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PART I *About The High Line*

THE HIGH LINE

HIGH LINE HISTORY

The High Line was built in the 1930s, as part of a massive public-private infrastructure project called the West Side Improvement. It lifted freight traffic 30 feet in the air, removing dangerous trains from the streets of Manhattan's largest industrial district. No trains have run on the High Line since 1980. Friends of the High Line, a community-based non-profit group, formed in 1999 when the historic structure was under threat of demolition. Friends of the High Line works in partnership with the City of New York to preserve and maintain the structure as an elevated public park.

The project gained the City's support in 2002. The High Line south of 30th Street was donated to the City by CSX Transportation Inc. in 2005. The design team of landscape architects James Corner Field Operations, with architects Diller Scofidio + Renfro, created the High Line's public landscape with guidance from a diverse community of High Line supporters. Construction on the park began in 2006. The first section, from Gansevoort Street to 20th Street, is projected to open in June 2009.



1847

The City of New York authorizes street-level railroad tracks down Manhattan's West Side.

1851 – 1929

So many accidents occur between freight trains and street-level traffic that 10th Avenue becomes known as Death Avenue. For safety, men on horses, called the West Side Cowboys, ride in front of trains waving red flags.

1929

After years of public debate about the hazard, the City and State of New York and the New York Central Railroad agree on the West Side Improvement Project, which includes the High Line. The entire project is 13 miles long, eliminates 105 street-level railroad crossings, and adds 32 acres to Riverside Park. It costs over \$150 million in 1930 dollars—more than \$2 billion today.

1934

The High Line opens to trains. It runs from 34th Street to St. John's Park Terminal, at Spring Street. It is designed to go through the center of blocks, rather than over the avenue, to avoid creating the negative conditions associated with elevated subways. It connects directly to factories and warehouses, allowing trains to roll right inside buildings. Milk, meat, produce, and raw and manufactured goods come and go without causing street-level traffic.

1950s

Growth of interstate trucking leads to a drop in rail traffic, nationally and on the High Line.

1960s

The southernmost section of the High Line is demolished.

1980

The last train runs on the High Line pulling three carloads of frozen turkeys.

Mid-1980s

A group of property owners lobbies for demolition of the entire structure. Members of this group own land under the High Line that was purchased at prices reflecting the High Line's easement. Peter Obletz, a Chelsea resident, activist, and railroad enthusiast, challenges demolition efforts in court and tries to re-establish rail service on the Line.

1999

Friends of the High Line is founded by Joshua David and Robert Hammond, residents of the High Line neighborhood, to advocate for the High Line's preservation and reuse as public open space.

March 2002

Friends of the High Line gains first City support—a City Council resolution advocating for the High Line's reuse.

October 2002

A study done by Friends of the High Line finds that the High Line project is economically rational: New tax revenues created by the public space will be greater than the costs of construction.

December 2002

The City files with the federal Surface Transportation Board for railbanking, making it City policy to preserve and reuse the High Line.

January – July 2003

An open ideas competition, "Designing the High Line," solicits proposals for the High Line's reuse. 720 teams from 36 countries enter. Hundreds of design entries are displayed at Grand Central Terminal. www.thehighline.org/competition

July 2003

Friends of the High Line and the City jointly testify before the Surface Transportation Board in support of High Line reuse.

March – September 2004

Friends of the High Line and the City of New York conduct a process to select a design team for the High Line. The selected team is led by James Corner Field Operations, a landscape architecture firm, Diller Scofidio + Renfro, an architecture firm, and experts in horticulture, engineering, security, maintenance, public art, and other disciplines. www.thehighline.org/design/high-line-design

September 2004

The State of New York, CSX Transportation, Inc. (the railroad company), and the City of New York jointly file with the Surface Transportation Board to railbank the High Line.

April 2005

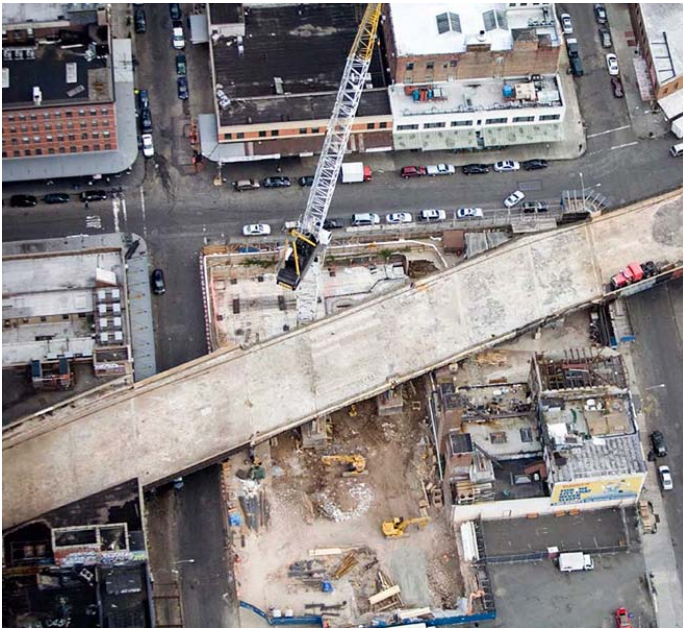
An exhibition showcasing the preliminary design by James Corner Field Operations and Diller Scofidio + Renfro opens at the Museum of Modern Art.

June 2005

The Surface Transportation Board issues a Certificate of Interim Trail Use for the High Line, authorizing the City and railroad to conclude railbanking negotiations.

November 2005

The City takes ownership of the High Line from CSX Transportation, Inc., (which donates the structure), and the City and CSX sign a Trail Use Agreement. Taken together, these two actions effectively preserve the High Line south of 30th Street.



April 2006

Groundbreaking is celebrated on the High Line with the lifting of a rail track. The first phase of construction on Section 1 of the High Line begins.

April 2006

Construction begins on Section 1 (Gansevoort Street to 20th Street). Tracks, ballast, and debris are removed, and the tracks are mapped, tagged, and stored (some will be reinstalled in the park landscape). This is followed sandblasting of steel, repairs to concrete and drainage systems, and installation of pigeon deterrents underneath the Line.

2008

Landscape Construction begins on Section 1, with construction and installation of pathways, access points, seating, lighting, and planting.

June 2008

Final designs are released for the High Line's transformation to a public park.

Spring 2009

Section 1 (Gansevoort Street to 20th Street) opens to the public.

2010 (Projected)

Section 2 (20th Street to 30th Street) opens to the public

NEIGHBORHOOD INFO

The High Line runs through three of Manhattan's most dynamic neighborhoods: the Meatpacking District, West Chelsea, and Hell's Kitchen/Clinton. When the High Line was built in the 1930s, these neighborhoods were dominated by industrial and transportation uses. Now many of the warehouses and factories have been converted to art galleries, design studios, retailers, restaurants, museums, and residences.

THE MEATPACKING DISTRICT

Much of the first section of the High Line is located in the Meatpacking District. Around 1900, the district was home to more than 250 slaughterhouses and meatpacking plants. Before the High Line was built, trains on street level, as well as barges and ships from the Hudson River, brought goods to the district for processing. When the High Line was built, it carried freight trains full of meat and other goods directly to the upper floors of these meatpacking plants and factories.

In recent decades, as industrial uses have declined in New York City, the Meatpacking District has seen a resurgence of other uses. Its historic cobblestone streets and low-lying industrial buildings are now home to many restaurants, night-clubs, design and photography studios, and fashion boutiques.

In 2003, following a community-led effort, the New York City Landmarks Preservation Commission established the Gansevoort Market Historic District in recognition of the neighborhood's historical importance.

The corner of Gansevoort Street and Washington Street, at the High Line's southern end, is the future location of a new Whitney Museum of American Art facility. Pre-construction has begun on the site, and the facility is currently projected to open in 2012. Visit the Whitney's Web site for more information.

The High Line south of 14th Street is located within the district of Manhattan Community Board No. 2. For more information on Community Board No. 2, please visit the Community Board 2 Web site.

WEST CHELSEA

To the north of the Meatpacking District is the neighborhood of West Chelsea, where the majority of the High Line is located. West Chelsea shares the industrial past of the Meatpacking District, with large factories and warehouses lining its streets and avenues. West Chelsea is now home to the world's largest concentration of art galleries.

In 2005, much of West Chelsea was rezoned by the Department of City Planning, to allow for the High Line's reuse, to encourage the continued use of former industrial spaces as art galleries, and to encourage economic growth through residential development along Tenth and Eleventh Avenues.

Much of Chelsea was, and continues to be, residential; its tree-lined blocks of historic townhouses earned part of its designation as the Chelsea Historic District in 1970, with an extension added in 1981.

The creation of another Historic District, in West Chelsea, was recently approved by the Landmarks Preservation Commission. This District focuses on the industrial history of the neighborhood, and includes many historically and architecturally significant factory and warehouse buildings.

The High Line north of 14th Street is located within the district of Manhattan Community Board No. 4. For information on Community Board No. 4, please visit the Community Board 4 Web site.

CLINTON / HELL'S KITCHEN

The High Line's northernmost section runs through the southern section of the Clinton / Hell's Kitchen neighborhood. Much of this neighborhood was part of the 2005 Hudson Yards Rezoning, which was meant to encourage large-scale development and the improvement of transportation infrastructure. In the next decade or so, this neighborhood will likely undergo significant changes to its built environment.

WEST SIDE RAIL YARDS

North of 30th Street, the High Line runs around the perimeter of the West Side Rail Yards, located between Tenth and Twelfth Avenues and 30th and 33rd Streets. This section of the High Line is not yet owned by the City. Its future depends on a planning process now underway between the Metropolitan Transit Authority, the State agency that owns the site; the Related Companies, the developer leasing the site for a large-scale development; and the City.

Throughout the planning process, Friends of the High Line is working with these parties, as well as with many community groups and elected officials, to ensure that the entire historic High Line is preserved at the West Side rail yards.

DESIGNING THE HIGH LINE

The High Line design team is led by landscape architecture and urban design firm James Corner Field Operations, with architecture firm Diller Scofidio + Renfro and many other designers, analysts and engineers.



2003 IDEAS COMPETITION

In January 2003, Friends of the High Line launched Designing the High Line, an open, international ideas competition, soliciting innovative proposals for the High Line's reuse. Entries did not have to be practical or realistic. Entrants were encouraged to be bold and forward-thinking—to create visions as unique and unexpected as the High Line itself.

720 individuals and teams from 36 countries submitted proposals to the 2003 Ideas Competition. These were evaluated by a renowned panel of jurors in May 2003. The four principal winners, three special award winners, ten honorable mentions, and more than 150 other noteworthy proposals were displayed at Grand Central Terminal in July 2003.

www.thehighline.org/competition

2004 DESIGN TEAM SELECTION

Early High Line concept

In 2004, Friends of the High Line and the City of New York partnered to select the High Line's design team. The selection process ran for six months, starting in March 2004. 52 teams, each of which included experts from the fields of architecture, landscape architecture, engineering, art, urban planning, horticulture, and numerous other relevant disciplines, responded to the original Request for Qualifications. Seven teams were short-listed, and the list of seven was then narrowed to the four finalist teams. The four finalists were each asked to present a proposed design approach to the High Line. Their submissions were exhibited for the public at New York City's Center for Architecture in summer 2004. These designs were not intended to be final plans, but rather illustrations of the direction each team would take the project if selected. The design approaches proposed by the four finalists can be viewed below.

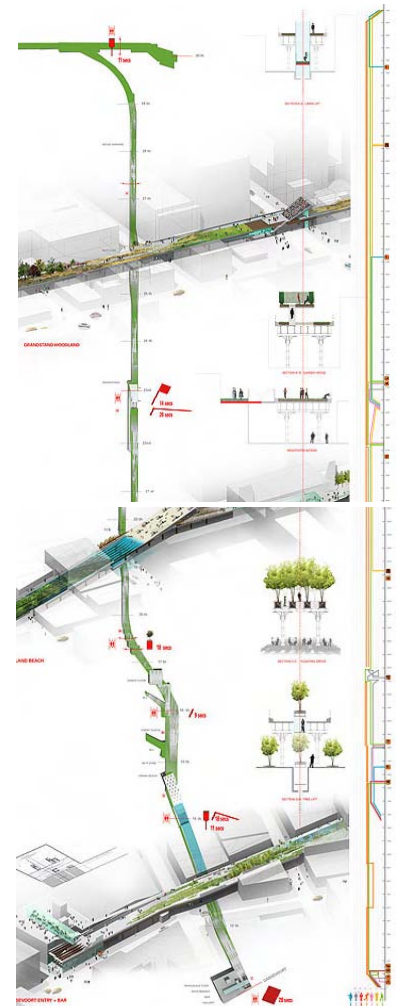
- James Corner Field Operations and Diller Scofidio + Renfro
- Zaha Hadid Architects with Balmori Associates, Skidmore, Owings & Merrill LLP, and studio MDA
- Steven Holl Architects with Hargreaves Associates and HNTB
- TerraGRAM: Michael Van Valkenburgh Associates with D.I.R.T. Studio and Beyer Blinder Belle

In October 2004, a Steering Committee made up of representatives from the City of New York and Friends of the High Line selected the team of James Corner Field Operations (landscape architecture) and Diller Scofidio + Renfro (architecture) to begin design work on the High Line.

Team Statement Diller

What will grow here? The Field Operations-led team comprises a design collaborative with Diller, Scofidio and Renfro, Olafur Eliasson, Piet Oudolf and Buro Happold. This team is supported by L'Observatoire, Robert Sillman Associates, ETM Associates, Philip Habib Associates, Williams Group, GRB, Control Point, Code Consultants, VJ Associates, DVS Associates, Tanya Bonakdar Gallery, Creative Time and Pentagram. As a collective, this team brings together seasoned technical expertise with innovative design thinkers that move fluidly in and out of disciplinary boundaries.

Inspired by the melancholic, unruly beauty of the High Line, where nature has reclaimed a once-vital piece of urban infrastructure, the team retools this industrial conveyance into a post-industrial instrument of leisure, life, and growth. By changing the rules of engagement between plant life and pedestrians, our strategy of agri-ecture combines organic and building materials into a blend of changing proportions that accommodates the wild, the cultivated, the intimate, and the hyper-social. In stark contrast to the speed of Hudson River Park, this parallel linear experience is marked by slowness, distraction and an other-worldliness that preserves the strange character of the High Line. Providing flexibility and responsiveness to the changing needs, opportunities, and desires of the dynamic context, our proposal is designed to remain perpetually unfinished, sustaining emergent growth and change over time



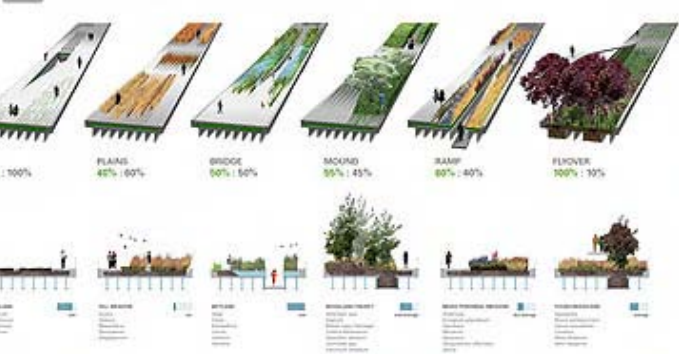
WHAT WILL GROW HERE ?

Inspired by the melancholic, unruly beauty of the High Line where nature has reclaimed a once vital piece of urban infrastructure, the team retools this industrial conveyance into a postindustrial instrument of leisure, life and growth. By changing the rules of engagement between plant life and pedestrians, our strategy of **AGRI-TECTURE** combines organic and building materials into gradients of changing proportions that accommodate the wild, the cultivated, the intimate, and the hyper-social. In stark contrast to the speed of Hudson River Park, this parallel linear experience is marked by slowness, distraction and an other-worldliness that preserves the strange character of the High Line. Providing flexibility and responsiveness to the changing needs, opportunities, and desires of the dynamic context, our proposal is designed to remain perpetually unfinished, sustaining emergent growth and change over time.

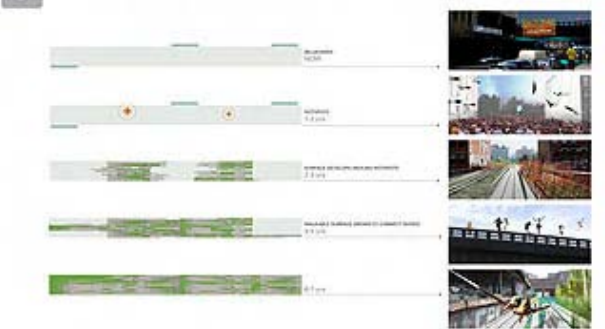
1 AGRI-TECTURE: A FLEXIBLE, RESPONSIVE SYSTEM OF MATERIAL ORGANIZATION WHERE DIVERSE ECOLOGIES MAY GROW.



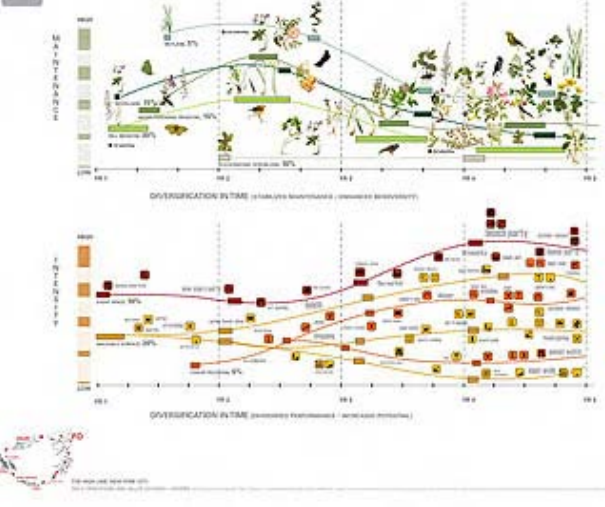
2 A METHODOLOGY FOR CONSTRUCTING HARD SURFACES AND STRUCTURES AS MEANS OF PRODUCING DIVERSE SOCIAL AND NATURAL HABITATS.



3 A SYSTEM THAT IS CAPABLE OF PHASED IMPLEMENTATION OVER TIME.



4 A FIELD FROM WHICH MORE INTENSE SPACES AND URBAN ECOLOGIES MAY EMERGE.



PLANS



LEGEND

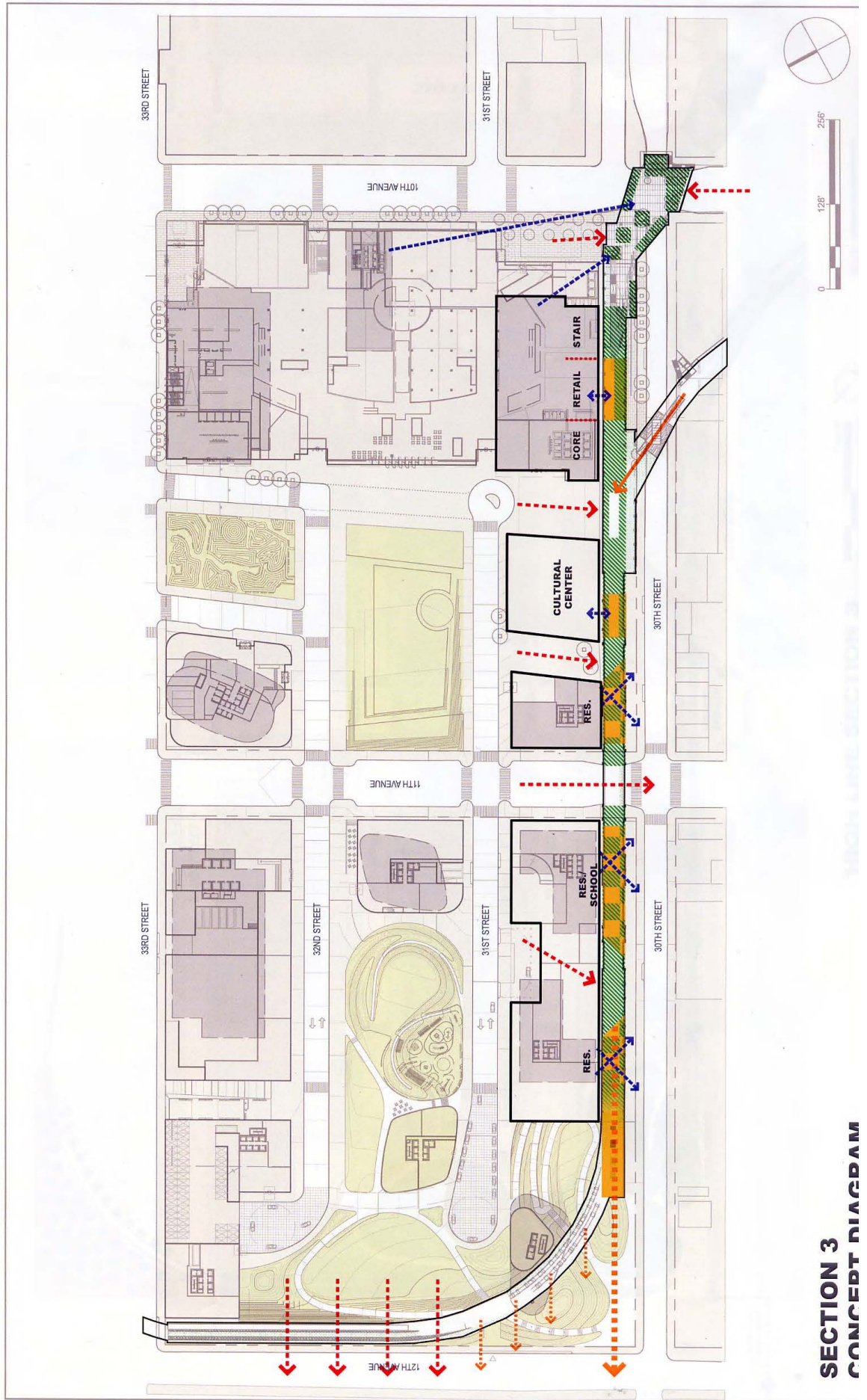
-  STAIRS
 GANSEVOORT ST
 W 14TH ST
 W 16TH ST
 W 18TH ST
 W 20TH ST
-  ELEVATORS
 W 14TH ST
 W 16TH ST
-  RESTROOM
 W 16TH ST, HANDICAPPED ACCESSIBLE



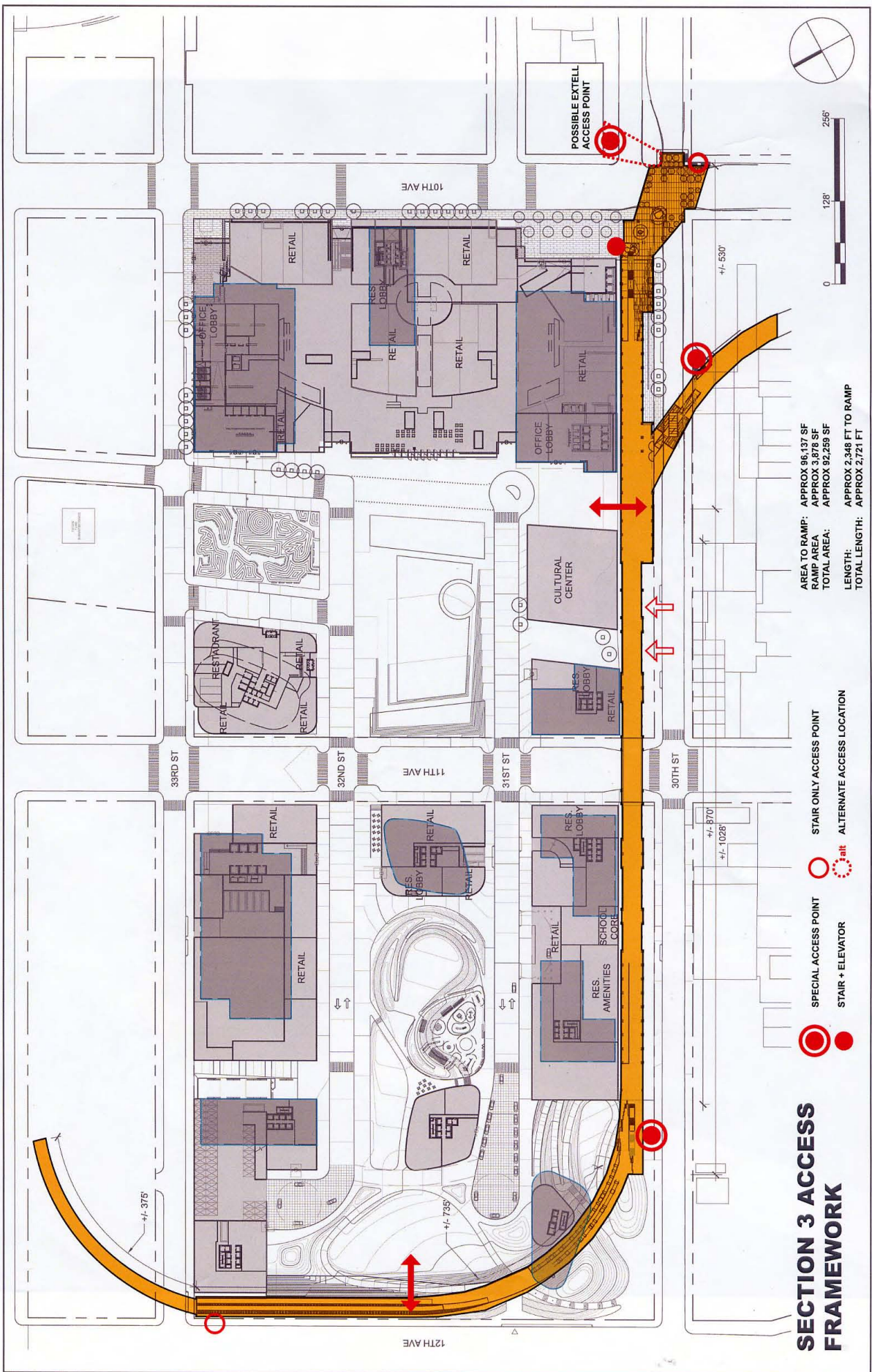
ACCESS AND CONNECTION
 OPEN SPACE



HIGH LINE SECTION 3
 illustrative plan



**SECTION 3
CONCEPT DIAGRAM**

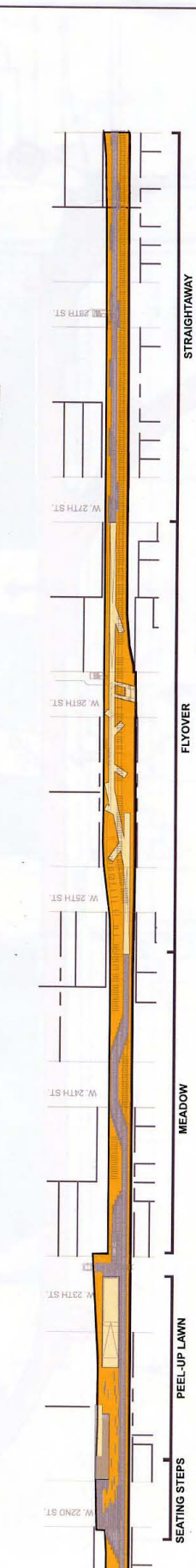
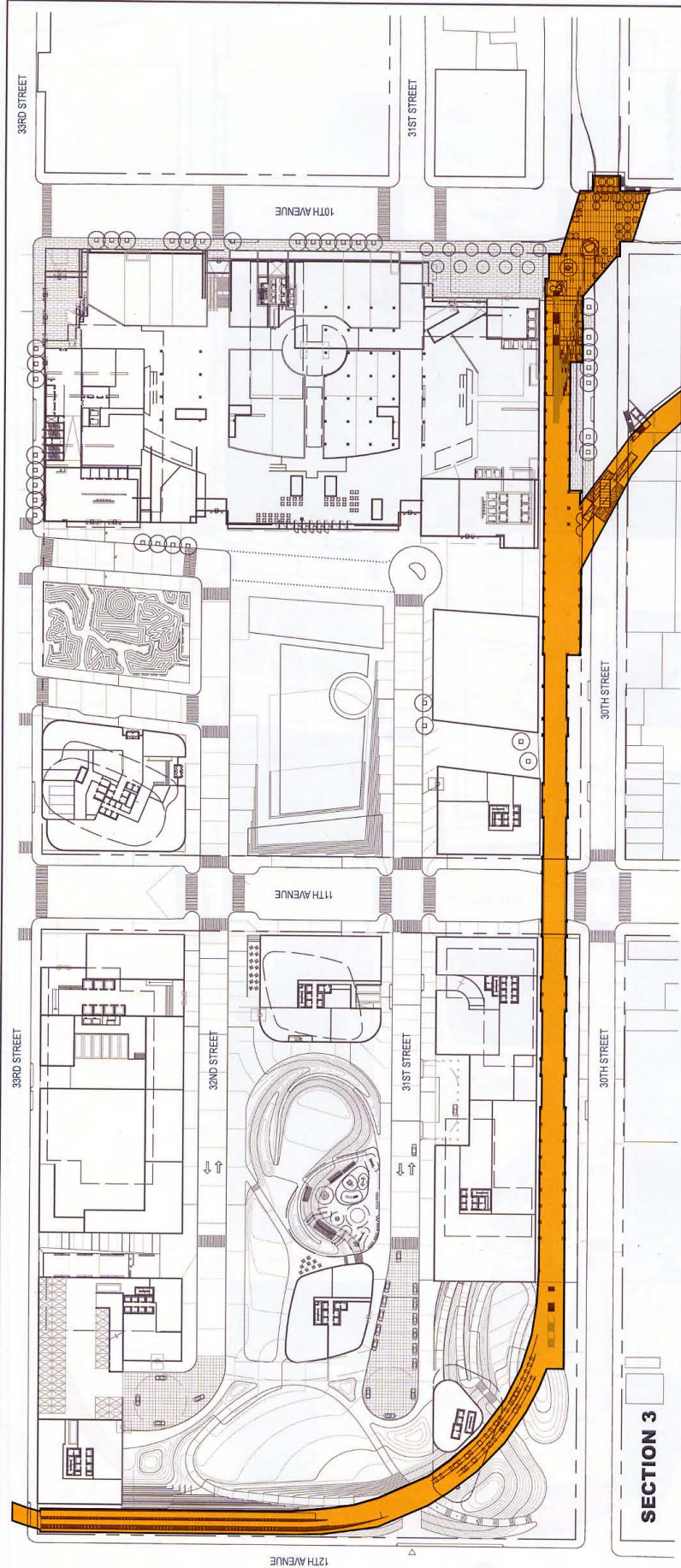


SECTION 3 ACCESS FRAMEWORK

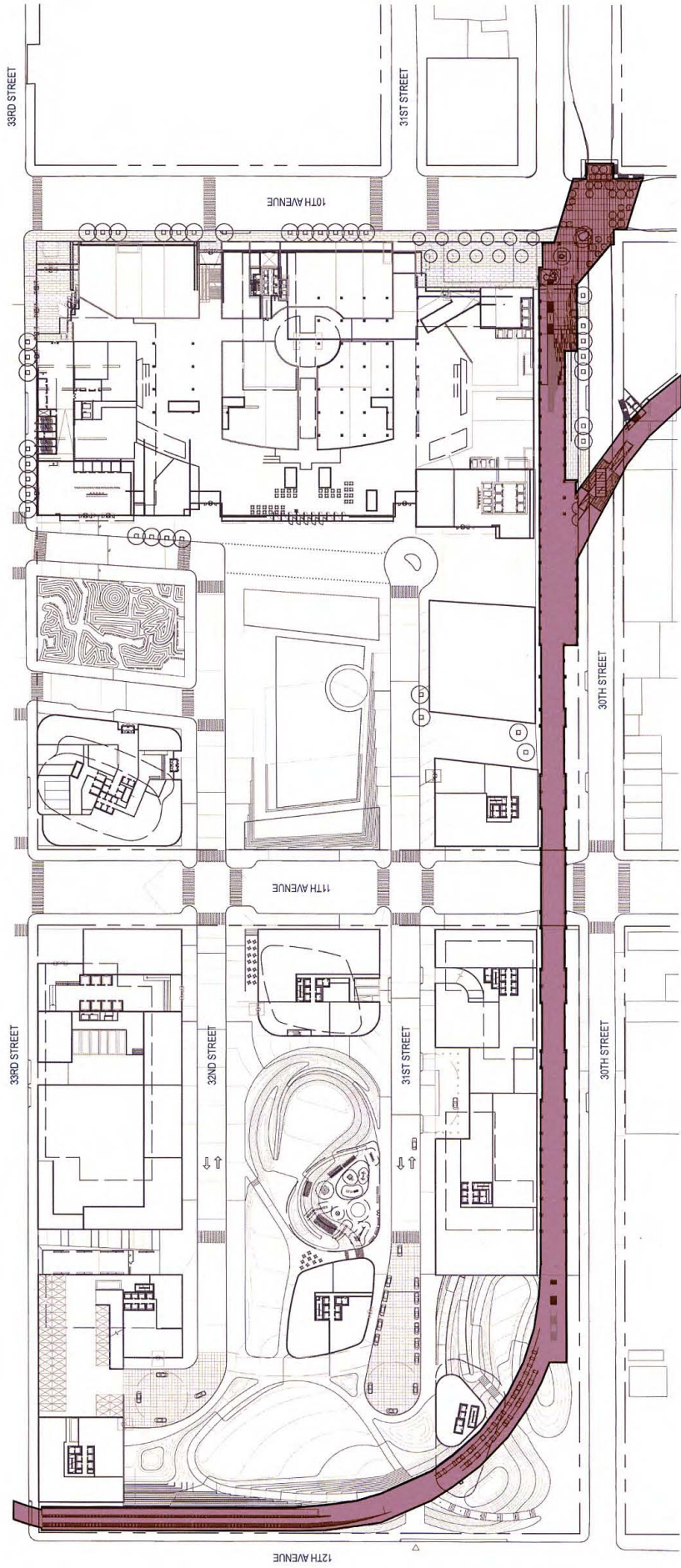
- SPECIAL ACCESS POINT
- STAIR ONLY ACCESS POINT
- alt ALTERNATE ACCESS LOCATION
- alt STAIR + ELEVATOR

AREA TO RAMP: APPROX 96,137 SF
 RAMP AREA: APPROX 3,878 SF
 TOTAL AREA: APPROX 92,259 SF

LENGTH: APPROX 2,348 FT TO RAMP
 TOTAL LENGTH: APPROX 2,721 FT



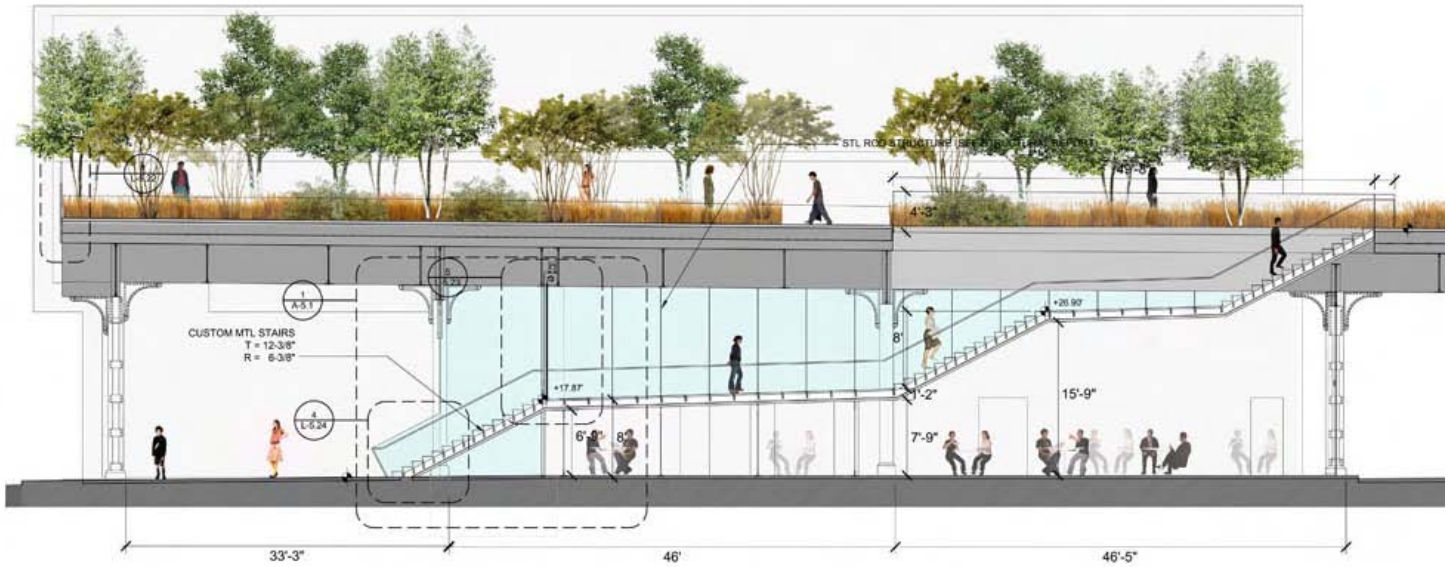
SECTION 2 & 3 COMPARISON DIAGRAM



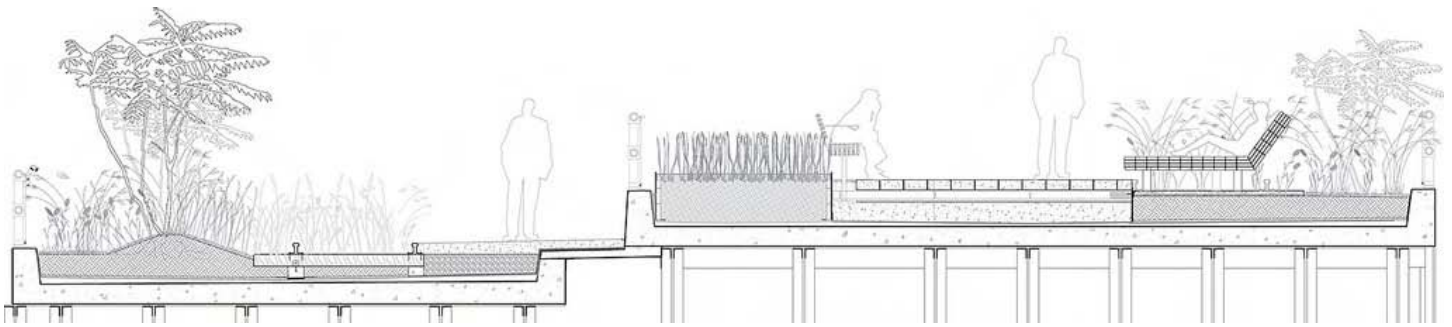
SECTIONS



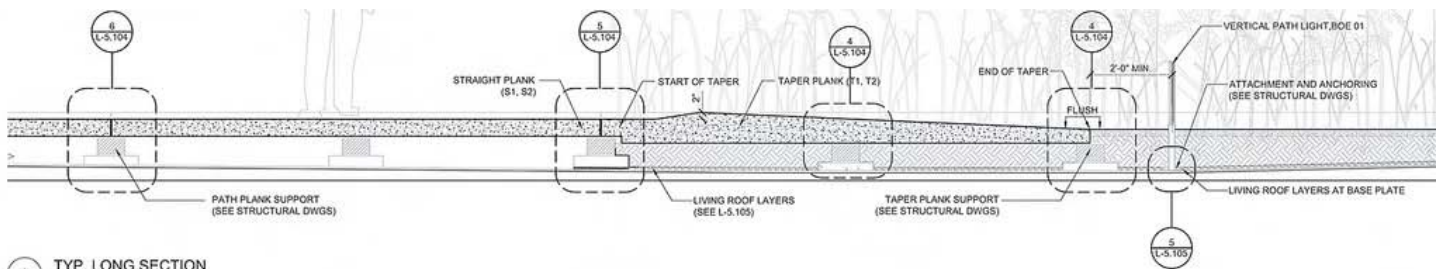
Chelsea Thicket



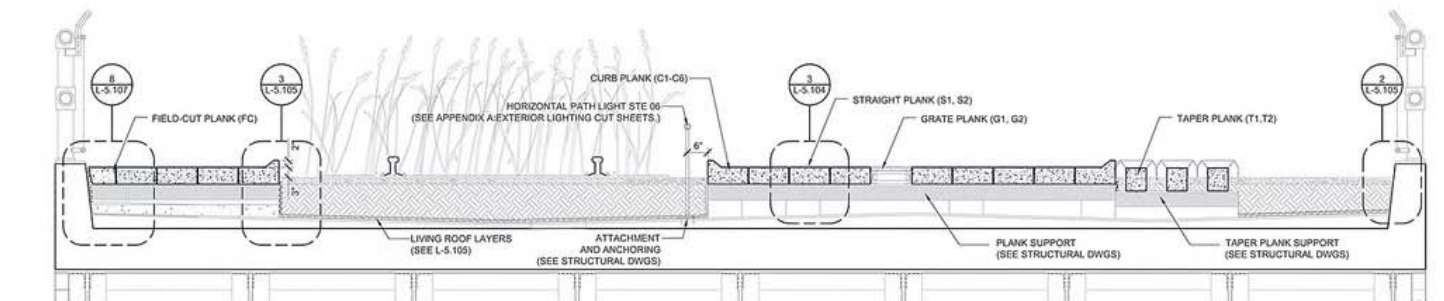
Section of Gansevoort Plaza



Section of Park

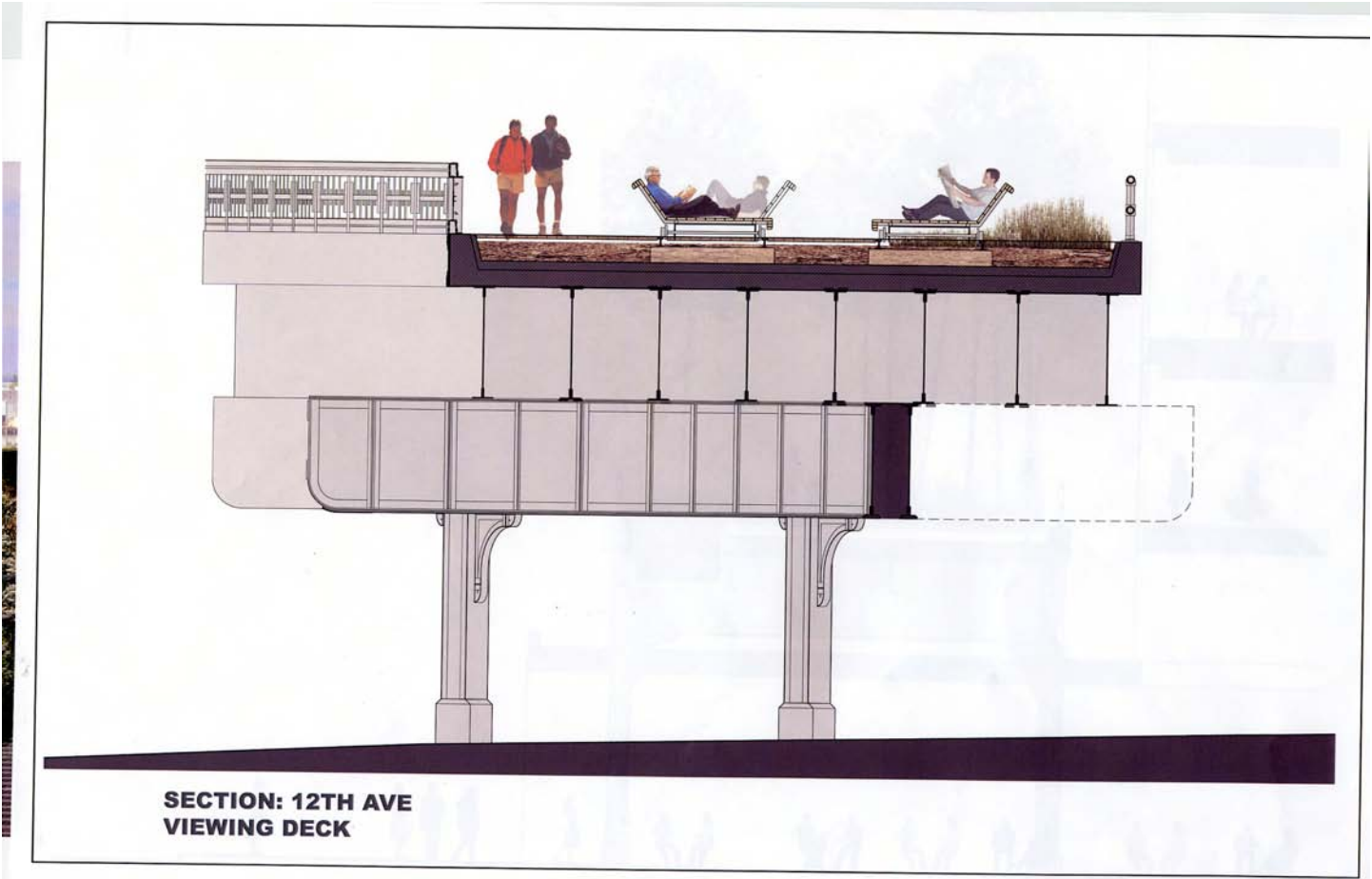


2 TYP. LONG SECTION



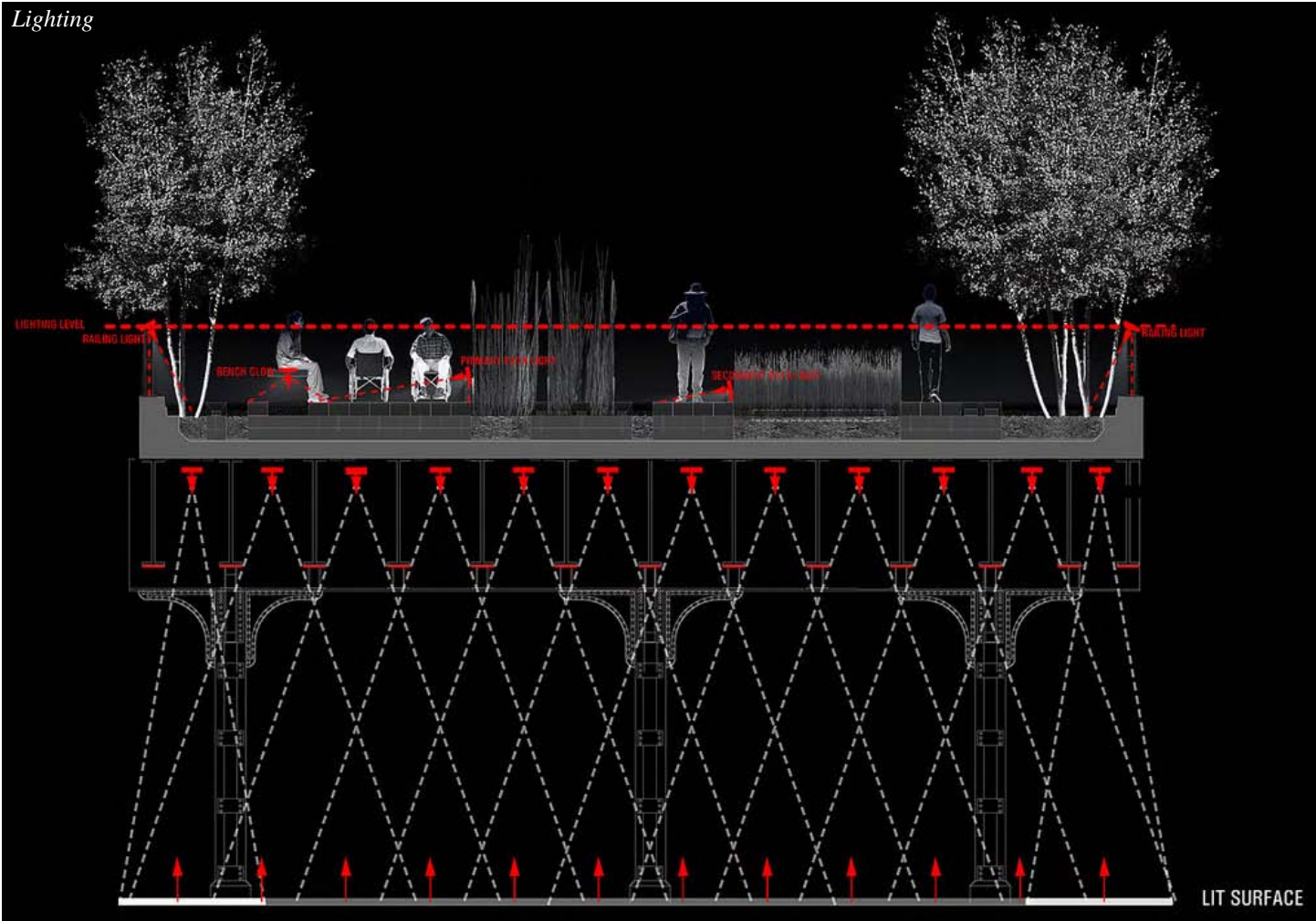
1 TYP. CROSS SECTION

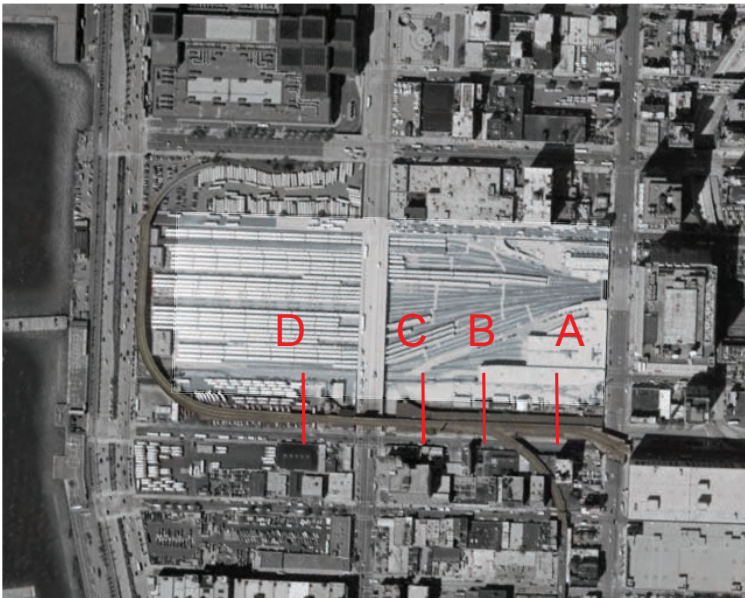
Planking





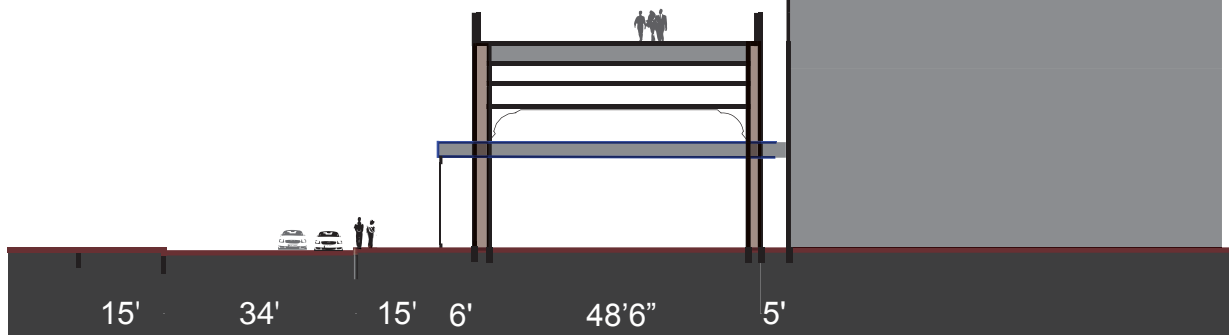
Lighting



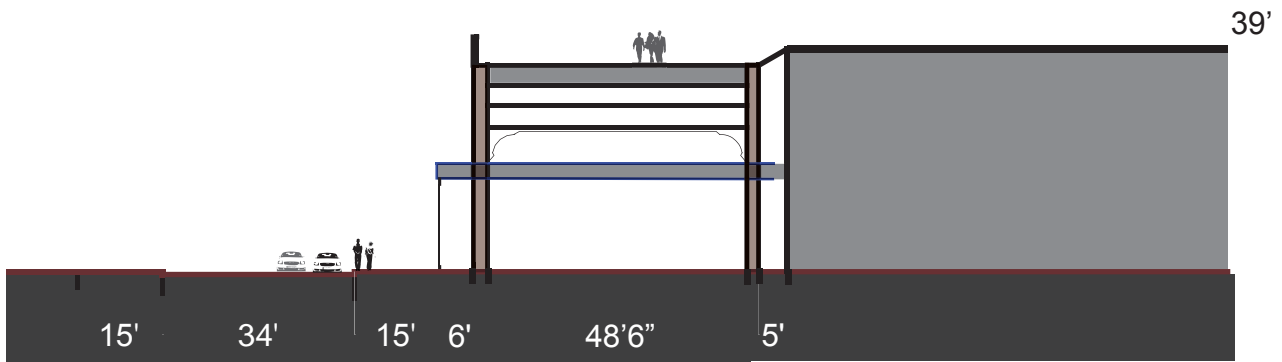


195'

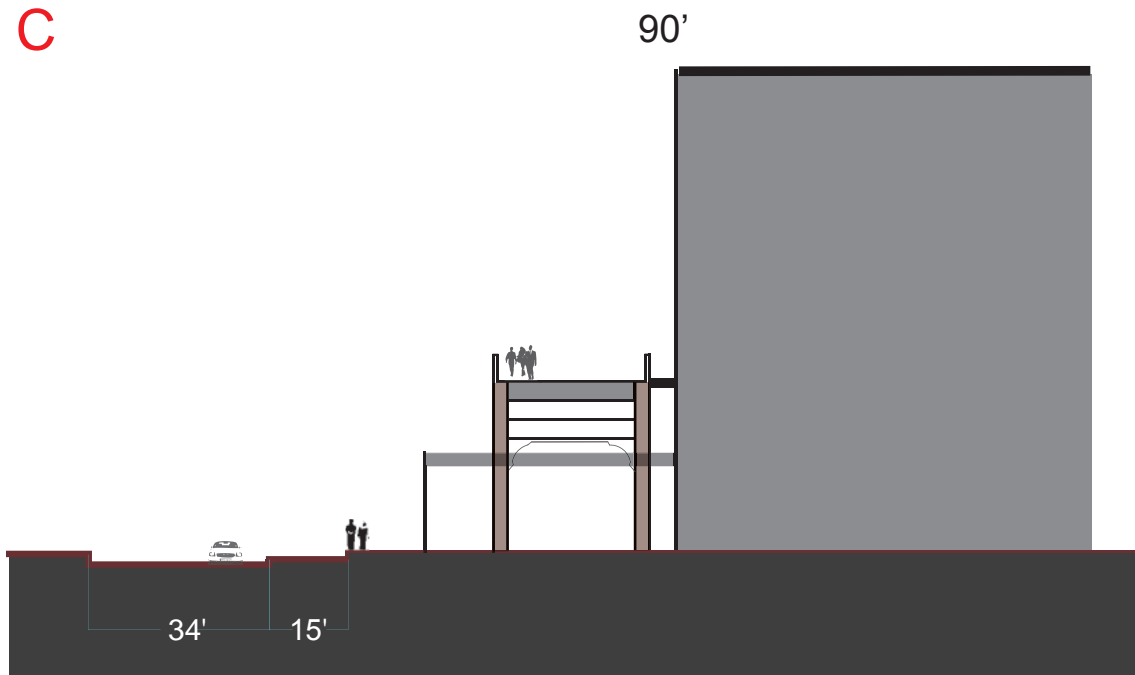
A



B

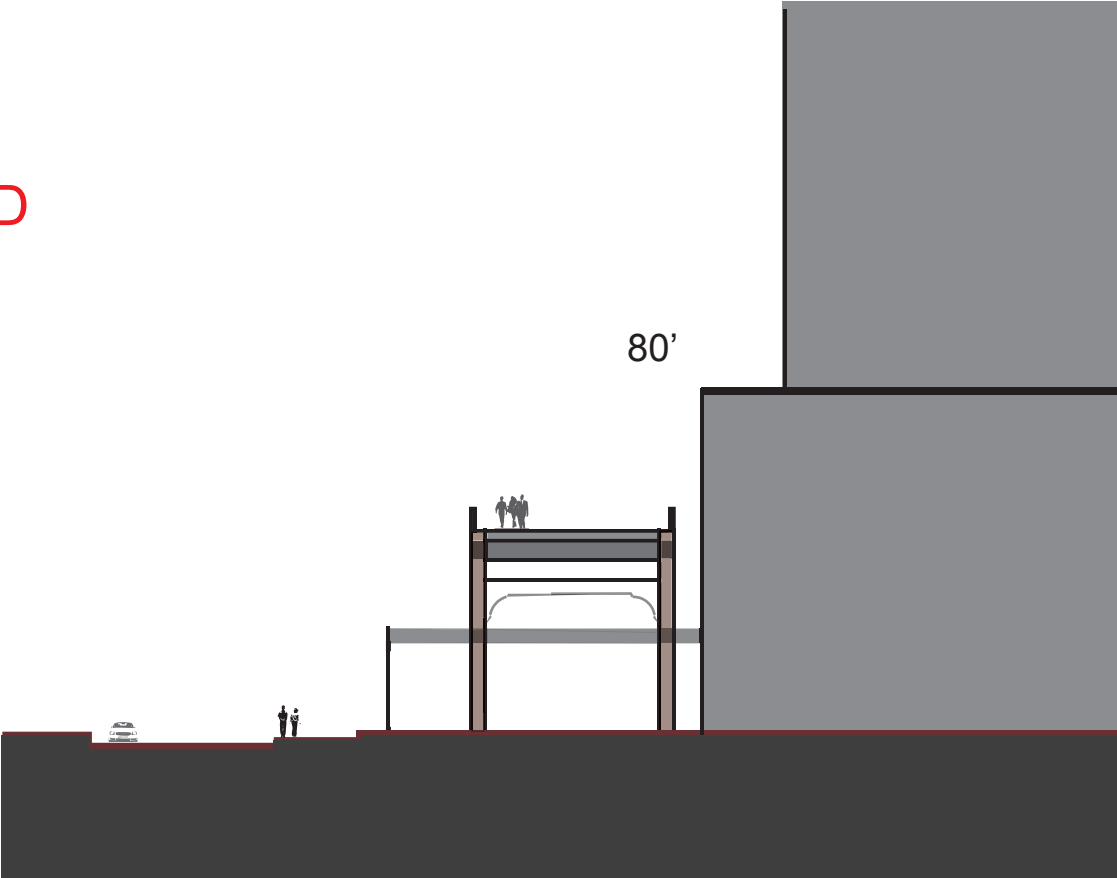


C



D

80'



RENDERINGS



Gansevoort Plaza



30th Street Cutout



10th Ave. Square