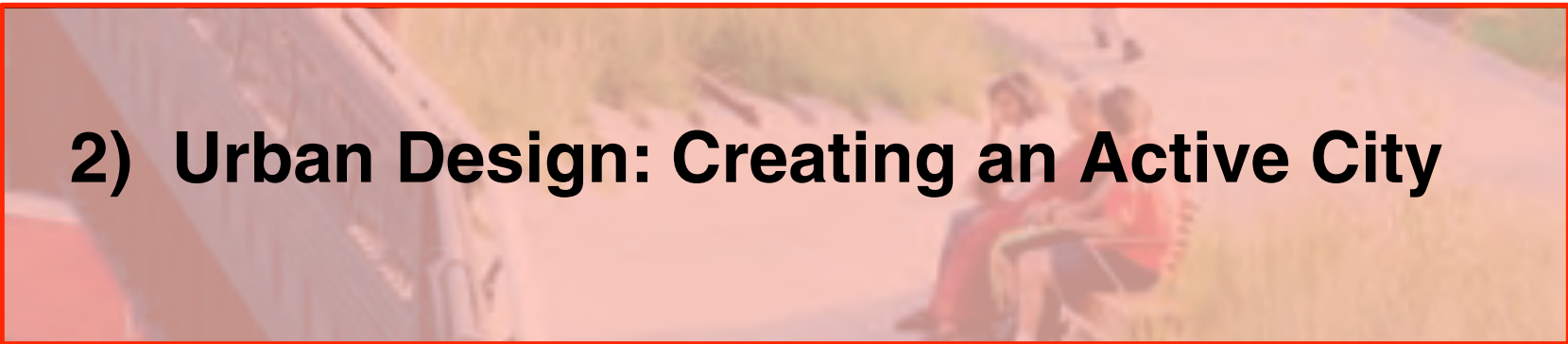
PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

Active Design Guidelines



1) Environmental Design and Health: Past and Present



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4) Synergies with Sustainable and Universal Design



ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

Urban Design Strategies

- Land Use Mix
- Parks / Play Areas / Plazas
- Pedestrian Environment
- Bicycle Network and Infrastructure
- Transit Access

Land Use Mix

Encourage a **rich mix of land uses**



Create adjacency of offices and residences to services & amenities to **promote walking**



Stone Street, NYC

Supermarkets and farmers markets encourage **healthy nutrition**



Farmers Market, NYC

Parks/ Play Areas/ Plazas

Convenient parks and plazas encourage **active use and recreation** range of age groups



The Highline

Design parks for **local cultures** and for range of age groups



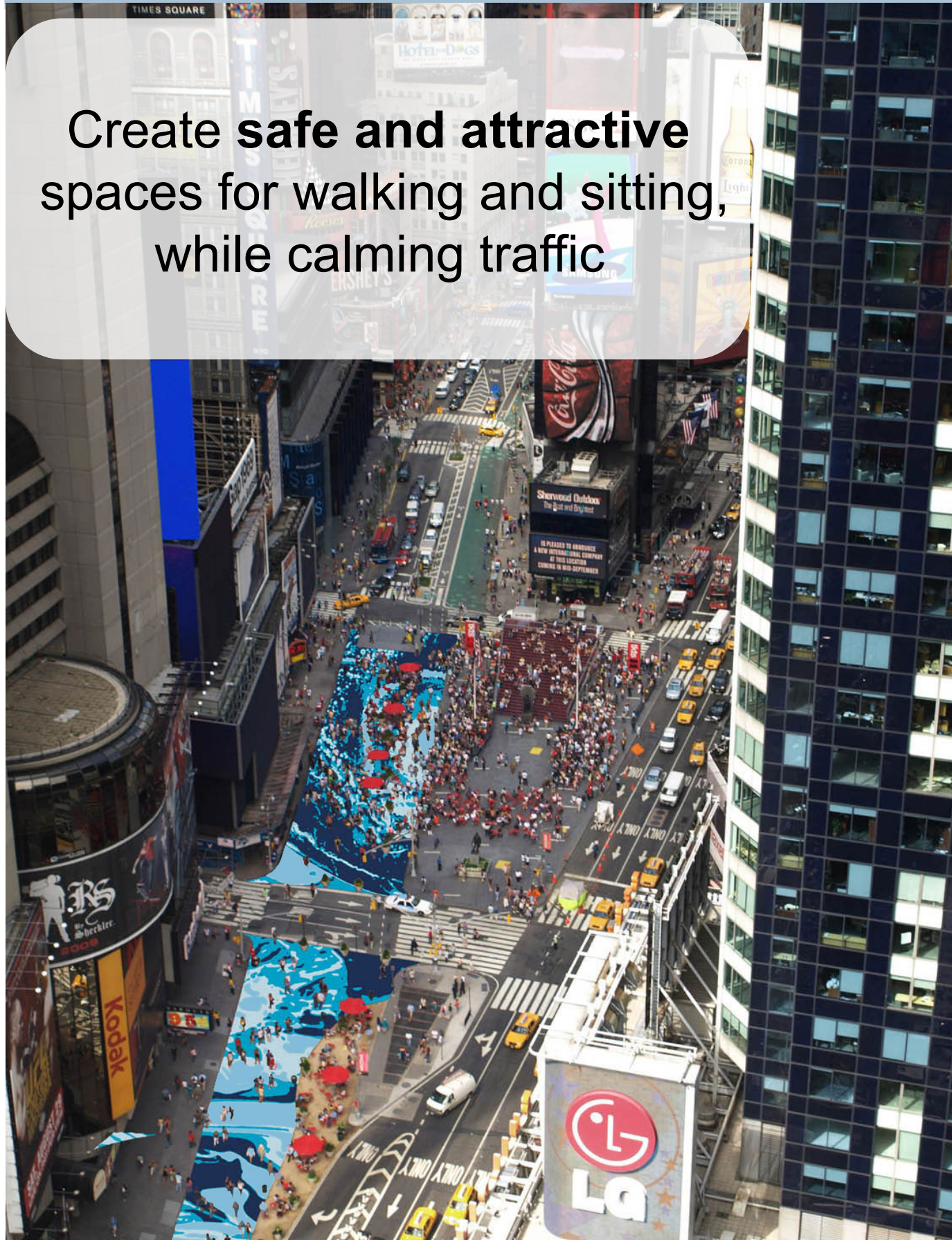
Marpillero Pollak Architects

Attractive plazas have **mix of trees, lighting, water fountains & movable/ fixed seating**



Pedestrian Environment / Traffic Calming

Create **safe and attractive** spaces for walking and sitting, while calming traffic



Reduce crossing distances with **median refuge islands**



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Pedestrian Environment / Streetscape

Provide places of rest
to complement
**active walking
and jogging**



The Highline

Enliven the sidewalk
with **street cafes**



Integrate **public art**
into the streetscape



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Pedestrian Environment / Streetscape

Separate traffic from seating and pedestrian areas



The Highline

Use landscaping to provide shade and an attractive environment



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Bicycle Network and Infrastructure

Encourage use through development of **interconnected bikeways**



Provide attractive **signage, wayfinding, and secure bike parking**



Transit Access

Provide **attractive and sheltered seating areas** to encourage use of transit routes



Separate **bus lanes from traffic** to make transit more convenient



+selectbus service	
M15	
Northbound	
Via 1 Av to E 126 St	
+	E 126 St
+	E 125 St
+	E 116 St
+	E 106 St
+	E 96 St
+	E 86 St
+	E 79 St
+	E 67 St
+	E 57 St
+	E 50 St
+	E 42 St
+	E 34 St
+	E 29 St
+	E 23 St
+	E 14 St
+	E 2 St
+	Grand St
+	Catherine St
+	Fulton St
+	Wall St
+	South Ferry

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Active Design Guidelines



1) Environmental Design and Health: Past and Present



2) Urban Design: Creating an Active City



3) Building Design: Creating Opportunities for Daily Physical Activity



4) Synergies with Sustainable and Universal Design



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Building Design Strategies

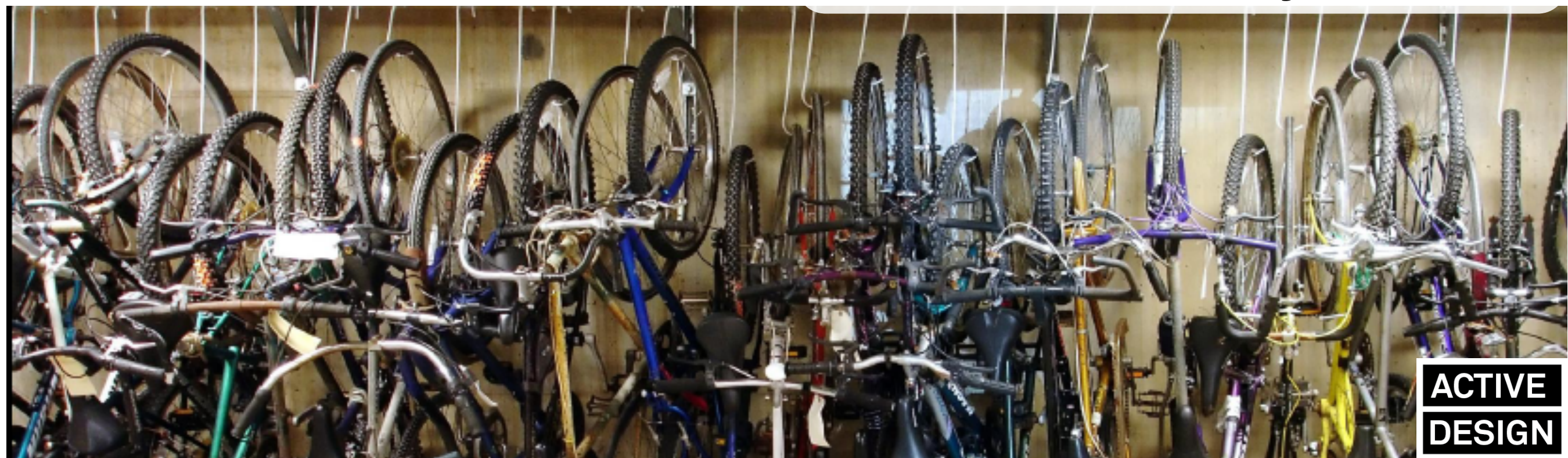
- **Bicycle Parking and Storage**
- **Recreational Programming**
- **Stairs: Accessibility, Visibility, Convenience**
- **Stairs: Aesthetics**
- **Stairs: Signage and Prompts**
- **Building Exteriors: Contributing to the pedestrian realm**

Site + Building Design

Bicycle parking + storage



**Secure Bike Storage with
Easy Access**



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Site + Building Design

Recreational programming



- Provides **fun and affordable** recreational opportunities
- Mary Walton Children's Center
 - Public School 64, Queens
 - 10 West End Ave, Manhattan

Stairs: accessibility, visibility, convenience

Stair of **Prominence**
and **Visual Interest**



Skip Stop Elevators
to increase stair use



Enclosed stairs that use
Fire Rated Glass to
Increase Visibility



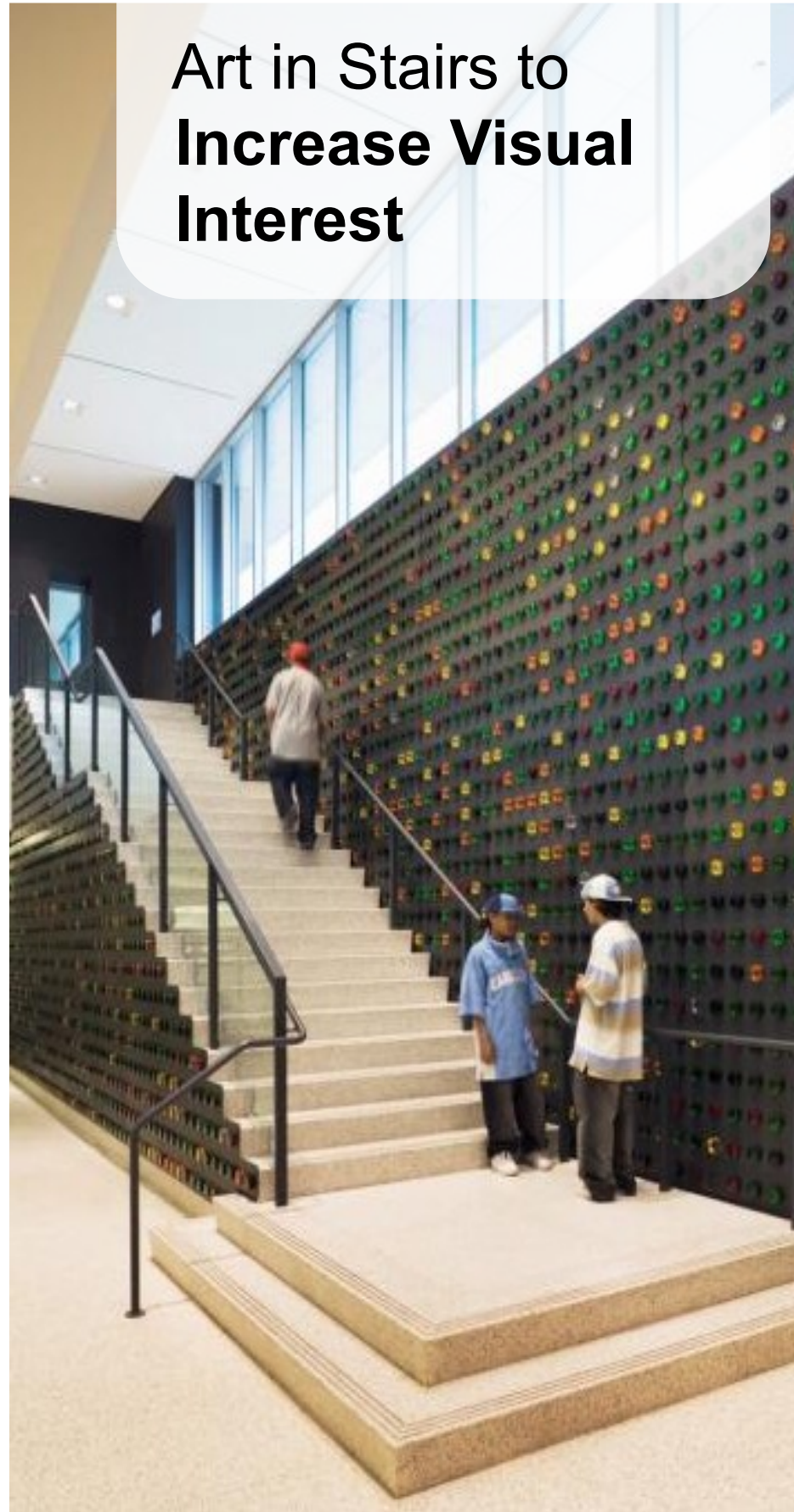
Site + Building Design

Stairs: aesthetics

Stairs to Receive
Plenty of **Natural
Daylight**



Art in Stairs to
**Increase Visual
Interest**



Stairs **Designed to
Invite Users**



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Stairs: signage and prompts

Motivational Signage placed at points of decision:

On average, placing signage promoting stair use in locations such as near elevators or escalators has been shown to increase

stair use by **50%**



Burn Calories, Not Electricity



Take the Stairs!

Walking up the stairs just 2 minutes a day helps prevent weight gain. It also helps the environment.

Learn more at www.nyc.gov or call 311.

Michael R. Bloomberg
Mayor

NYC
Health

groove

All for the City

REBNY
Real Estate Board of New York

Site + Building Design

Building Exteriors: contributing to the pedestrian

environment



Maximize variety, detail, texture and continuity on the lower 1-2 floors of the building facade

Soho, NYC



Broadway, UWS, NYC



Provide multiple entries and appropriate transparency along the street to help enliven the pedestrian environment

Park Slope, NYC

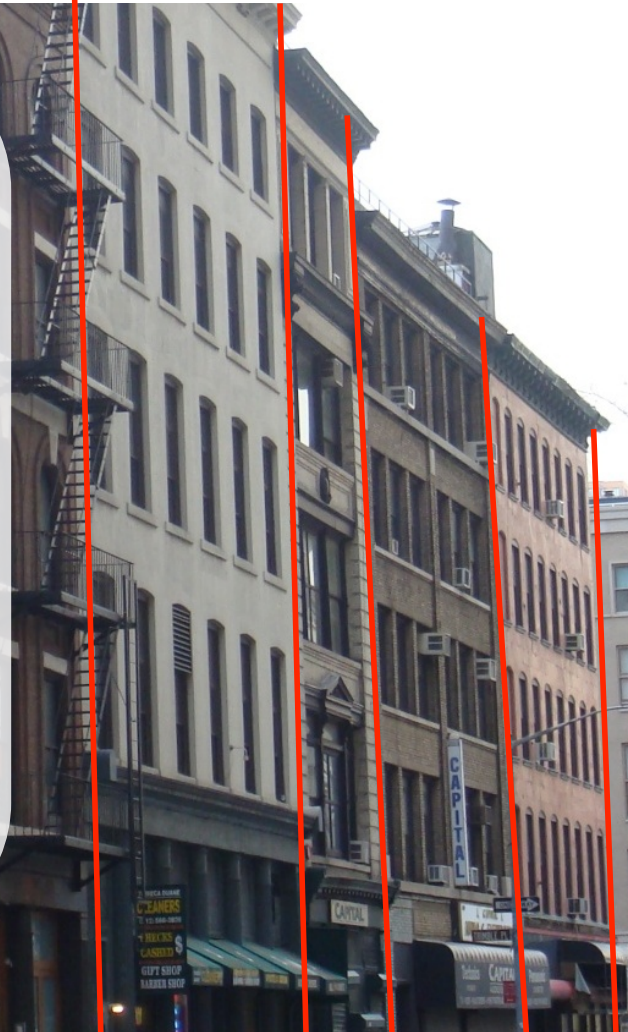
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Building Exteriors: contributing to the pedestrian

environment

Design building massing to enhance pedestrian realm, thinking about vertical divisions, variety and rhythms from the pedestrian's perspective

Duane Street, NYC



Carefully incorporate stairs and ramps into building design features when needed



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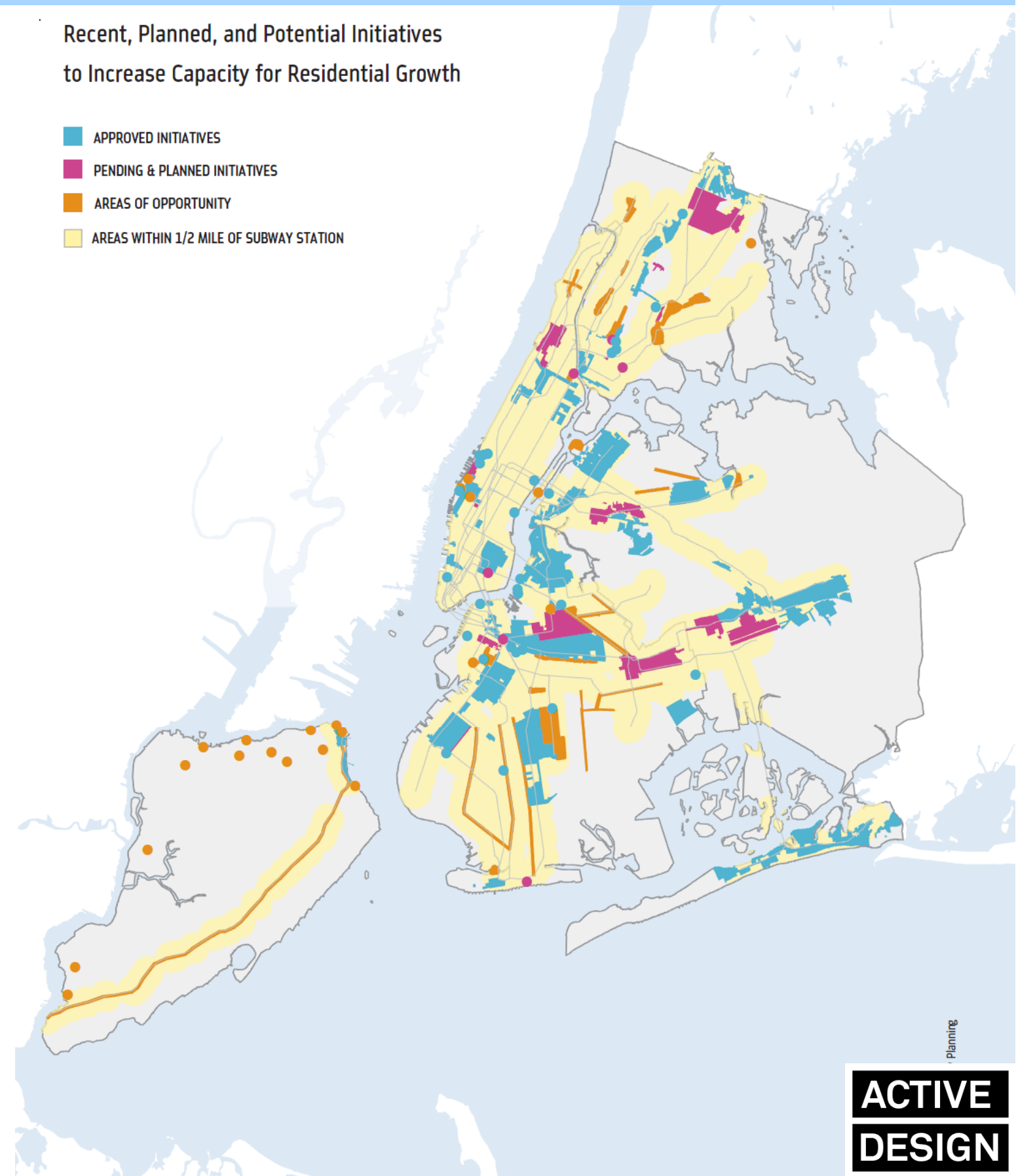
14 Townhouses, Brooklyn, Rogers Marvel



What are some of the recent city policies that align with active design goals?

Smart Growth

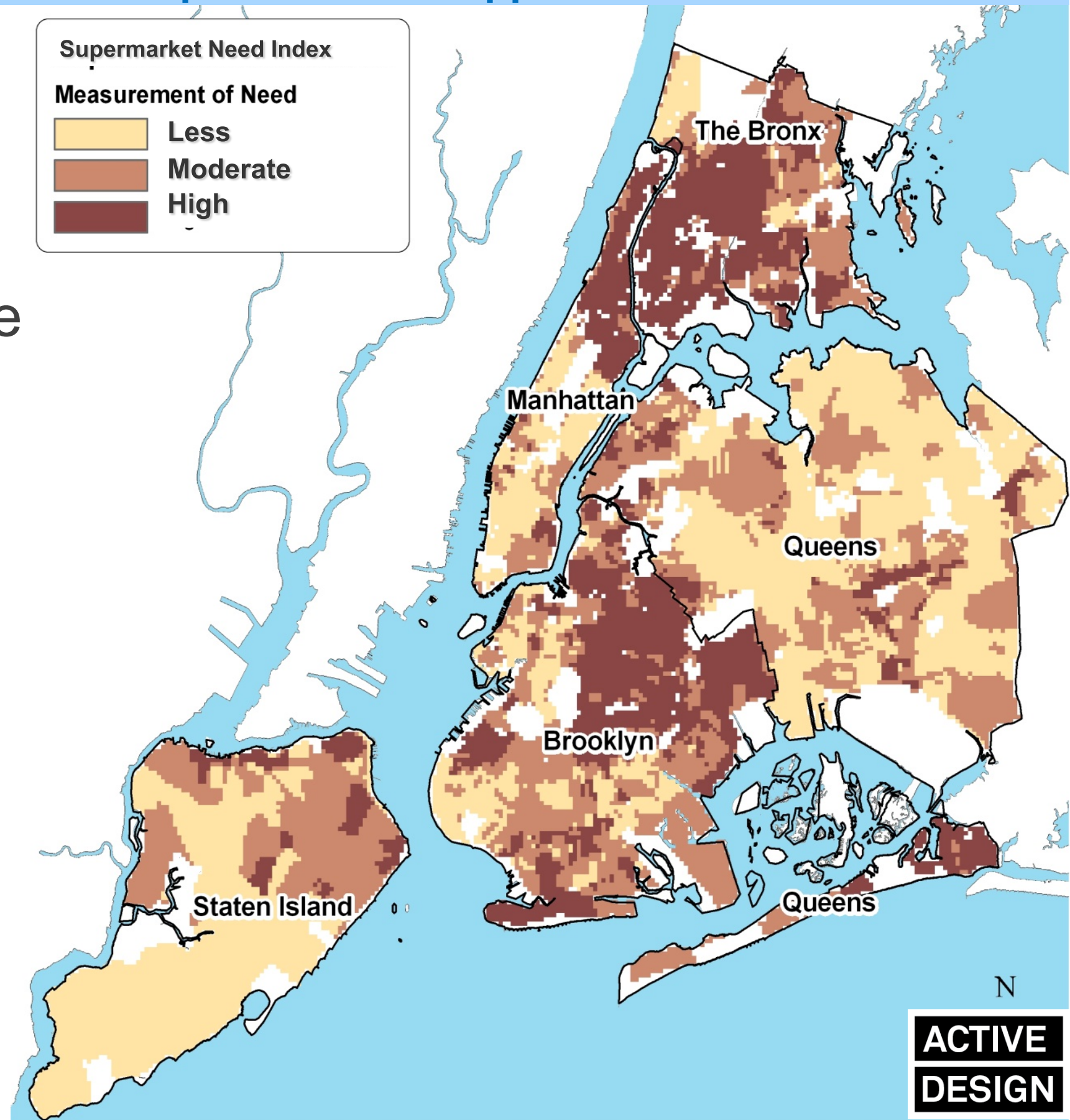
Focusing the development for **1 million** new people by the year **2030** near public transit access.



NYC FRESH: Food Retail Expansion to Support Health


Understanding where
people have **limited
access to fresh
produce** +


where the **highest
rates of diabetes
and obesity** are

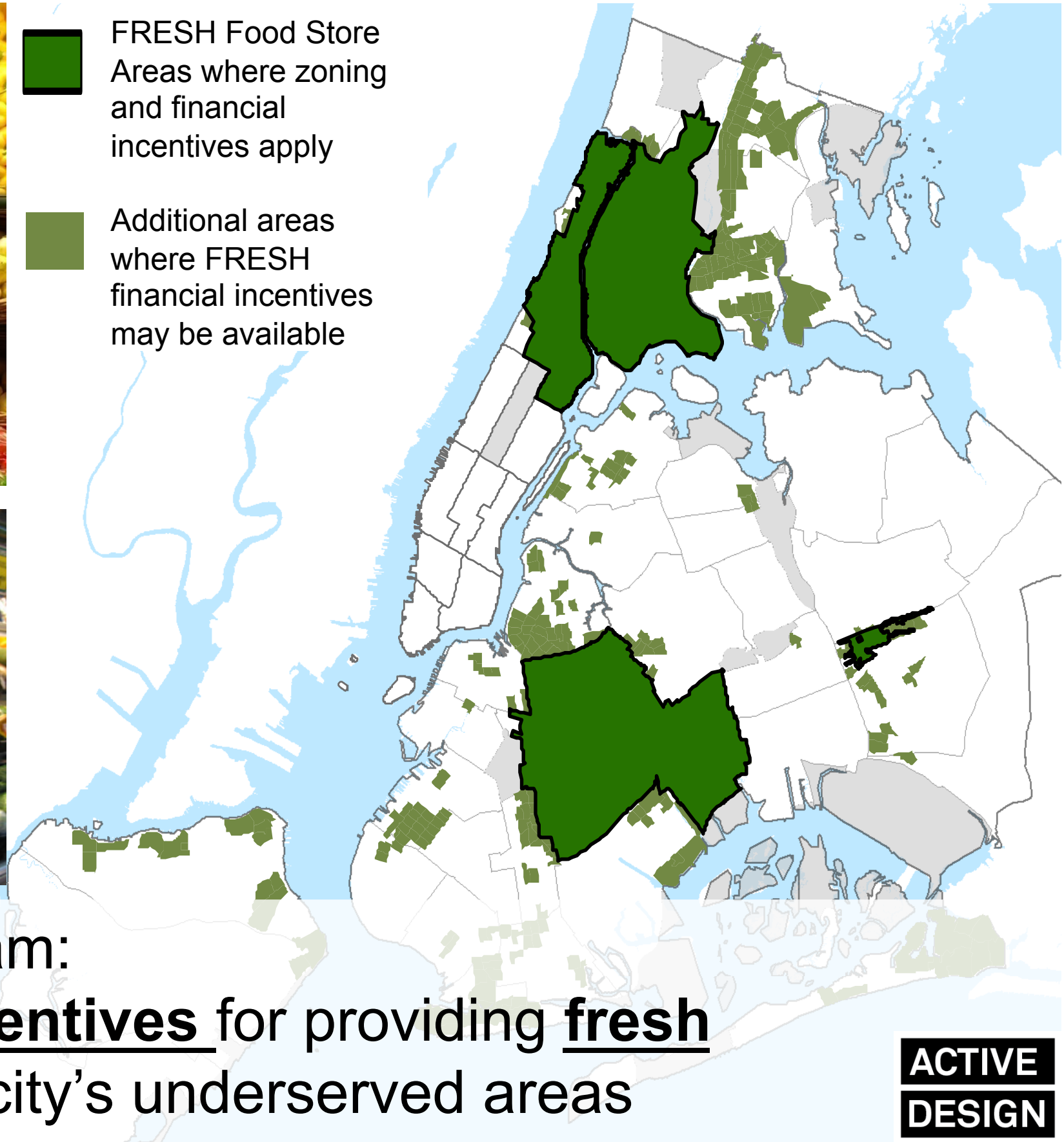


NYC FRESH: Food Retail Expansion to Support Health



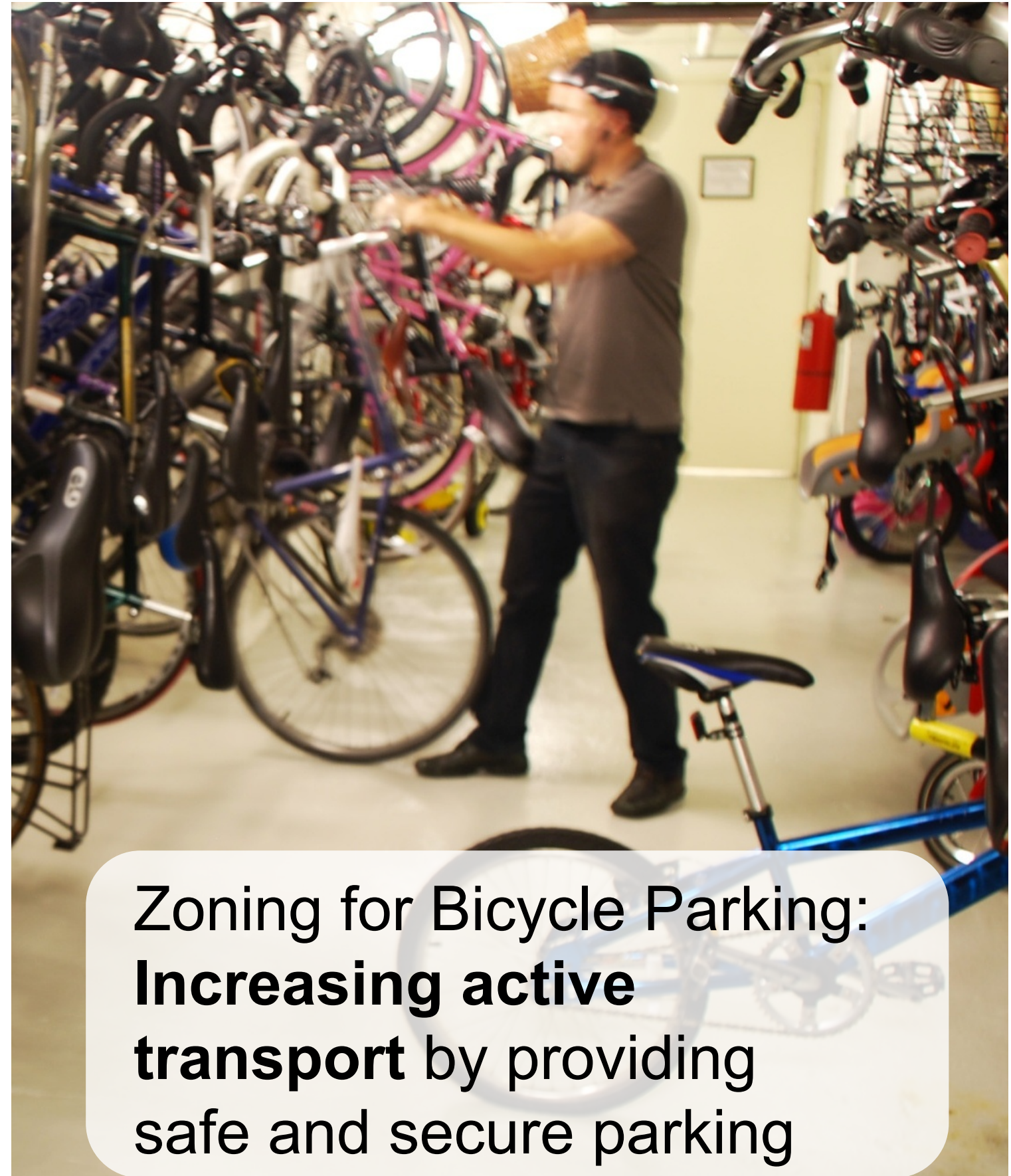
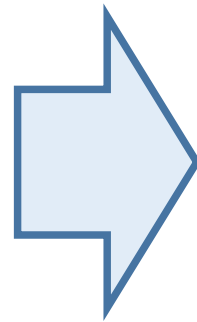
 FRESH Food Store
Areas where zoning
and financial
incentives apply

 Additional areas
where FRESH
financial incentives
may be available



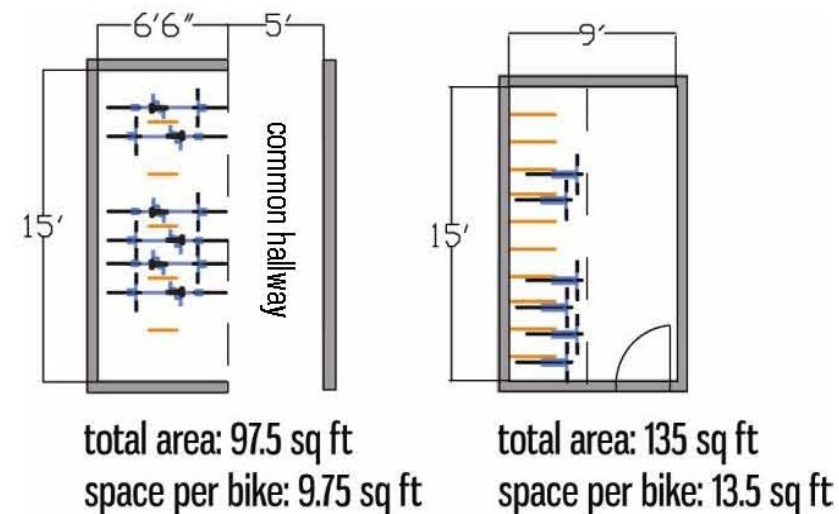
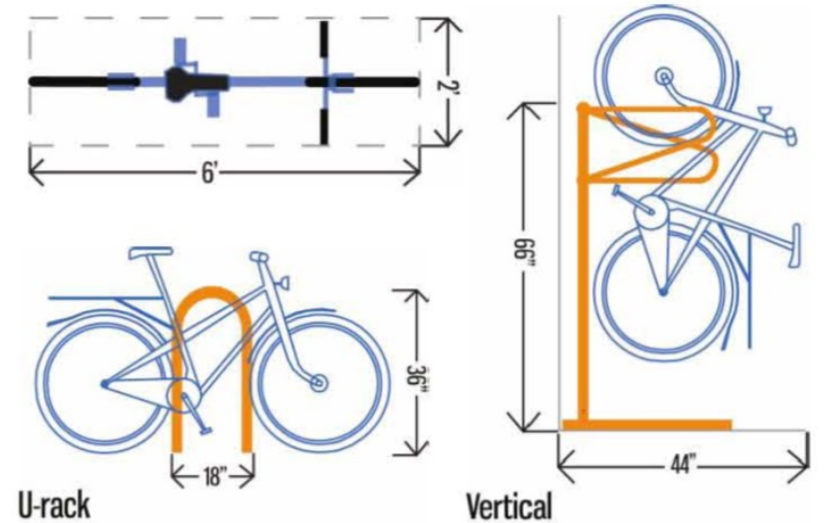
NYC FRESH Program:
Zoning and tax incentives for providing **fresh food** options in the city's underserved areas

Zoning for Bicycle Parking



Zoning for Bicycle Parking:
Increasing active transport by providing
safe and secure parking
for bike commuters

Zoning for Bicycle Parking



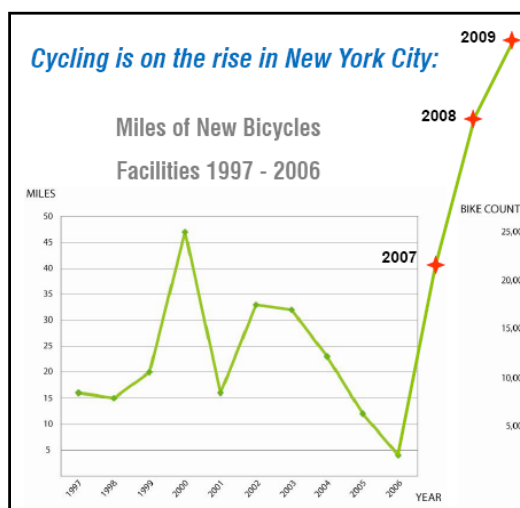
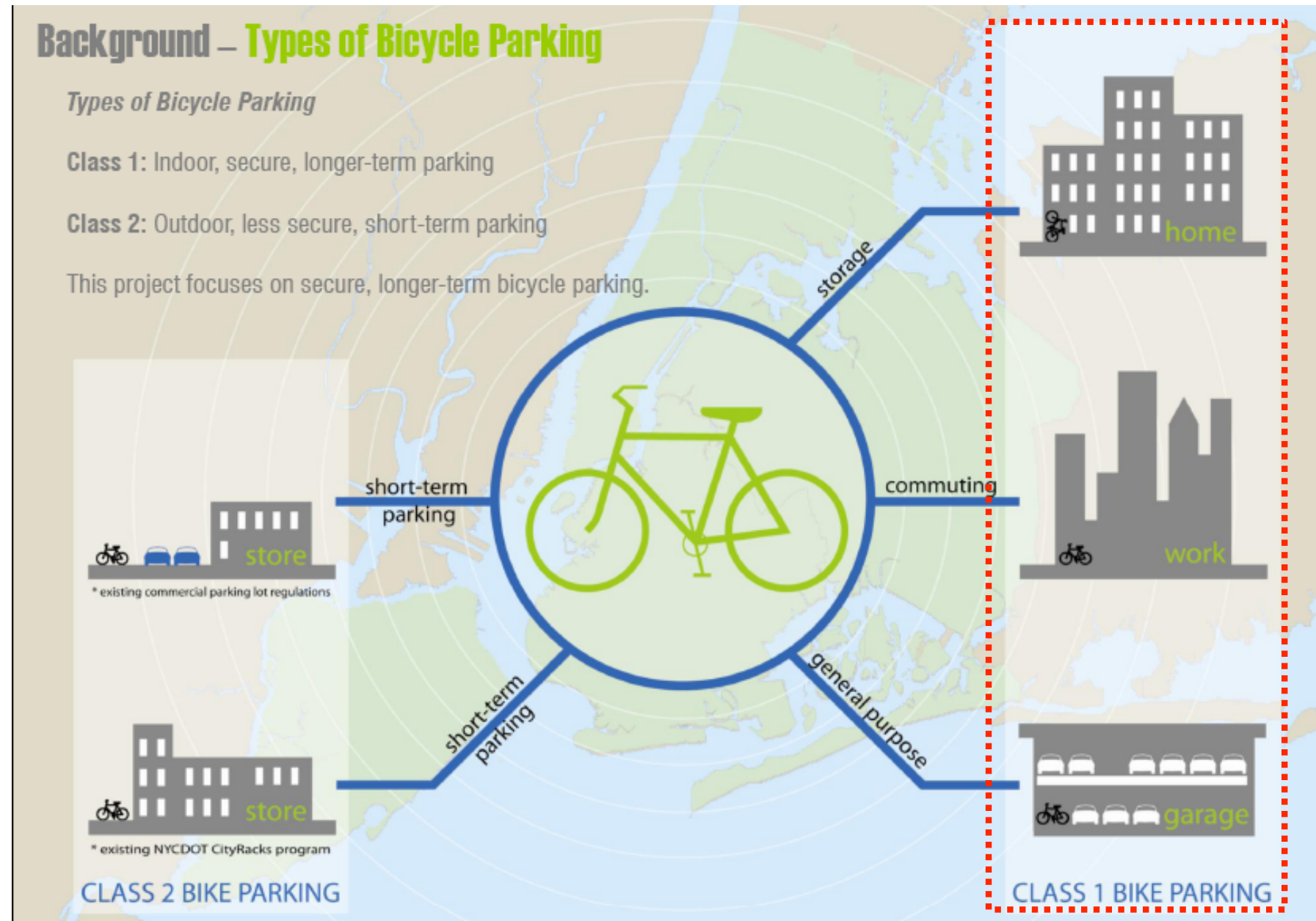
Background – Types of Bicycle Parking

Types of Bicycle Parking

Class 1: Indoor, secure, longer-term parking

Class 2: Outdoor, less secure, short-term parking

This project focuses on secure, longer-term bicycle parking.



Bicycle parking now required for new buildings, enlargements, conversions and public parking garages (floor area is discounted)

City Policy + Implementation

Residential Streetscape Preservation Text

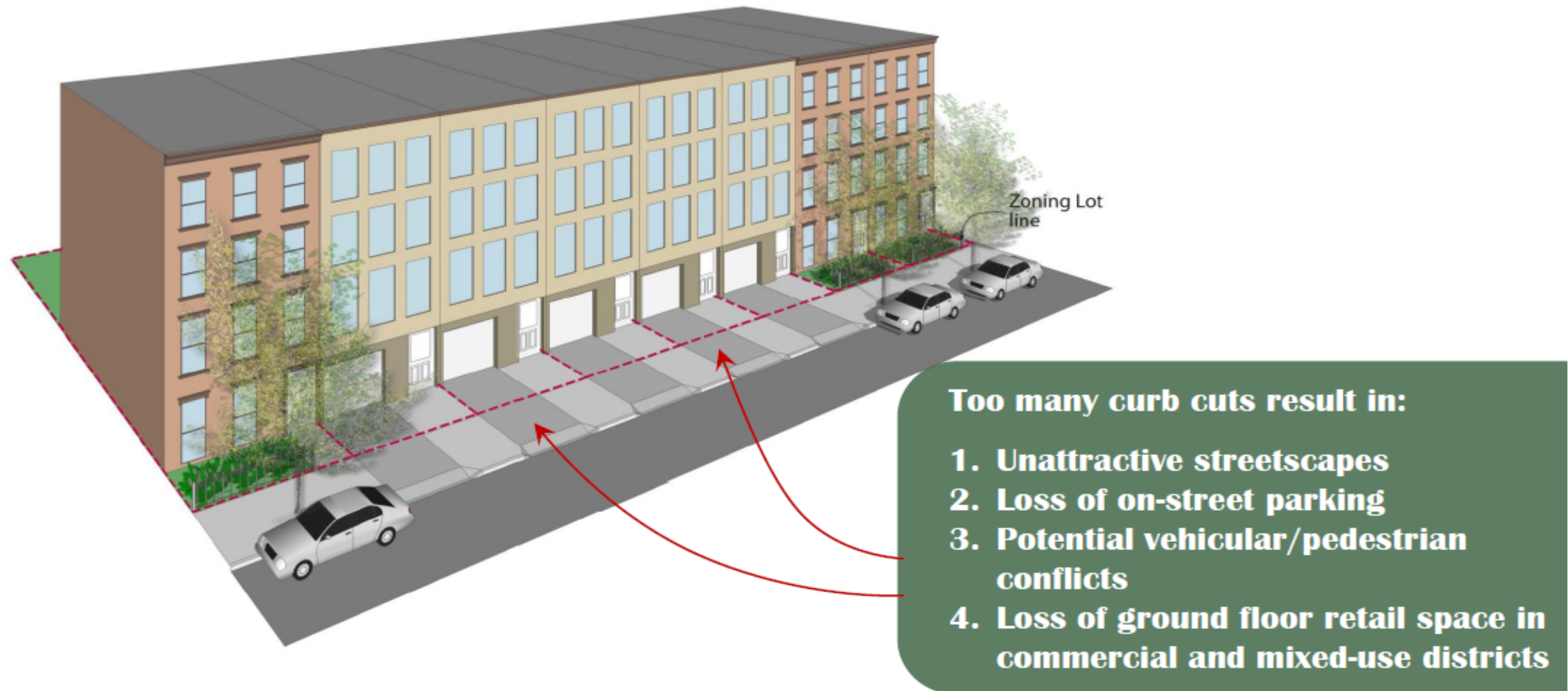
Amendment



New York City Department of City

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Residential Streetscape Preservation Text Amendment



Creating a more continuous and inviting pedestrian environment

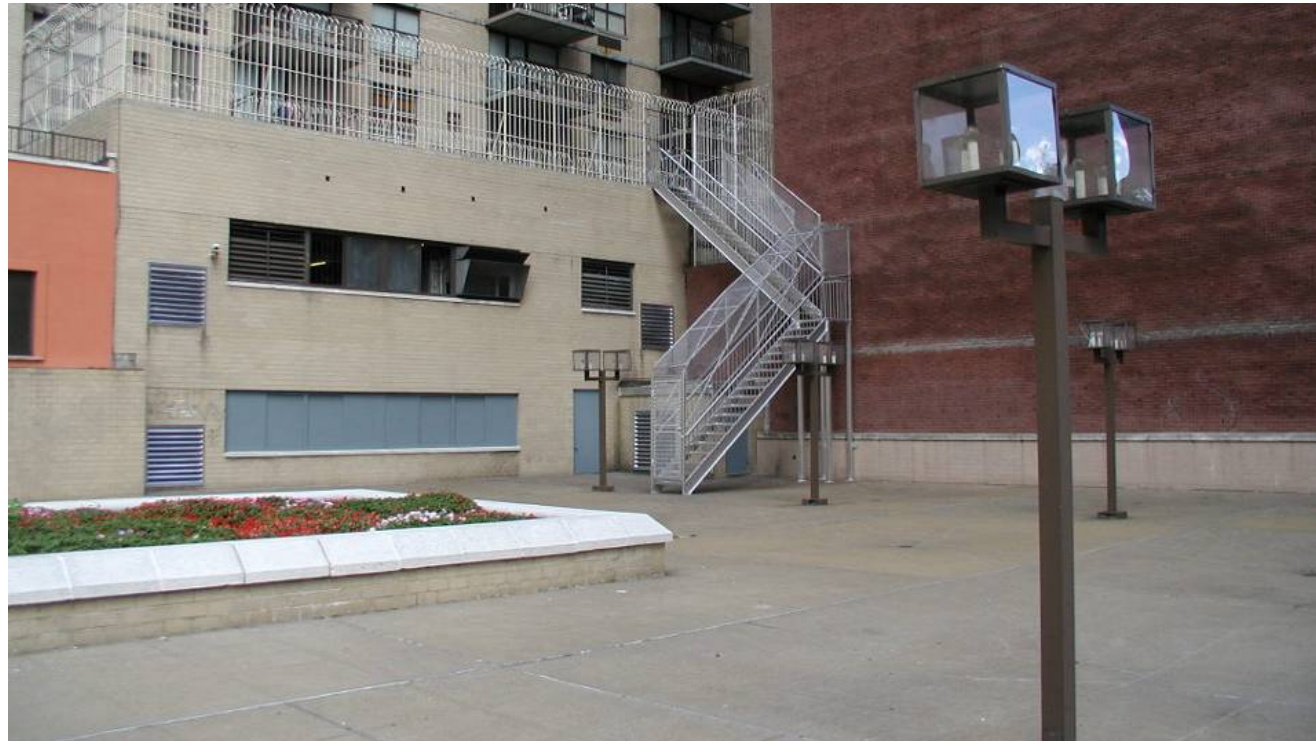
Residential Streetscape Preservation Text Amendment



Creating a more continuous and inviting pedestrian environment

City Policy + Implementation

Privately Owned Public Spaces (POPs)



Revised outdated design guidelines



Privately Owned Public Spaces (POPs)



- Seating Variety (backs + shade)
- No. Trees
- Groundcover

- Lighting
- Signage
- Entries on Spaces
- Orientation



City Policy + Implementation

Privately Owned Public Spaces (POPs)



City Policy + Implementation

Vision 2020: Comprehensive Waterfront Plan



VISION 2020

NEW YORK CITY COMPREHENSIVE WATERFRONT PLAN

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Vision 2020: Comprehensive Waterfront Plan

VISION 2020 GOALS

1. Expand public access.
2. Enliven the waterfront.
3. Support the working waterfront.
4. Improve water quality.
5. Restore the natural waterfront.
6. Enhance the Blue Network.
7. Improve government oversight.
8. Increase climate resilience.

<http://www.nyc.gov/html/dcp/html/cwp/index.shtml>

VISION 2020

NEW YORK CITY COMPREHENSIVE WATERFRONT PLAN

City Policy + Implementation

Vision 2020: Comprehensive Waterfront Plan



City Policy + Implementation

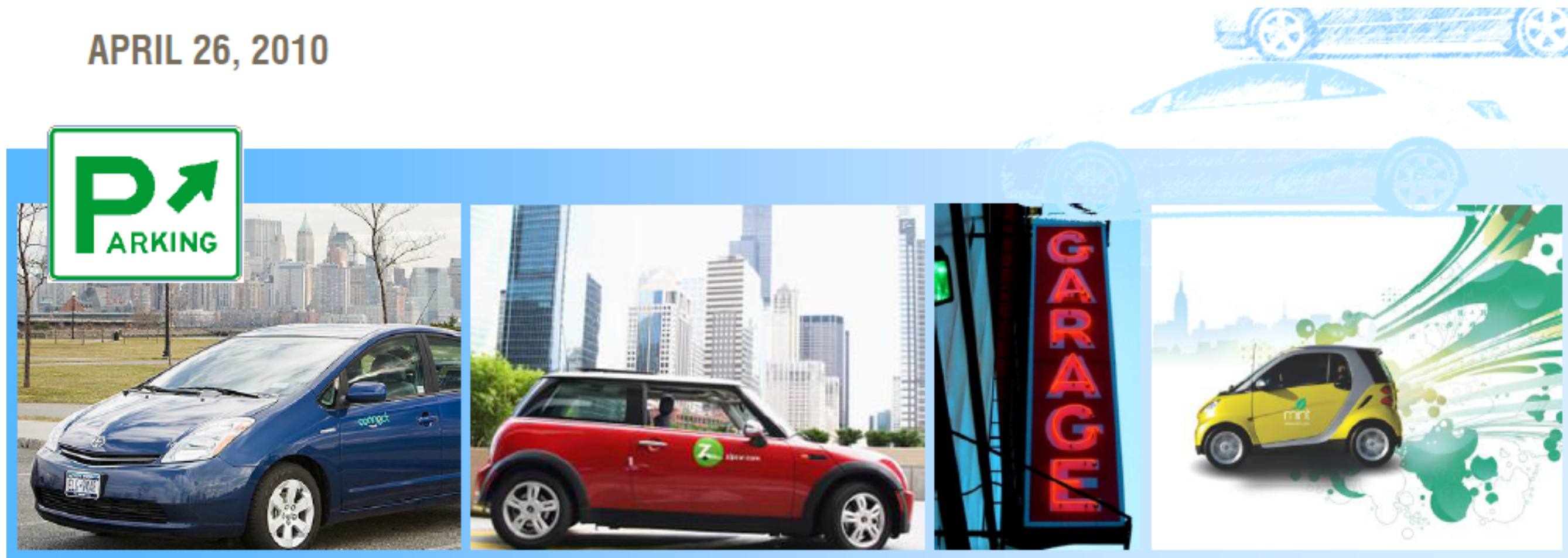
Vision 2020: Comprehensive Waterfront Plan



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Car Share Zoning Text Amendment

APRIL 26, 2010



The off-street parking regulations in the City were written nearly a half century ago:

- Define 'car share' in the zoning resolution
- Establish rules for quantity and location

Car Share Zoning Text Amendment

12 car share vehicles
would eliminate demand
for an estimated
28-154 cars in the area

Up to 40% of total spaces



EXAMPLE

Size of facility : 40 spaces

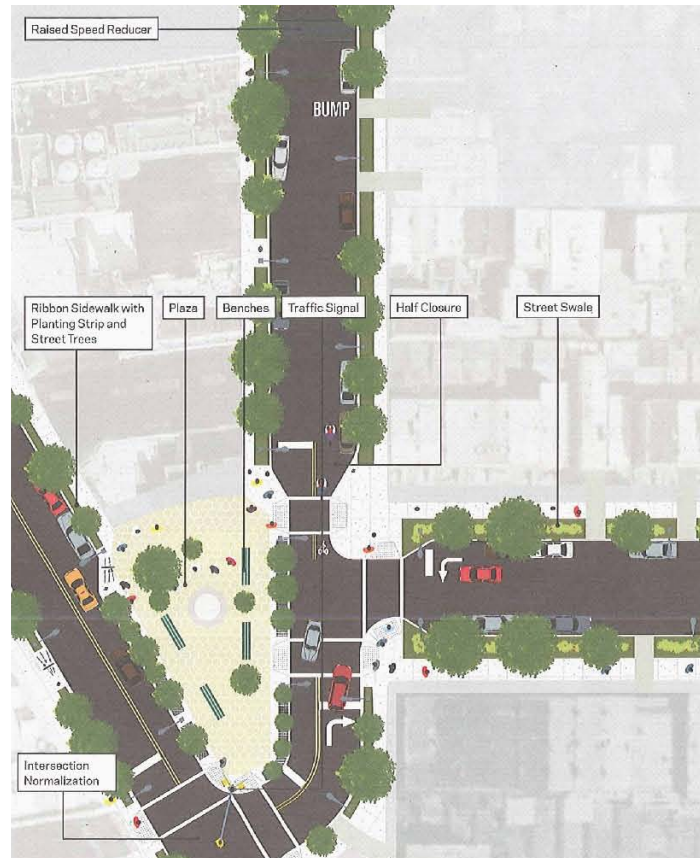
Car sharing vehicles : up to 12 cars

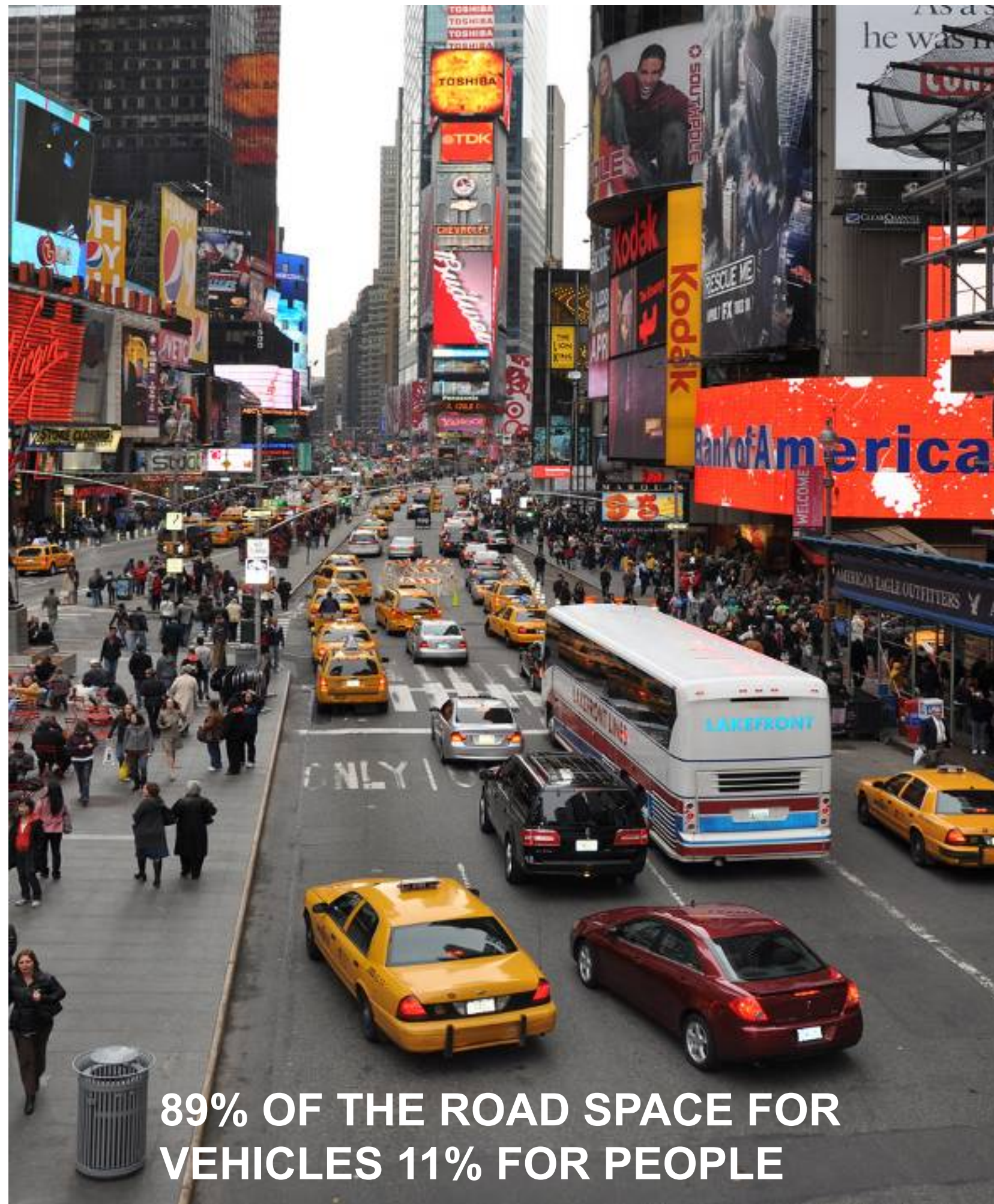
Studies show people drive less, therefore taking more cars off the streets, reducing pollution and traffic congestion, and making a friendlier environment for the pedestrian to WALK!

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City Policy + Implementation

Changing the form of the Public Right of Way





89% OF THE ROAD SPACE FOR
VEHICLES 11% FOR PEOPLE

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**89% OF THE ROAD SPACE FOR
VEHICLES 11% FOR PEOPLE**

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Changing the form of the Public Right of Way

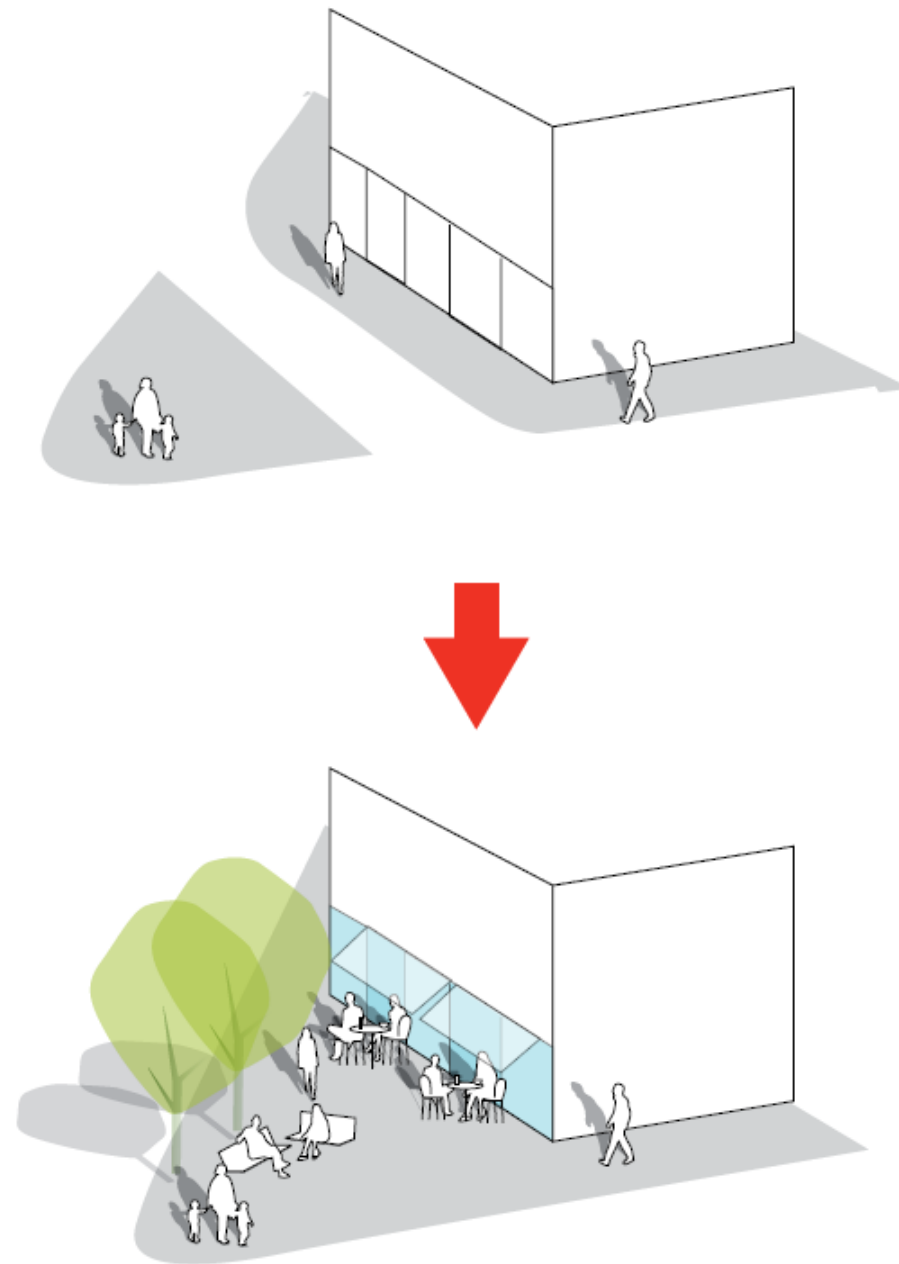
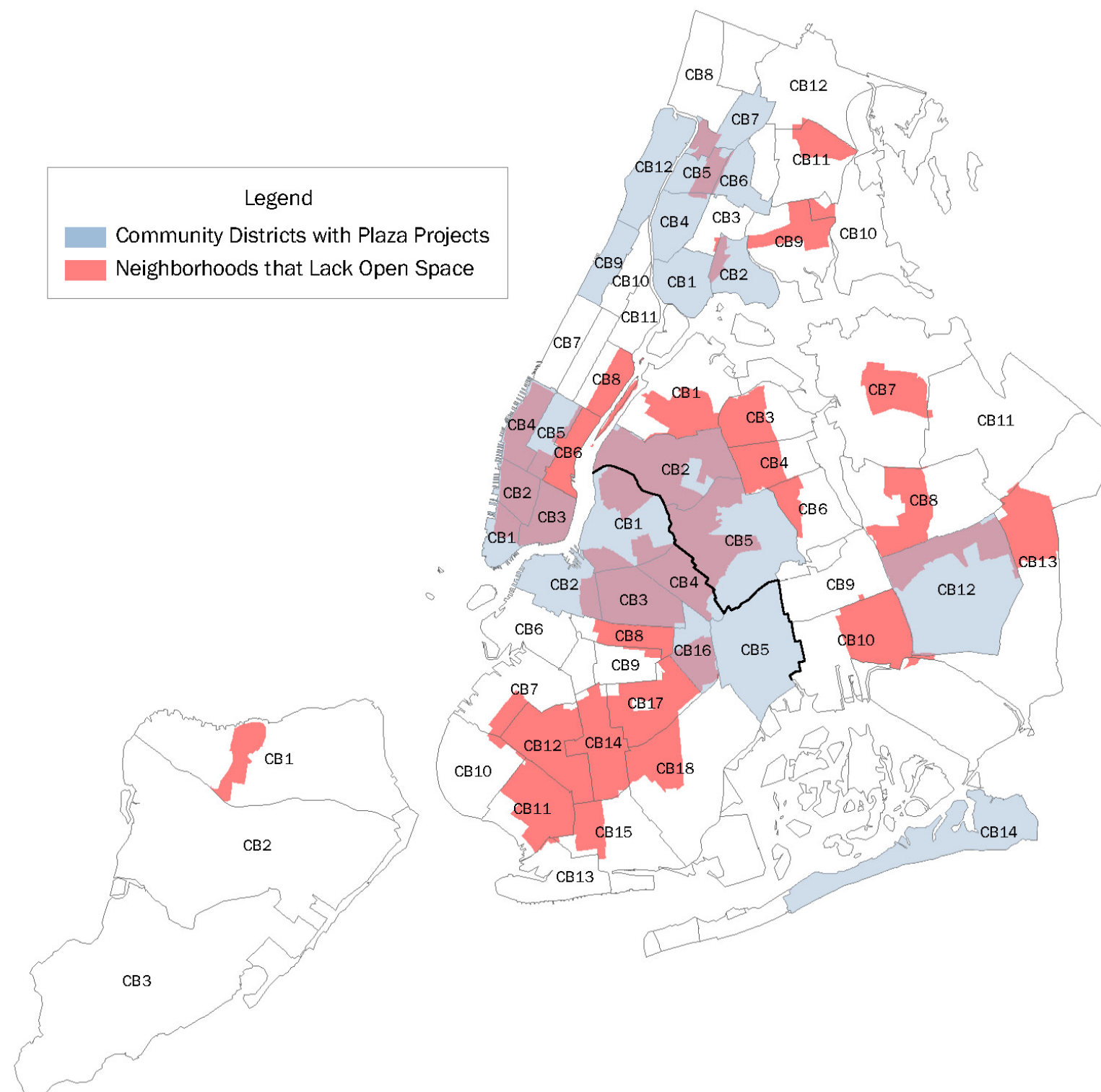


Pedestrian volumes up:

- 6% in Herald Square
- 11% in Times Square

City Policy + Implementation

Public Plaza Program



Sources:
Neighborhoods that Lack Open Space: NYC Department of City Planning, August 2005.
Other Data: NYC DOT, March 2012.

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Public Plaza Program

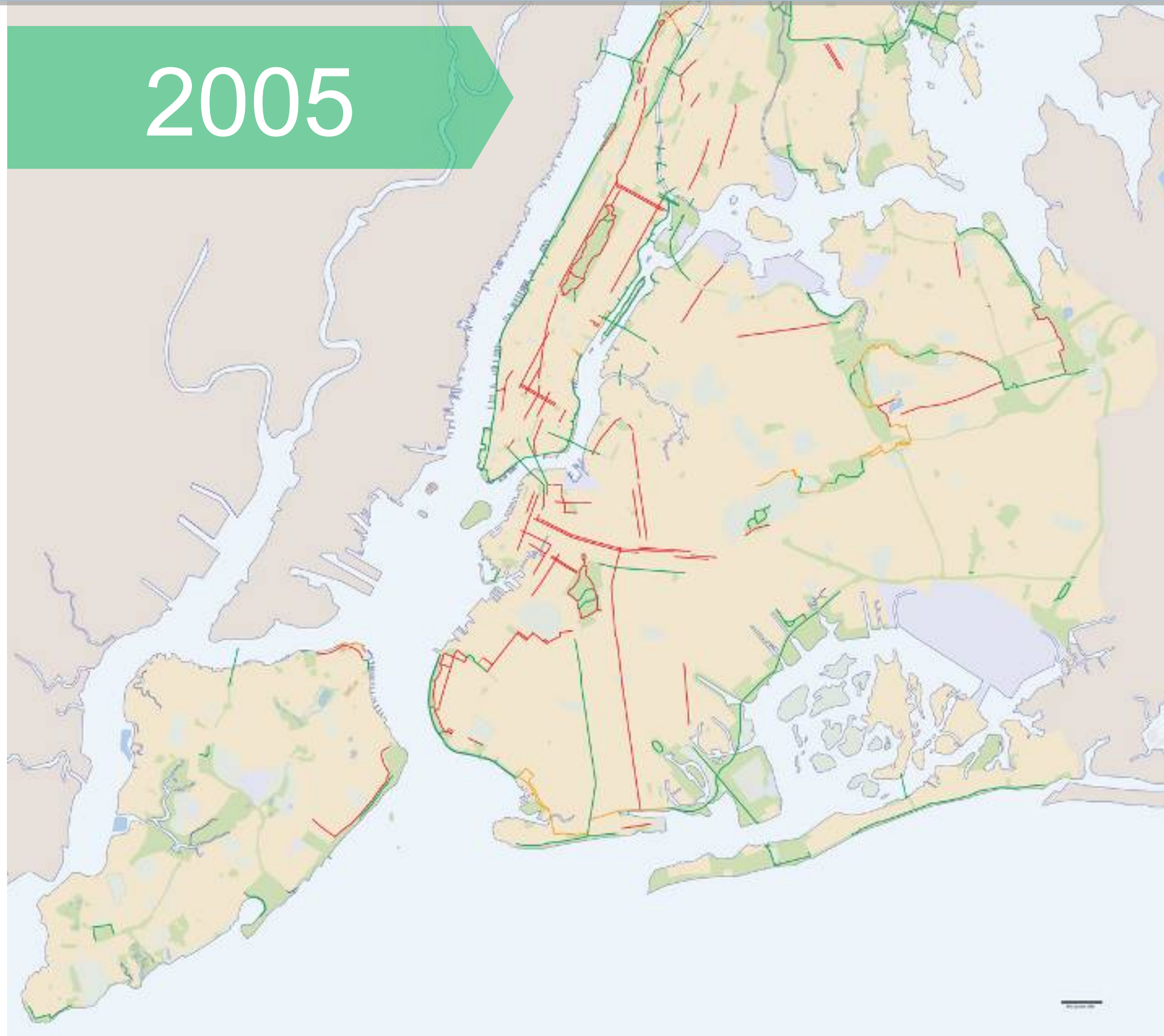


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Bicycle Network

2005

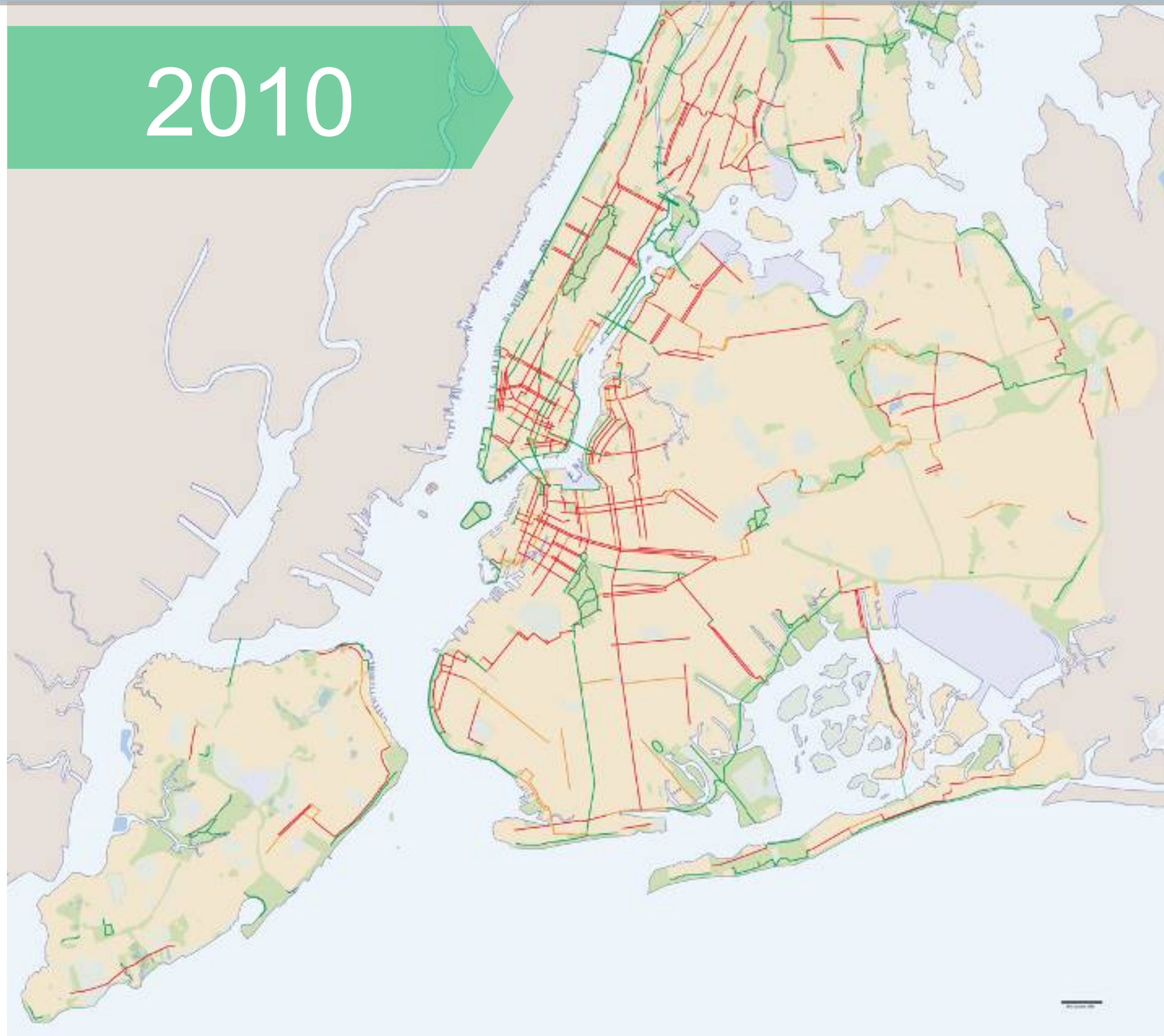


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City Policy + Implementation

Bicycle Network

2010



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City Policy + Implementation

Bicycling



Class I

Class I bike paths are physically separated from motor vehicle and pedestrian traffic



Class II

Class II on-street bike lanes are defined by a painted stripe



Class III

Class III bike routes are represented only by posted route signs

Class 1: Bike Path (2.1.2b)

Signal Protected Path

9th Avenue, 31st to 16th Streets, Manhattan

Protected Path with Mixing Zones

Grand Street, Manhattan



14 feet



8 feet

Class 2: Bike Lane (2.1.2a)

Buffered Lane

DeKalb Avenue, Brooklyn

Standard Lane

20th & 21st Streets, Manhattan



8 feet



5 feet

Class 3: Bike Route (Not Included in Manual)

Shared Lane

48th Street, Queens

Signed Route



None

A wide (13-foot) travel lane is preferred



None

A wide (13-foot) travel lane is preferred

City Policy + Implementation Bicycling

Annual NYC bicycle
counts 2000-2010:



262%

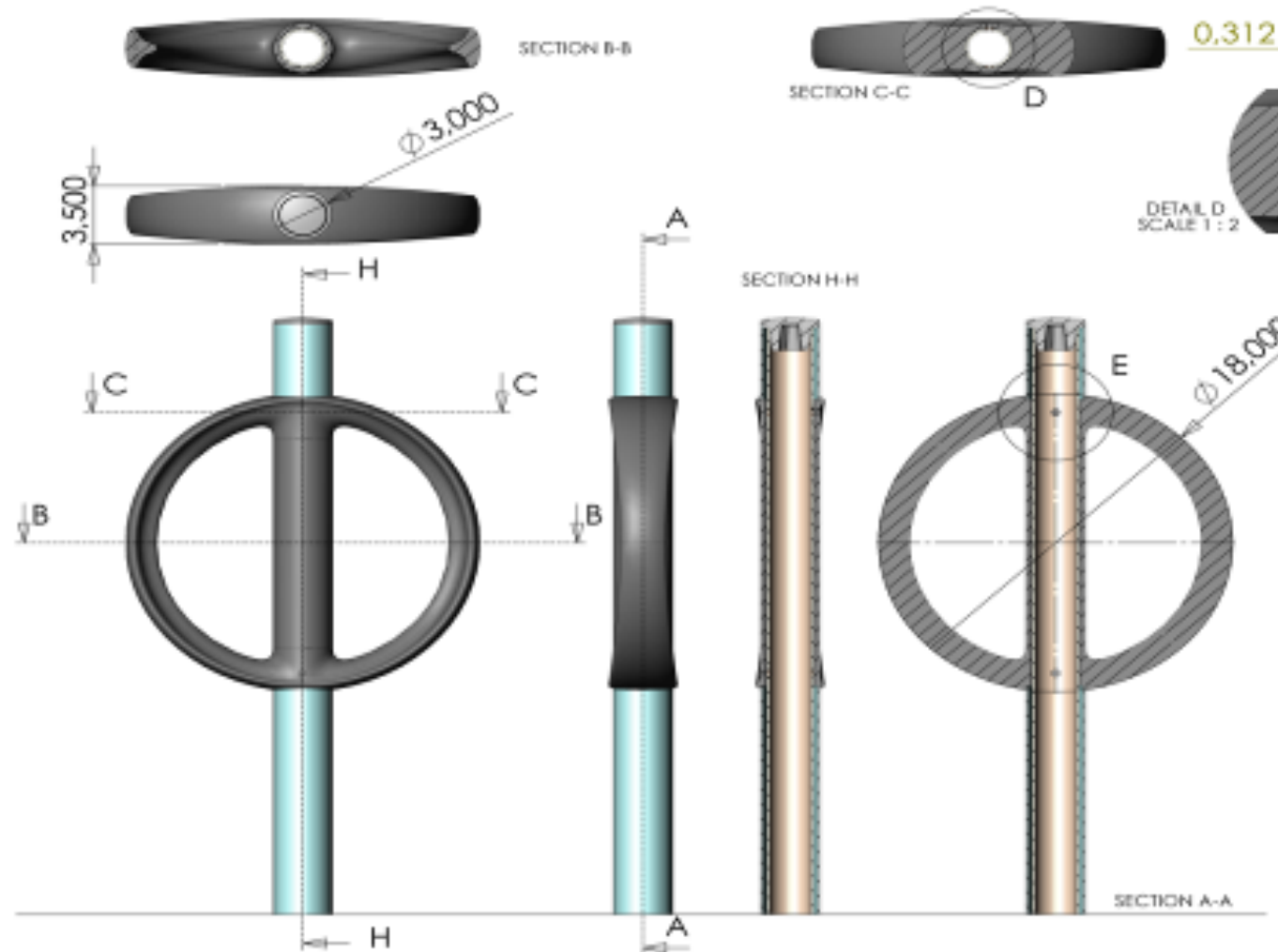
the city's fastest growing mode of transportation

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City Policy + Implementation

Bicycle Infrastructure



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City Policy + Implementation Programming: Summer Streets and Play Streets



City Policy + Implementation Programming: Summer Streets and Play Streets



Results: in New York City from 2000 to 2010

30% reduction in traffic fatalities

10% growth in bus and subway ridership

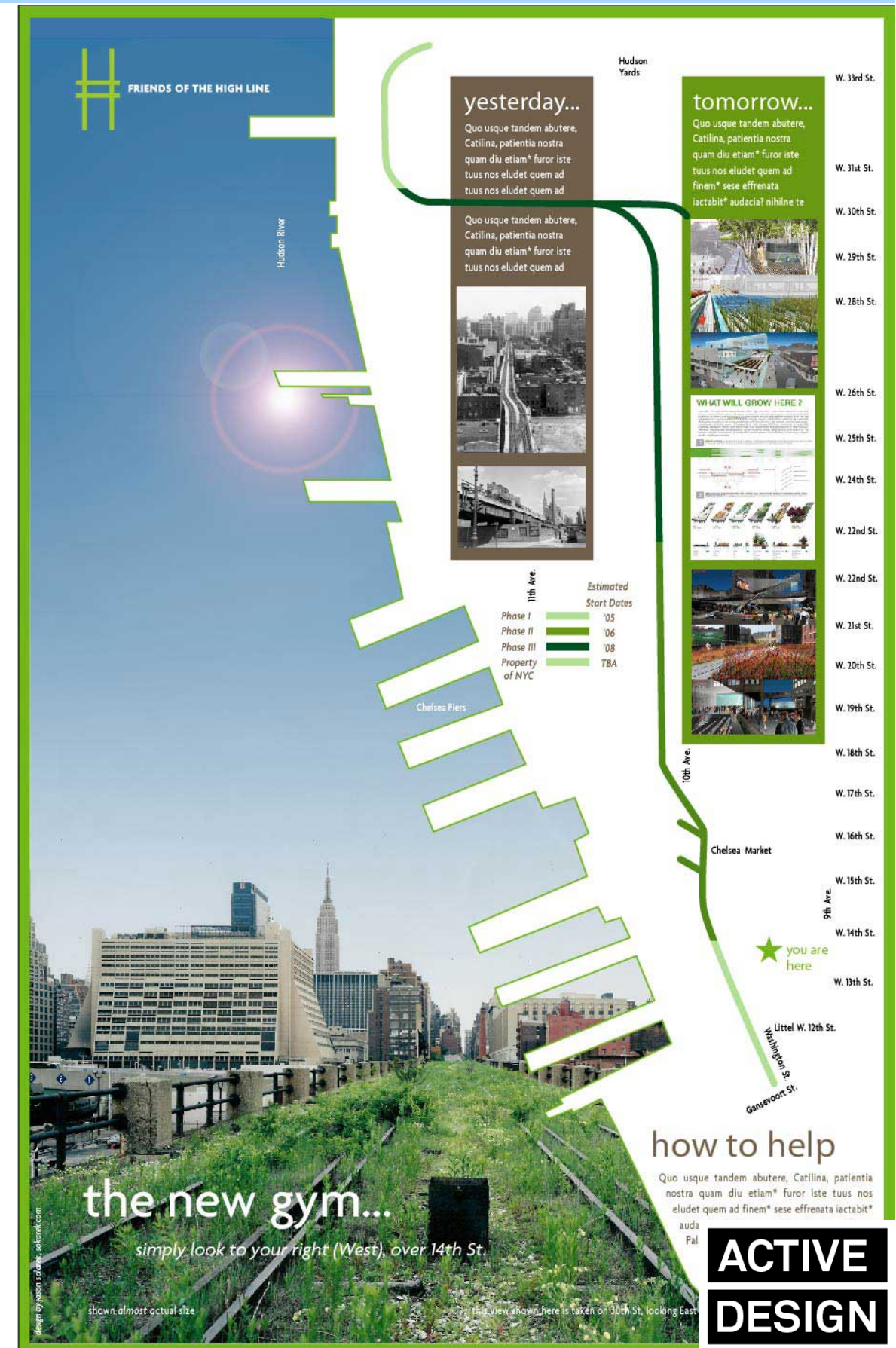
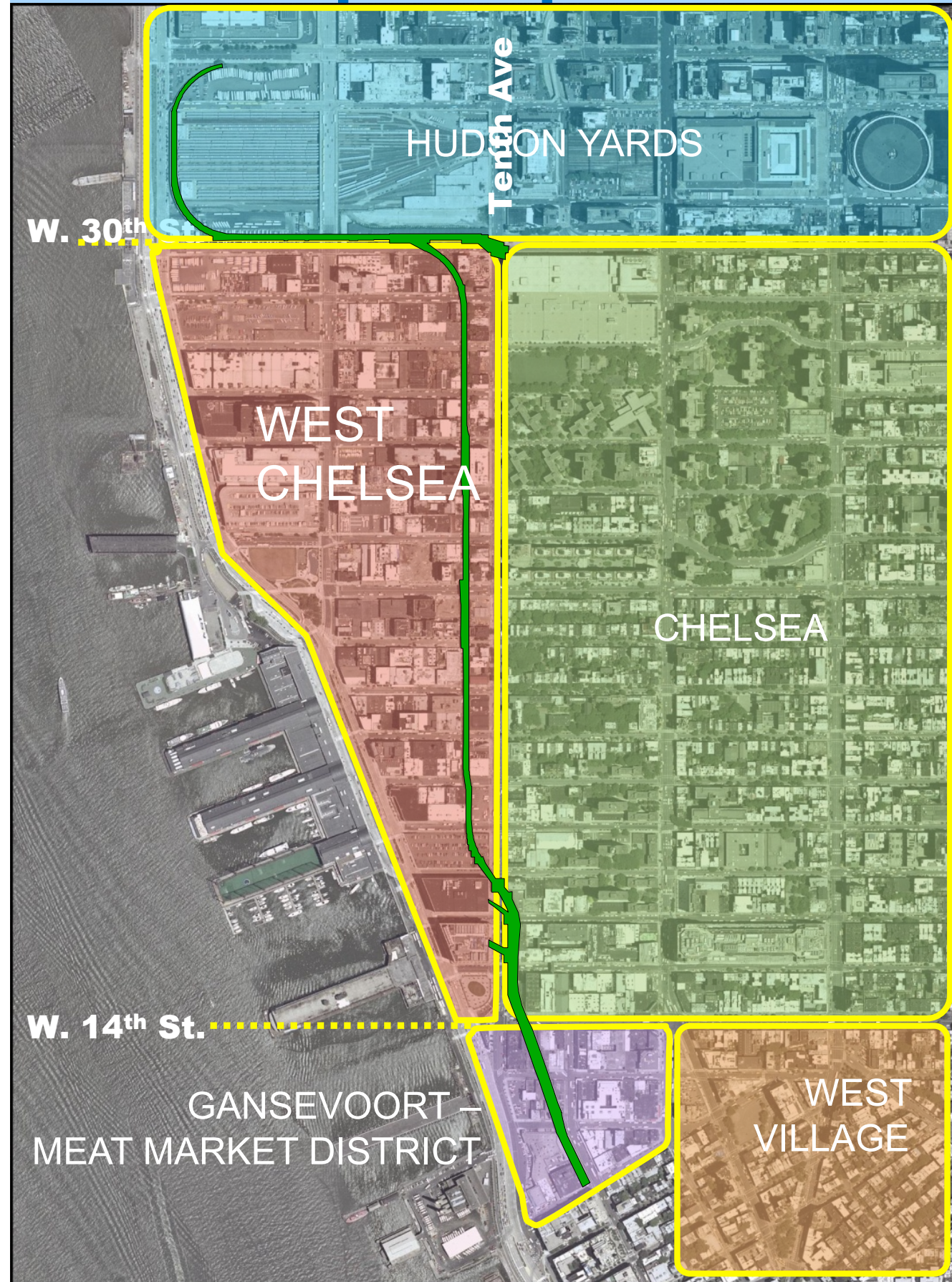
262% increase in commuter cycling

5% reduction in motor vehicle registrations

25% decline in citywide traffic volumes (2000-2009)

City Policy + Implementation

Public Open Spaces



City Policy + Implementation

Public Open Spaces



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City Policy + Implementation

General Approach



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General Approach

How do you judge?
The pedestrian comes first!



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www.nyc.gov/adg

Thank you!