THE HIGH LINE, SECTION 3 | PHASE 1
LANDSCAPE DESIGN CONTRACT

SECTION 3 | PHASE 1
WEST 30TH STREET TO WEST 34TH STREET, BOROUGH OF MANHATTAN
CITY, COUNTY & STATE OF NEW YORK

PERMIT SET
ALT1- LIFE SAFETY

PREPARED FOR:
THE CITY OF NEW YORK & FRIENDS OF THE HIGH LINE

DRAWING LIST:

L-NUMBER (LANDSCAPE ARCHITECTURE)
L-042.00 Edit Indicator-light
L-045.00 Signage Digital - Wayfinding Express
L-047.00 Signage Digital - Wayfinding Express

L-NUMBER (LIFE SAFETY)
L-046.00 PIR Plan and Pipe Layout
L-049.00 LDR Safety Plan W30th-street West (Rev 1/02/12)
L-052.00 LDR Safety Plan W34th-street West (Rev 1/02/12)
L-054.00 LDR Safety Plan W36th-street West (Rev 1/02/12)
L-056.00 LDR Safety Plan W36th-street East (Rev 1/02/12)
L-058.00 LDR Safety Plan W 32nd Street (Rev 1/02/12)
L-060.00 LDR Safety Plan W 33rd Street (Rev 1/02/12)

L-NUMBER (GENERAL)
C-001.00 Cover and Location Plan

APPROVED
Under Directive 2 of 1975
Date/Time:
Damian Titus
Jul 12, 2013 – 3:49 PM
### The High Line, Section 3 Phase 1

**Key Plan and Page Layout**

**Section 3**

**Lot Number:** 8244  
**Use Group 4**  
**Public Park**

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#### Total Occupant Load

Section 1: 2,658 People  
Section 2: 1,593 People  
Total: 1,722 People

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#### Total Section 1 Occupant Load: 2,658 People

(Ref: DoB Certificate of Occupancy #104753553T016 & DoB Determination Control Form #20000 Dated Nov 22, 2011)

#### Total Section 2 Occupant Load: 1,593 People

(Ref: DoB Certificate of Occupancy #104753553T016 & DoB Determination Control Form #20000 Dated Nov 22, 2011)

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#### Notes

- No Change to Floor Area, Lot Coverage, Height and Setback
- Filing for Change of Use Only from Railway Viaduct to a Public Park, Department of Parks and Recreation

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#### Exit Names and Widths

<table>
<thead>
<tr>
<th>Exit Name</th>
<th>Width</th>
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<tbody>
<tr>
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<tr>
<td>14th Street Star</td>
<td>80&quot;</td>
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<td>15th Street Star</td>
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<td>44&quot;</td>
</tr>
<tr>
<td>34th Street Star</td>
<td>12&quot;</td>
</tr>
</tbody>
</table>

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#### Clear Widths

- 112" Exit Units: 5
- 84" Exit Units: 3.5
- 96" Exit Units: 4
- 44" Exit Units: 2
- 72" Exit Units: 3
- 78" Exit Units: 2
- 192" Exit Units: 8.5

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#### Wayfinding Egress Sign

- 104753553T016
- DoB Determination Control Form #20000 Dated Nov 22, 2011

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#### Diagram

The diagram shows the layout of the High Line with various exits and sections, indicating the occupant load and clear widths for each area.

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**References**

- NYC Economic Development Corp.
- NYC Department of Parks & Recreation
- Friends of the High Line

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**Approval under Directive 2 of 1975**

**Date/Time:** Jul 12, 2013 – 3:49 PM

**Damian Titus**

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**Tables and Diagrams**

<table>
<thead>
<tr>
<th>Occupancy</th>
<th>Area/Length</th>
<th>Occupant Load Factor</th>
<th>Occupant Load</th>
<th>Star Capacity</th>
<th>Units of Exit Width</th>
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**Notes:**

- Dimensions and occupant load are referenced from existing numbers and occupant load at time of OCC.
- This drawing is for informational purposes only and not for determining occupant load at time of OCC.
- The High Line uses a 2,650 SF area for the park.

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**The High Line**

- 2 of 16

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**The High Line, Section 3 Phase 1**

- Lot 111
- Zoning Districts: C6-2, C6-2A, C6-3, C6-3A, C6-4, M1-5
- Lot Area: 295,544 SF
- No Change to Floor Area, Lot Coverage, Height and Setback
- Filing for Change of Use Only from Railway Viaduct to a Public Park, Department of Parks and Recreation

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**Diagram Details**

- Clear Width: 112" Exit Units: 5
- Exit Units: 5
- Clear Width: 84" Exit Units: 3.5
- Exit Units: 3.5
- Clear Width: 96" Exit Units: 4
- Exit Units: 4
- Clear Width: 44" Exit Units: 2
- Exit Units: 2
- Clear Width: 72" Exit Units: 3
- Exit Units: 3
- Clear Width: 78" Exit Units: 2
- Exit Units: 2
- Clear Width: 192" Exit Units: 8.5
- Exit Units: 8.5

---

**Approval**

Under Directive 2 of 1975

**Date/Time:** Jul 12, 2013 – 3:49 PM

**Damian Titus**
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code. The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements. The occupant load factors are as follows:

- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it)
- Children’s Beam Exploration Area: 25 ft²/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit capacity is as follows:

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

The travel distances are as follows:

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE STARTING LOCATION
F-2 OUTDOOR ASSEMBLY SPACES
DIRECTION OF EGRESS TRAVEL (NEAREST EXIT)
DIRECTION OF EGRESS TRAVEL (ALTERNATIVE EXIT)

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it)
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it) (as approved per the CCD1 form Nov 22, 2011)
- Children's Beam Exploration Area: 25 ft²/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
**Travel Distance**
- 121 ft (11th Avenue Stair)
- 168 ft (11th Avenue Stair)

**Clear Width**
- 72"

**Number of Units of Exit Width (22" Units)**
- 3

**Maximum Stair Capacity (320 People/Unit)**
- 960 People

**Actual Usage**
- 861 People

**Extterior Stair Design (as per NYC Building Code 1968)**
- Stair to be constructed of entirely non-combustible materials
- Stair to be exterior and open to the atmosphere
- Risers may be partially open to permit water & snow to drain
- Maximum riser height 6' 4"
- Tread width 12"

**Fire Strategy Notes**
- Fire Safety Design Codes
- Section 3 of the High Line will be designed in accordance with the 1968 New York Building Code
- Primary Occupancy
  - The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968)
- Occupant Load Factors
  - Circulation areas & paved hardscape: 25 ft²/person
  - Children's Beam Exploration Area: 25 ft²/person
  - Benches & bleacher seating: 18 inches/person
  - Landscaped areas: not occupiable

**Exit Capacity**
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

**Travel Distance (F-2 Occupancy)**
- Primary Travel Distance: 175 ft
- Secondary Travel Distance: 250 ft
- Common Path Distance: 50 ft

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**Egress Indicator Light**

**11th Avenue Stair Exit**
- Clear Width: 72"
- Number of Units of Exit Width: 3
- Maximum Stair Capacity: 960 People
- Actual Usage: 861 People

**Notes:**
- Exterior stair design (as per NYC Building Code 1968)
- Stair to be constructed of entirely non-combustible materials
- Stair to be exterior and open to the atmosphere
- Risers may be partially open to permit water & snow to drain
- Maximum riser height 6' 4"
- Tread width 12"

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**THE HIGH LINE, SECTION 3 PHASE 1**

**EYR LIFE SAFETY PLAN**

**W30 St bent lines 319-326**

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**DATE/REV: 6/5/13**
**DRAWN BY: Damian Titus**
**APPROVED:**
**Under Directive 2 of 1975**
**Date/Time: Jul 12, 2013 – 3:49 PM**

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**LEGEND**

**SHEET BOUNDARIES**

**ELEVATION**

**TRAVEL DISTANCE STARTING LOCATION**

**F-2 OUTDOOR ASSEMBLY SPACES**

**TRAVEL DISTANCE = 121 FT (11TH AVENUE STAIR)**

**TRAVEL DISTANCE = 168 FT (11TH AVENUE STAIR)**

**NOTE: EXTERIOR STAIR DESIGN (AS PER NYC BUILDING CODE 1968)**

**- STAIR TO BE CONSTRUCTED OF ENTIRELY NON-COMBUSTIBLE MATERIALS**
**- STAIR TO BE EXTERIOR AND OPEN TO THE ATMOSPHERE**
**- RISERS MAY BE PARTIALLY OPEN TO PERMIT WATER & SNOW TO DRAIN**
**- MAXIMUM RISER HEIGHT 6' 4"**
**- TREAD WIDTH 12"**

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**MATCH AT 1/2" / 500 + 20" / 500"**

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**LEGEND**

**FIRE STRATEGY NOTES**

**Fire Safety Design Codes**

**PRIMARY OCCUPANCY**

**THE HIGH LINE, SECTION 3 PHASE 1**

**ERER LIFE SAFETY PLAN**

**W30 ST bent lines 319-326**

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**NOTE:**

**- Exterior stair design (as per NYC Building Code 1968)**
**- Stair to be constructed of entirely non-combustible materials**
**- Stair to be exterior and open to the atmosphere**
**- Risers may be partially open to permit water & snow to drain**
**- Maximum riser height 6’ 4”**
**- Tread width 12”**

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**Notes:**

**- Exterier stair design (as per NYC Building Code 1968)**
**- Stair to be constructed of entirely non-combustible materials**
**- Stair to be exterior and open to the atmosphere**
**- Risers may be partially open to permit water & snow to drain**
**- Maximum riser height 6’ 4”**
**- Tread width 12”**
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 persons per 25 ft²
- Benches & bleacher seating: 18 inches per person
- Children's Beam Exploration Area: 25 persons per 25 ft²
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 712 FT (11TH AVENUE STAIR)

FIRE STRATEGY NOTES

Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors

- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it) as approved per the CCD1 form Nov 22, 2011.
- Children’s Beam Exploration Area: 25 ft²/person.
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape).
- Landscaped areas: not occupiable.

Exit Capacity

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968).
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968).

Travel Distance (F-2 Occupancy)

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968).
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968).
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968).

THE HIGH LINE,
SECTION 3 PHASE 1
LIFE SAFETY PLAN
W30 ST bent lines 336-343
TRAVEL DISTANCE = 891 FT (11TH AVENUE STAIR)

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>AREA/LENGTH</th>
<th>OCCUPANT LOAD FACTOR</th>
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<td>F-2 OUTDOOR</td>
<td>2,350 ft²</td>
<td>25</td>
<td>94</td>
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<td>F-2 SEATING</td>
<td>24 ft²</td>
<td>18th/person</td>
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**Total**: 1,722

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**Fire Safety Design Codes**

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

**Primary Occupancy**

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

**Occupant Load Factors**

- **Circulation areas & paved hardscape**
  - 25 ft²/person (inc. seating/benches located within it) as approved per the CCD1 form Nov 22, 2011.
- **Children's Beam Exploration Area**
  - 25 ft²/person
- **Benches & Bleacher seating**
  - 18 inches/person (not located within the circulation/hardscape)
- **Landscaped areas**
  - Not occupiable

**Exit Capacity**

- **For Stairs - 320 people per unit of exit width of 22 inches** (Table 8-1, NYC BC 1968)
- **For Doors & Ramps - 425 people per unit of exit width of 22 inches** (Table 8-1, NYC BC 1968)

**Travel Distance (F-2 Occupancy)**

- **Primary Travel Distance** 175 ft (Table 8-1, NYC BC 1968)
- **Secondary Travel Distance** 250 ft (Table 8-1, NYC BC 1968)
- **Common Path Distance** 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 805 FT
(34TH STREET RAMP EXIT)

TOTAL 1872" (156 FT)
18" PER PERSON
104 OCCUPANTS

BENCH SEATING

10 OF 16

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The high line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors

- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it)
- Children's Beam Exploration Area: 25 ft²/person
- Benches & Bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 610 FT
(34TH STREET RAMP EXIT)

TRAVEL DISTANCE STARTING LOCATION
F-2 OUTDOOR ASSEMBLY SPACES
DIRECTION OF EGRESS TRAVEL (NEAREST EXIT)
DIRECTION OF EGRESS TRAVEL (ALTERNATIVE EXIT)

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code
Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 5-1, 6-2, NYC BC 1968)

Occupant Load Factors
- Circulation areas & paved hardscape (inc. seating/benches located within it) 25ft²/person
- Benches & bleacher seating not located within the circulation/hardscape 18 inches / person
- Landscaped areas not occupiable

Exit Capacity
- For Stairs - 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps - 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance 50ft (27-533(2), NYC BC 1968)

James Corner Field Operations
1757 Tenth Ave., Tech Park, New York, NY 10018

Bowland + Rodrigo Architects, P.C.
467 West 46th Street, New York, NY 10018

NYC Economic Development Corp.

NYC Department of Parks & Recreation

Friends of the High Line

THE HIGH LINE,
SECTION 3 PHASE 1
WRY LIFE SAFETY PLAN
W32ST to W33ST

APPROVED
Under Directive 2 of 1975
Date/Time: Damian Titus
Jul 12, 2013 – 3:49 PM

SCALE: 1" = 10 FT
TRAVEL DISTANCE = 415 FT
(34TH STREET RAMP EXIT)

RAMP - 1:40  (2.5%) SLOPE

TRAVEL DISTANCE STARTING LOCATION
F-2 OUTDOOR ASSEMBLY SPACES
DIRECTION OF EGRESS TRAVEL (NEAREST EXIT)
DIRECTION OF EGRESS TRAVEL (ALTERNATIVE EXIT)

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code
Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements. Table 7-1 & 7-2, NYC BC 1968
Occupant Load Density
Circulation areas & paved hardscape (inc. seating/benches located within it) 25ft²/person
Children’s Beam Exploration Area 25ft²/person
Benches & bleacher seating (not located within the circulation/hardscape) 18 inches/person
Landscaped areas not occupiable
Exercise
For Stairs - 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
For Doors & Ramps - 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
Travel Distance (F-2 Occupancy)
Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
Common Path Distance 50ft (27-533(2), NYC BC 1968)

THE HIGH LINE,
SECTION 3 PHASE 1
SWY LIFE SAFETY PLAN
W33ST to W34ST
14 GA. STEEL PLAQUE POWDER COATED WIRE INFILL AMETCO "GUARIDIAN" DESIGN. SEE LANDSCAPE ARCH. DRAWINGS FOR DETAILS.

L1x1x1/8"x11" LONG
1/2x2x11" MOUNTING PLATE
2  1/2"Ø A325 BOLT, TIGHTENED TO SLIP CRITICAL CONDITION
1/2x2"X11" MOUNTING PLATE
2  1/4" Ø SS BOLT @ 6" SPACING
1 1/2" 1 1/2"
3/4" MARINE GRADE PLYWOOD BACKER
1/4" DIA SS LOCK HEX NUT
NOTE DETAIL APPLIES AT:
DONOR RECOGNITION SIGN AT WRY GUARDRAIL
EGRESS SIGN AT WRY GUARDRAIL

14 GA. STEEL PLAQUE 1" MESH CHAIN LINK, SEE LANDSCAPE ARCH DRAWINGS
L1x1x1/8"x5" LONG EITHER SIDE OF VERTICAL FRAME BAR
1/2x2x5" MOUNTING PLATE EITHER SIDE OF VERTICAL FRAME BAR
2  1/2"Ø A325 BOLT, TIGHTENED TO SLIP CRITICAL CONDITION
1/2x2"X5" MOUNTING PLATE EITHER SIDE OF VERTICAL FRAME BAR
2  1/4" Ø SS BOLT
1 1/2" 1 1/2"
3/4" MARINE GRADE PLYWOOD BACKER
1/4" DIA SS LOCK HEX NUT
NOTE DETAIL APPLIES AT:
DONOR RECOGNITION SIGN AT 34ST ENTRY GATE

These documents are incomplete, and are released for interim review only and not intended for regulatory approval, bidding, permit or construction purposes.

LEGEND
REVISION:
NYC Department of Parks & Recreation The Arsenal, Central Park, New York, NY 10021
Piet Oudolf
Broekstraat 17 Hummelo, Postal Code: 6999 de Netherlands
Buro Happold
100 Broadway 23F New York, NY 10005
Construction Specifications
22 Tennent Road, P.O. Box 488, Morganville, NJ 07751
Control Point Associates
35 Technology Drive 1st Floor, Warren, NJ 07059
Craul Land Sciences
2505 Buchenhorst Road, State College, PA 16801
Davis Langdon
370 Lexington Avenue, 25th Floor, New York, NY 10017
JAM Consultants Inc.
104 West 29th Street 9th fl., New York, NY 10001
L'Observatoire International
295 Lafayette St. # 915 New York, NY 10012
Northern Designs, LLC
2089 Hartford Turnpike, North Haven, CT 06473
Pentagram
204 Fifth Avenue New York NY 10010
Philip Habib & Associates
404 Park Avenue South, New York, NY 10016
ROUX Associates Inc
209 Shafter Street, Islandia, New York 11749
Teri Hendy, Site Masters
49 Saint Andrews Drive, North Bend, OH 45052

CLIENT:
NYC Economic Development Corp.
110 Williams Street New York, NY 10038
Friends of the High Line
529 West 20th Street, Suite 8W, New York, NY 10011
Scofidio + Renfro Architects, P.C.
601 W 26th Street, Suite 1815, New York, NY 10001
CONSULTANTS:
ARCHITECT:
james corner field operations
475 Tenth Ave, Tenth Floor, New York, NY 10018

THE HIGH LINE, SECTION 3
SIGNAGE DETAILS
WAYFINDING EGRESS

SECTION - WRY GUARDRAIL MOUNT

09

03

02

WAYFINDING EGRESS SIGN DETAIL

12 MINUTES to 11TH AVE EXIT
3 MINUTES to 34TH ST EXIT

1 1/2 MINUTES to 11TH AVE EXIT
13 MINUTES to 34TH ST EXIT

1/4" MARINE GRADE PLYWOOD BACKER
2  1/2"Ø SS BOLT
1/2x2x11" MOUNTING PLATE
1/8"
2  1/4" Ø SS BOLT

NOTE DETAIL APPLIES AT:
DONOR RECOGNITION SIGN AT WRY GUARDRAIL
EGRESS SIGN AT WRY GUARDRAIL

NOTE DETAIL APPLIES AT:
DONOR RECOGNITION SIGN AT 34ST ENTRY GATE

APPROVED
Under Directive 2 of 1975
Date/Time:
Damian Titus
Jul 12, 2013 – 3:49 PM

APPROVED
Under Directive 2 of 1975
Date/Time:
Damian Titus
Jul 12, 2013 – 3:49 PM

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Date/Time:
Damian Titus
Jul 12, 2013 – 3:49 PM

APPROVED
Under Directive 2 of 1975
Date/Time:
Damian Titus
Jul 12, 2013 – 3:49 PM

APPROVED
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Damian Titus
Jul 12, 2013 – 3:49 PM
NOTES: Fabricator is responsible for providing shop drawings for all sign types – prior to their production – for design team review and approval.

Fabricator is responsible for providing material samples and full installed prototype – prior to their full production – for all signage.

Fabricator is responsible for verifying all dimensions in field.

Pentagram to provide production artwork for each sign.

Final test to be provided by owner at time of award.
THE HIGH LINE, SECTION 2

MATCHE LINE "F" (SEE SHEET L-1.1.6)
MATCHE LINE "G" (SEE SHEET L-1.1.8)

WOODLAND FLYOVER

42" HIGH (MIN) GAURDRAIL

MAINTENANCE PATH
3' WIDE TYP.

MAINTENANCE GATE
(SOUTH)

W. 27TH ST.

PEEL-UP BENCH

NOT IN CONTRACT (N.I.C)

FLYOVER

FG VARIES (+34.00 - +38.00)

REINSTALLED RAIL TRACKS

MATCH LINE "G" (SEE SHEET L-1.1.8)

...
THE HIGH LINE
BLOCK 8224
LOT 111
ZONING MAP 8B
ZONING DISTRICTS C6-2, C6-2A, C6-3, C6-3A, C6-4, M1-5
LOT AREA 295,544 SF
USE GROUP 4 PUBLIC PARK

- NO CHANGE TO FLOOR AREA, LOT COVERAGE, HEIGHT AND SETBACK
- FILMS CHANGE OF USE ONLY FROM RAILWAY VIADUCT TO A PUBLIC PARK, DEPARTMENT OF PARKS AND RECREATION

SECTION 1

EXIT NAME | HIGH LINE SECTION | WIDTH | EXIT UNITS
--- | --- | --- | ---
34TH ST. | 1 | 12' | 5
14TH ST. | 1 | 8' | 3.5
13TH ST. | 1 | 7' | 3
12TH ST. | 1 | 6' | 2
11TH ST. | 1 | 7' | 3
10TH ST. | 1 | 6' | 2
9TH ST. | 2 | 7' | 3
8TH ST. | 2 | 4' | 2
7TH ST. | 2 | 4' | 2
6TH ST. | 2 | 8' | 3.5
5TH AVE. | 3 | 3' | 3
4TH ST. | 3 | 2' | 3.5
TOTAL | 85' | 375

SECTION 2

EXIT NAME | HIGH LINE SECTION | WIDTH | EXIT UNITS
--- | --- | --- | ---
33RD ST. | 3 | 7' | 3
32ND ST. | 3 | 19' | 8.5
31ST ST. | 3 | 72' | 3
30TH ST. | 3 | 72' | 3
29TH ST. | 3 | 72' | 3
28TH ST. | 3 | 72' | 3
27TH ST. | 3 | 72' | 3
26TH ST. | 3 | 72' | 3
25TH ST. | 3 | 72' | 3
24TH ST. | 3 | 72' | 3
TOTAL | 540' | 375

SECTION 3

EXIT NAME | HIGH LINE SECTION | WIDTH | EXIT UNITS
--- | --- | --- | ---
11TH AVE. | 3 | 19' | 8.5
10TH ST. | 3 | 72' | 3
9TH ST. | 3 | 72' | 3
8TH ST. | 3 | 72' | 3
7TH ST. | 3 | 72' | 3
6TH ST. | 3 | 72' | 3
5TH ST. | 3 | 72' | 3
4TH ST. | 3 | 72' | 3
TOTAL | 540' | 375

TOTAL OCCUPANT LOAD: 2,658 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553T016 & DoB DETERMINATION CONTROL FORM #20000 DATED NOV 22 2011)

TOTAL OCCUPANT LOAD: 1,593 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553T016 & DoB DETERMINATION CONTROL FORM #20000 DATED NOV 22 2011)

TOTAL OCCUPANT LOAD: 1,780 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553T016 & DoB DETERMINATION CONTROL FORM #20000 DATED NOV 22 2011)

- NO CHANGE TO FLOOR AREA, LOT COVERAGE, HEIGHT AND SETBACK
- FILING FOR CHANGE OF USE ONLY FROM RAILWAY VIADUCT TO A PUBLIC PARK, DEPARTMENT OF PARKS AND RECREATION
THE HIGH LINE, SECTION 3 | PHASE 1

LANDSCAPE DESIGN CONTRACT

SECTION 3 | PHASE 1
WEST 30TH STREET TO WEST 34TH STREET, BOROUGH OF MANHATTAN
CITY, COUNTY & STATE OF NEW YORK

PERMIT SET
ALT1- LIFE SAFETY

PREPARED FOR:
THE CITY OF NEW YORK & FRIENDS OF THE HIGH LINE

DRAWING LIST:

1. CONSTRUCTION DRAWINGS
   LS-000.00 Cover and Location Plan

2. LIFESC SCHEMATIC
   LS-002.00 Path Plan and Pipe Layout
   LS-010.00 LNR Safety Plan, W 30th - green-052-012
   LS-012.00 LNR Safety Plan, W 30th - green-052-014
   LS-019.00 LNR Safety Plan, W 30th - green-052-028
   LS-024.00 LNR Safety Plan, W 30th - green-052-036
   LS-031.00 LNR Safety Plan, W 30th - green-052-043
   LS-034.00 LNR Safety Plan, W 30th - green-052-045
   LS-035.00 LNR Safety Plan, W 32nd street - green-053-012
   LS-036.00 LNR Safety Plan, W 32nd street - green-053-014
   LS-037.00 LNR Safety Plan, W 32nd street - green-053-028
   LS-038.00 LNR Safety Plan, W 32nd street - green-053-036

3. LNR'S LANDSCAPE ARCHITECTURE
   LS-100.00 Entrance Signage Design
   LS-101.00 Sidewalk Signage Design

Date/Time:
Dec 5, 2013 – 10:39 AM

APPROVED
Under Directive 2 of 1975
AMENDED APPLICATION

Damian Titus

THE HIGH LINE
BLOCK 8224
LOT 111
ZONING MAP 8B
ZONING DISTRICTS C6-2, C6-2A, C6-3, C6-3A, C6-4, M1-5
LOT AREA 295,544 SF
USE GROUP 4 PUBLIC PARK
- NO CHANGE TO FLOOR AREA, LOT COVERAGE, HEIGHT AND SETBACK
- FILING FOR CHANGE OF USE ONLY FROM RAILWAY VIADUCT TO A PUBLIC PARK, DEPARTMENT OF PARKS AND RECREATION

SECTION 1
TOTAL SECTION 1 OCCUPANT LOAD: 2,688 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553 T016 & DoB DETERMINATION CONTROL FORM NUMBER NOV 22 2011)

SECTION 2
TOTAL SECTION 2 OCCUPANT LOAD: 1,593 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553 T016 & DoB DETERMINATION CONTROL FORM NUMBER NOV 22 2011)

SECTION 3
TOTAL OCCUPANT LOAD: 1,780 PEOPLE
(REF: DoB CERTIFICATE OF OCCUPANCY #104753553 T016 & DoB DETERMINATION CONTROL FORM NUMBER NOV 22 2011)

THE HIGH LINE, SECTION 3 PHASE 1
KEY PLAN AND PAGE LAYOUT
DEC 5, 2013 – 10:39 AM
Damian Titus
APPROVED UNDER DIRECTIVE 2 OF 1975
AMENDED APPLICATION
Date/Time:
Damian Titus
**FIRE STRATEGY NOTES**

**Fire Safety Design Codes**

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

**Primary Occupancy**

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, N.Y.C. B.C. 1968).

**Occupant Load Factors**

- Circulation areas & paved hardscape (inc. seating/benches located within it): 25 sq ft/person (as approved per the CCD1 form Nov 22, 2011)
- Children’s Beam Exploration Area: 25 sq ft/person
- Benches & bleacher seating (not located within the circulation/hardscape): 18 inches/person
- Landscaped areas: not occupiable

**Exit Capacity**

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, N.Y.C. B.C. 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, N.Y.C. B.C. 1968)

**Travel Distance (F-2 Occupancy)**

- Primary Travel Distance: 175 ft (Table 8-1, N.Y.C. B.C. 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, N.Y.C. B.C. 1968)
- Common Path Distance: 50 ft (27-533(2), N.Y.C. B.C. 1968)

---

**CLEAR WIDTH = 192”**

**NUMBER OF UNITS OF EXIT WIDTH (22” UNITS) = 8.5**

**MAXIMUM RAMP CAPACITY (425 PEOPLE/UNIT) = 3,612 PEOPLE**

**ACTUAL USAGE = 861 PEOPLE**

---

**CLEAR WIDTH = 72”**

**NUMBER OF UNITS OF EXIT WIDTH (22” UNITS) = 3**

**MAXIMUM STAIR CAPACITY (320 PEOPLE/UNIT) = 960 PEOPLE**

**ACTUAL USAGE = 861 PEOPLE**

---

**SECTION 3 PHASE 1**

(Approx 39,084 sf)

**SECTION 3 PHASE 2**

(Not in Contract)
TRAVEL DISTANCE STARTING LOCATION
F-2 OUTDOOR ASSEMBLY SPACES
DIRECTION OF EGRESS TRAVEL (NEAREST EXIT)
DIRECTION OF EGRESS TRAVEL (ALTERNATIVE EXIT)

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it). (as approved per the CCD1 form Nov 22, 2011)
- Children's Beam Exploration Area: 25 ft²/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)

THE HIGH LINE
SECTION 3 PHASE 1
W30 ST bent lines 302-312

OCCUPANCY LOAD TABLE

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>AREA/LENGTH</th>
<th>OCCUPANT LOAD FACTOR</th>
<th>OCCUPANT LOAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-2 OUTDOOR</td>
<td>7,309 ft²</td>
<td>25</td>
<td>292</td>
</tr>
<tr>
<td>F-2 SEATING</td>
<td>84 ft</td>
<td>18 ft/person</td>
<td>56</td>
</tr>
</tbody>
</table>

TOTAL OCCUPANT LOAD = 329 ft², 292 people

CONTRACT LINES (NOT IN CONTRACT)

30TH STREET

PHA3E 1 PHASE 2 TOWER C

BENCH SEATING:
TOTAL 18" X 36" IN LENGTH / 18" PER PERSON / 56 OCCUPANTS TOTAL

ISLAND
CK

TOTAL 1008" (84ft) IN LENGTH
18" PER PERSON
56 OCCUPANTS TOTAL

PLAZA

TEMPORARY RAILING

PLAZA TO BE BUILT AT A LATER PHASE

FIELD OF VIEW

TEMPORARY RAILING

APPROVED
Under Directive 2 of 1975
AMENDED APPLICATION
Date/Time: Dec 5, 2013 – 10:39 AM

james corner field operations
475 Tenth Ave, Tech Flr, new york, NY 10018

Structural & Architectural Engineering

NYC Economic Development Corp.
NYC Department of Parks & Recreation
Friends of the High Line

THE HIGH LINE, SECTION 3 PHASE 1
W30 ST bent lines 302-312

LIFE SAFETY PLAN

THE HIGH LINE, SECTION 3 PHASE 1
W30 ST bent lines 302-312

LS-101.01

2012

[Diagram and table content]
FIRE STRATEGY NOTES

Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft^2/person (inc. seating/benches located within it)
- Children's Beam Exploration Area: 25 ft^2/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
FIRE STRATEGY NOTES

Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors

- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it) (as approved per the CCD1 form Nov 22, 2011)
- Children’s Beam Exploration Area: 25 ft²/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
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### Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

### Primary Occupancy

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

### Occupant Load Factors

<table>
<thead>
<tr>
<th>Circulation areas &amp; paved hardscape (inc. seating/benches located within it)</th>
<th>25 ft²/person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children's Beam Exploration Area</td>
<td>25 ft²/person</td>
</tr>
<tr>
<td>Benches &amp; bleacher seating (not located within the circulation/hardscape)</td>
<td>18 inches/person</td>
</tr>
<tr>
<td>Landscaped areas</td>
<td>not occupiable</td>
</tr>
</tbody>
</table>

### Exit Capacity

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

### Travel Distance (F-2 Occupancy)

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)

### Table: Occupancy - High Line Section 3 Total

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>AREA/LENGTH</th>
<th>OCCUPANT LOAD FACTOR</th>
<th>OCCUPANT LOAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-2 OUTDOOR</td>
<td>39,084 ft²</td>
<td>25</td>
<td>1,563</td>
</tr>
<tr>
<td>F-2 SEATING</td>
<td>325 ft</td>
<td>18/PERSON</td>
<td>217</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>1,780</strong></td>
</tr>
</tbody>
</table>

---

**THE HIGH LINE, SECTION 3 PHASE 1**

**WRX LIFE SAFETY PLAN**

**W30 ST bent lines 336-343**

**DESIGN FIRM:**

Bofodale + Rutter Architects, P.C.

**CERTIFIED BY:**

NYC Economic Development Corp.

NYC Department of Parks & Recreation

Friends of the High Line

**ARCHITECT:**

Bofodale + Rutter Architects, P.C.

**ENGINEER:**

**L Released 5-3-13**

**Drawing No.:**

LS-105.01

**INFORMATION:**

**Ancillary Plans:**

LS-104.01, LS-105.01, LS-106.01, LS-107.01, LS-108.01, LS-109.01, LS-110.01, LS-111.01, LS-112.01

**ASSOCIATED LAYOUT:**

W30 ST bent lines 336-343

**SHEET SIZE:**

12"x18" or custom

**SCALE:**

7/16"=1'-0" (1"")

**DATE:**

5-3-13

**REVISIONS:**

Release 5-3-13

---

**TRAVEL DISTANCE = 712 FT (11TH AVENUE STAIR)**

**TRAVEL DISTANCE = 712 FT**

(11TH AVENUE STAIR)

**TRAVEL DISTANCE STARTING LOCATION**

F-2 OUTDOOR ASSEMBLY SPACES

**DIRECTION OF EGRESS TRAVEL**

(NEAREST EXIT)

**DIRECTION OF EGRESS TRAVEL**

(ALTERNATIVE EXIT)

---

**FIRE STRATEGY NOTES**

**Primary Occupancy:**

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

**Occupant Load Factors:**

- Circulation areas & paved hardscape (inc. seating/benches located within it): 25 ft²/person
- Children's Beam Exploration Area: 25 ft²/person
- Benches & bleacher seating (not located within the circulation/hardscape): 18 inches/person
- Landscaped areas: not occupiable

**Exit Capacity:**

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

**Travel Distance (F-2 Occupancy):**

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)

---

**Sheet Boundaries**

**Legend**

**Scale:** 7/16"=1'-0" (1")

---

**Approved Under Directive 2 of 1975**

**Amended Application**

Date/Time: Dec 5, 2013 – 10:39 AM

---

**Damian Titus**

Project Manager

---

**James Corner Field Operations**

475 Tenth Ave, 7th Fl., New York, NY 10018

**Bofodale + Rutter Architects, P.C.**

200 Varick St., 8th Fl., New York, NY 10007

**NYC Economic Development Corp.**

**NYC Department of Parks & Recreation**

**Friends of the High Line**

30th Street
### Fire Strategy Notes

**Fire Safety Design Codes**

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

**Primary Occupancy**

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

**Occupant Load Factors**

- Circulation areas & paved hardscape: 25ft²/person (inc. seating/benches located within it) (as approved per the CCD1 form Nov 22, 2011)
- Children’s Beam Exploration Area: 25ft²/person
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

**Exit Capacity**

- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

**Travel Distance (F-2 Occupancy)**

- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 805 FT
(34TH STREET RAMP EXIT)

TOTAL 1872" (156FT)
18" PER PERSON
104 OCCUPANTS

**Bench Seating**

**10 OF 17**

**ISM**

**CK**

---

**FIRE STRATEGY NOTES**

**Fire Safety Design Codes**

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

**Primary Occupancy**

The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

**Occupant Load Factors**

- Circulation areas & paved hardscape (inc. seating/benches located within it) 25 ft²/person (as approved per the CCD1 form Nov 22, 2011)
- Children’s Beam Exploration Area 25 ft²/person
- Benches & bleacher seating 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas not occupiable

**Exit Capacity**

- For Stairs - 320 people per unit of exit width of 22 inches
- For Doors & Ramps - 425 people per unit of exit width of 22 inches

**Travel Distance (F-2 Occupancy)**

- Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance 50ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 610 FT
(34TH STREET RAMP EXIT)

**FIRE STRATEGY NOTES**

Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 
1968 New York Building Code

**Primary Occupancy**

The High Line will be classified as an F-2 outdoor place of 
assemblage containing a mixture of circulation space and seating 
elements (Table 3-1 & 3-2, NYBC 1968)

**Occupant Load Factors**

<table>
<thead>
<tr>
<th>Circulation areas &amp; paved hardscape</th>
<th>25 ft²/person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benches &amp; bleacher seating</td>
<td>18 inches/person</td>
</tr>
<tr>
<td>Landscaped areas</td>
<td>not occupiable</td>
</tr>
</tbody>
</table>

**Exit Capacity**

- For Stairs - 320 people per unit of exit width of 22 inches
- For Doors & Ramps - 425 people per unit of exit width of 22 inches

**Travel Distance (F-2 Occupancy)**

- Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance 50ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 415 FT
(34TH STREET RAMP EXIT)

RAMP - 1:40  (2.5%) SLOPE

FIRE STRATEGY NOTES

Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the
1968 New York Building Code

Primary Occupancy
The High Line will be classified as an F-2 outdoor place of
assembly containing a mixture of circulation space and seating
elements (Table 3-1 & 3-2, NYBC 1968)

Occupant Load Standards

Circulation areas & paved hardscape 25ft
2 /person

Benches & Bleacher seating 18 inches / person

Landscaped areas non occupiable

Exit Capacity
For Stairs - 320 people per unit of exit width of 22 inches
(Table 8-1, NYC BC 1968)
For Doors & Ramps - 425 people per unit of exit width of 22 inches
(Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
Common Path Distance 50ft (27-533(2), NYC BC 1968)

THE HIGH LINE,
SECTION 3 PHASE 1
W33ST to W34ST

APPROVED
Under Directive 2 of 1975
AMENDED APPLICATION
Date/Time:
Damian Titus
Dec 5, 2013 – 10:39 AM

SHEET BOUNDARIES
LEGEND

TRAVEL DISTANCE STARTING LOCATION
F-2 OUTDOOR ASSEMBLY SPACES
DIRECTION OF EGRESS TRAVEL
(NEAREST EXIT)
DIRECTION OF EGRESS TRAVEL
(ALTERNATIVE EXIT)

TRAVEL DISTANCE = 415 FT
(34TH STREET RAMP EXIT)
TRAVEL DISTANCE = 162 FT
(34TH STREET RAMP EXIT)

CLEAR WIDTH = 192"
NUMBER OF UNITS OF EXIT WIDTH (22" UNITS) = 8.5
MAXIMUM RAMP CAPACITY (425 PEOPLE/UNIT) = 3,612 PEOPLE
ACTUAL USAGE = 861 PEOPLE

34TH STREET RAMP EXIT

RAMP - 1:25 (4%) SLOPE

COMMON PATH = 90 FT
(34TH STREET RAMP EXIT)

FIRE STRATEGY NOTES
Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code
Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements. Table 3-1 & 3-2, NYBC 1968
Occupant Load Reduction
Circulation areas & paved hardscape (inc. seating/benches located within it) are approved per the CCD1 form Nov 22, 2011
Children’s Beam Exploration Area
Benches & bleacher seating are not occupiable
Landscaped areas are not occupiable
Exit Capacity
For Stairs - 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
For Doors & Ramps - 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
Travel Distance (F-2 Occupancy)
Primary Travel Distance 175 ft (Table 8-1, NYC BC 1968)
Secondary Travel Distance 250 ft (Table 8-1, NYC BC 1968)
Common Path Distance 50ft (27-533(2), NYC BC 1968)

THE HIGH LINE,
SECTION 3 PHASE 1
WRY LIFE SAFETY PLAN
W34 ST ENTRY

NYC Economic Development Corp.
New York, NY 10012
NYC Department of Parks & Recreation
Friends of the High Line

SHEET BOUNDARIES
LEGEND

WRY SECURITY GATE
WRY SECURITY GATE

34TH STREET
34TH STREET

TRAVEL DISTANCE = 162 FT
(34TH STREET RAMP EXIT)

TRAVEL DISTANCE = 162 FT
(34TH STREET RAMP EXIT)

REMovable Bollard
REMovable Bollard

OCCUPANCY LOAD - HIGH LINE SECTION 3 TOTAL
OCCUPANCY | AREA/LENGTH | OCCUPANT LOAD FACTOR | OCCUPANT LOAD
--- | --- | --- | ---
F-2 OUTDOOR | 39,084 ft² | 25 | 1,563
F-2 SEATING | 320 ft | 18/PERSON | 217
TOTAL | | | 1,780

APPROVED
Under Directive 2 of 1975
AMENDED APPLICATION
Date/Time:
Dec 5, 2013 – 10:39 AM

James Corner Field Operations
475 Tenth Ave, Tech 11k, New York, NY 10018

Skidmore, Owings & Merrill, P.C.

Dec 5, 2013 – 10:39 AM

Damian Titus
Fire Safety Design Codes

Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it) (as approved per the CCD1 form Nov 22, 2011)
- Benches & bleacher seating: 18 inches/person (not located within the circulation/hardscape)
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs: 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps: 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)
TRAVEL DISTANCE = 121 FT
(11TH AVENUE STAIR)

CLEAR WIDTH = 72"
NUMBER OF UNITS OF EXIT WIDTH (22" UNITS)  = 3
MAXIMUM STAIR CAPACITY (320 PEOPLE/UNIT) = 960 PEOPLE
ACTUAL USAGE = 861 PEOPLE

NOTE: EXTERIOR STAIR DESIGN (AS PER NYC BUILDING CODE 1968)
- STAIR TO BE CONSTRUCTED OF ENTIRELY NON-COMBUSTIBLE MATERIALS
- STAIR TO BE EXTERIOR AND OPEN TO THE ATMOSPHERE
- RISERS MAY BE PARTIALLY OPEN TO PERMIT WATER & SNOW TO DRAIN
- MAXIMUM RISER HEIGHT 6FT 4"
- TREAD WIDTH 12"
### ERY LIFE SAFETY PLAN (FOR ERY ONLY)

**The High Line will be classified as an F-2 (outdoor place of assembly) facility.**

#### Travel Distance

<table>
<thead>
<tr>
<th>F-2 OUTDOOR</th>
<th>200 m²</th>
<th>25</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-2 SEATING</td>
<td>0 ft</td>
<td>18/person</td>
<td>0</td>
</tr>
</tbody>
</table>

#### Occupant Load - HIGH LINE SECTION 3 ERY TOTAL

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>AREA/LENGTH</th>
<th>OCCUPANT LOAD FACTOR</th>
<th>OCCUPANT LOAD</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-2 OUTDOOR</td>
<td>17,134 m²</td>
<td>25</td>
<td>685</td>
</tr>
<tr>
<td>F-2 SEATING</td>
<td>169 ft</td>
<td>18/person</td>
<td>113</td>
</tr>
<tr>
<td>TOTAL</td>
<td>798</td>
<td></td>
<td></td>
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</tbody>
</table>

---

**FIRE STRATEGY NOTES**

- **Fire Safety Design Codes**
  - Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code
  - Primary Occupancy: F-2 - Outdoor Place of Assembly Space
  - Secondary Occupancy: 250 people per unit of exit width of 22 inches

**Exit Capacity**

- Landscaped areas not occupiable (not located within the circulation/hardscape)
- Benches & bleacher seating: 18 inches / person
- Children's Beam Exploration Area: 25 ft

**Elements (Table 3-1 & 3-2, NYBC 1968)**

- Assembly containing a mixture of circulation space and seating
- The High Line will be classified as an F-2 (outdoor place of assembly)

**Assembly (F-2 Occupancy)**

- Primary Occupancy
- Secondary Occupancy
- Exit Capacity

---

**TRAVEL DISTANCE STARTING LOCATION**

**DIRECTION OF EGRESS TRAVEL (NEAREST EXIT)**

**DIRECTION OF EGRESS TRAVEL (ALTERNATIVE EXIT)**

- **Wayfinding Egress Sign**
- **Security Chain**
THE HIGH LINE, SECTION 3 | PHASE 2

LANDSCAPE DESIGN CONTRACT

SECTION 3 | PHASE 2
WEST 30TH STREET BETWEEN 10TH AND 11TH AVENUES, BOROUGH OF MANHATTAN
CITY, COUNTY & STATE OF NEW YORK

PERMIT SET
ALT1- LIFE SAFETY

PREPARED FOR:
THE CITY OF NEW YORK & FRIENDS OF THE HIGH LINE

DRAWING LIST:

G-SERIES (GENERAL)
D-1000 0700 0701

L-SERIES (LIFE SAFETY)
LS-0500 0700 0701 0702
LS-0510 0710 0711 0712
LS-0520 0720 0721 0722
LS-0530 0730 0731 0732
10TH AVE EAST STAIR (SECTION 3/PHASE 2)
- CLEAR WIDTH = 44"
- NUMBER OF UNITS OF EXIT WIDTH (BASED ON 22" EACH) = 2
- MAXIMUM STAIR CAPACITY (320 PEOPLE/UNIT) = 640 PEOPLE
- ACTUAL USAGE = 420

10TH AVE WEST STAIR (SECTION 3/PHASE 2)
- CLEAR WIDTH = 78"
- NUMBER OF UNITS OF EXIT WIDTH (BASED ON 22" EACH) = 3.5
- MAXIMUM STAIR CAPACITY (320 PEOPLE/UNIT) = 1,120 PEOPLE
- ACTUAL USAGE = 800

GATE PROVIDED IN THIS LOCATION TO SEPARATE THE WRY & ERY. THE WRY (AND GATE) CLOSE AT SUNSET EACH DAY WHILE THE REMAINDER OF THE PARK IS OPERATIONAL.

THE PASSAGE
- LS-100.00 (THE PASSAGE)
- LS-101.00 (THE PASSAGE)
- LS-102.00 (HIGH LINE LEVEL)
- LS-103.00 (LOWER LEVEL)

EASTERN RAIL YARDS (ERY)
WESTERN RAIL YARDS (WRY)

30TH ST STAIR
SECTION 2

LIFE SAFETY KEY PLAN
03.11.2016
Permit Set

AMENDED APPLICATION
06/21/2016

APPROVED
Under Directive 2 of 1975

Date:
Damian Titus

APPROVED
Under Directive 2 of 1975

Date:
Damian Titus

THE HIGH LINE,
SECTION 3 PHASE 2
LIFE SAFETY KEY PLAN
AND PAGE LAYOUT

3 OF 6
FIRE STRATEGY NOTES

Fire Safety Design Codes
Section 3 of The High Line will be designed in accordance with the 1968 New York Building Code.

Primary Occupancy
The High Line will be classified as an F-2 (outdoor place of assembly) containing a mixture of circulation space and seating elements (Table 3-1 & 3-2, NYBC 1968).

Occupant Load Factors
- Circulation areas & paved hardscape: 25 ft²/person (inc. seating/benches located within it)
- Multi-purpose event spaces: 10 ft²/person
- Concession areas: 12 ft²/person
- Benches & bleacher seating: 18"/person
- Landscaped areas: not occupiable

Exit Capacity
- For Stairs - 320 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)
- For Doors & Ramps - 425 people per unit of exit width of 22 inches (Table 8-1, NYC BC 1968)

Travel Distance (F-2 Occupancy)
- Primary Travel Distance: 175 ft (Table 8-1, NYC BC 1968)
- Secondary Travel Distance: 250 ft (Table 8-1, NYC BC 1968)
- Common Path Distance: 50 ft (27-533(2), NYC BC 1968)