



# Urban Regeneration and Adaptive Reuse:

## The High Line Project in Manhattan, New York

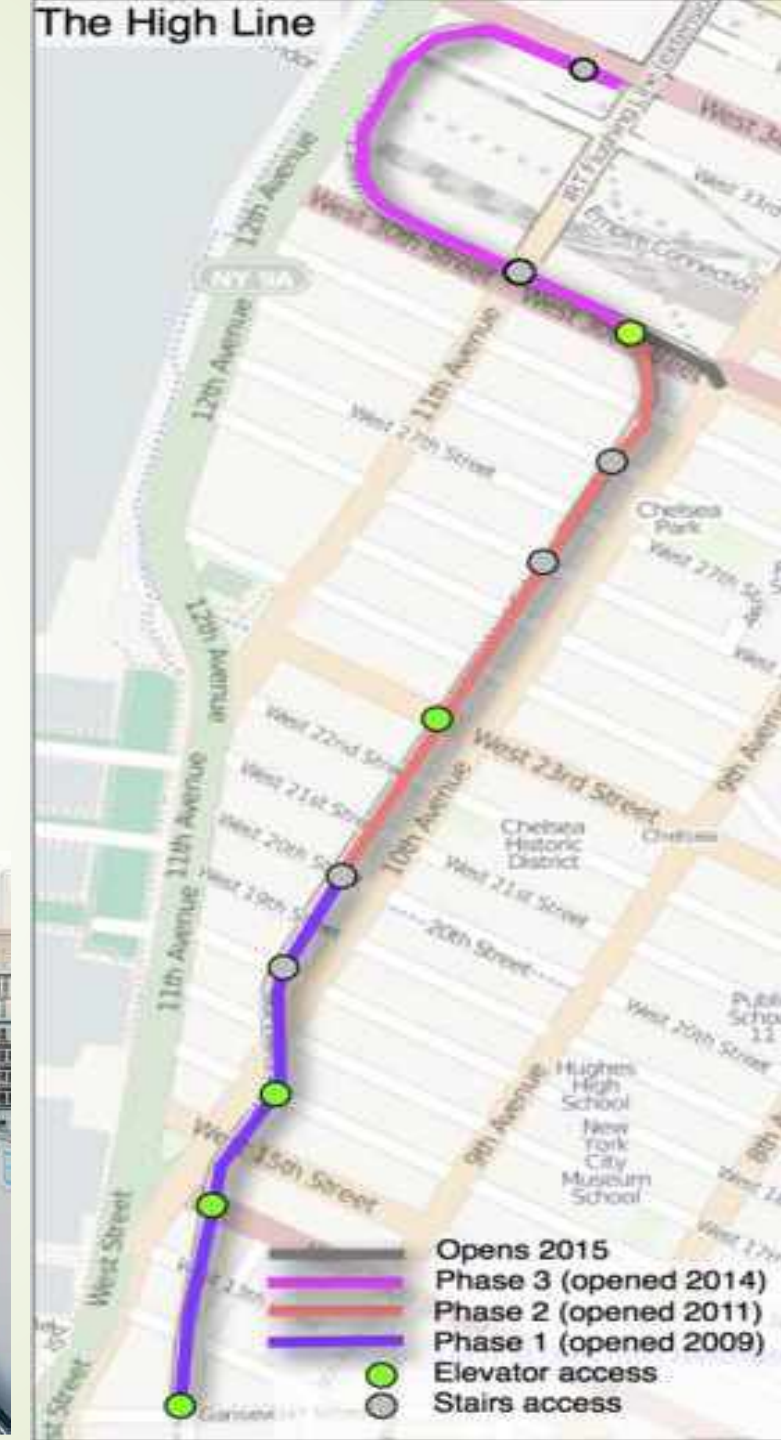
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# INTRODUCTION

- The highline is an urban renewal scheme for the unused railway trail going through the city of Manhattan , New York.
- -A linear park(1.6km) built on a historic freight rail line(2.33km) elevated above the streets on Manhattan's west side that spans through 22 blocks.-
- Owned by the city of New York, and maintained and operated by friends of the high line.-
- The historic structure was under the treat of demolition, now maintained by the community, It serves as an extraordinary public space for all visitors to enjoy.

through Manhattan's west side



# Historical Background

- **HIGH LINE HISTORY** 1930s Built as part of a massive public-private infrastructure project called the west side improvement.
- Lifted freight traffic 30 feet in the air, removing dangerous trains from the streets of Manhattan's largest industrial district. ,
- It was used heavily till the 1960's.
- 1980s Faced threatens of demolition since no train has run on it.
- **Friends of High Line** founded by the residents of high line neighborhood. Advocated **preservation of high line and to be reuse as public open space.**
- **Construction of section 1** began in 2006, opened to public in 2009.
- **Section 2** opened to the public in 2011
- **Section 3** opened in 2014
- It became a very successful project as an urban renewal scheme as the ripples of the landscape project caused an increase in the real estate values.
- Thus it caused a land use change in the area.

# THE HIGH LINE: HISTORICAL DEVELOPMENT

## 1. Pre-Development (1900-1930)



1847  
The City of New York authorizes street-level railroad tracks down Manhattan's West Side to Canal Street.<sup>1</sup>

1896  
New York State extends the railroad's franchise from 50 to 500 years.<sup>2</sup>



1908  
Congestion of transportation traffic from rail, ship and street traffic constricts commercial traffic with congestion in area. Over 500 people take part in protests.<sup>3</sup>



1911, 1916, 1925  
Multiple models for elevated multi-transport corridor are presented. Implementation is eventually delayed by World War I involvement.<sup>4</sup>

1847

1896

1908

1911-1925

## 2. Active Use by the Railroad (1934-1960)



1934  
The High Line opens to trains. It runs from 34th Street to St. John's Park Terminal, at Spring Street. Milk, meat, produce, and raw and manufactured goods come and go without causing street-level traffic.<sup>5</sup>



1960s  
The southernmost section of the High Line is demolished. Rail traffic begins to decline.<sup>6</sup>

1934

1960s

## 3. Abandonment and Opportunistic use (1960-1990)



1983  
Congress passes the National Trails System act allowing "rail banking" for the use of non-motorized trails pedestrian/bike trails as interim use with the intent for future transportation needs.<sup>10</sup>

1983

1851

1851  
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.<sup>8</sup>



1900

1900  
About 250 meat plants and slaughterhouses thrive in the area.<sup>9</sup>



1929

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.<sup>7</sup>



1950s

1950s  
Growth of interstate trucking leads to a drop in rail traffic, nationally and on the High Line.<sup>11</sup>



1980

1980  
The last train runs on the High Line pulling three carloads of frozen turkeys.<sup>12</sup>



1985-1989

1985-1989  
A group of property owners lobbies for demolition of the entire structure.<sup>13</sup>



# HIGH LINE SITE & ACCESSIBILITY

- ▶ The high line is highly accessible with the transport system and public amenities it provided.
- ▶ It is also a very user friendly space.-Runs from Gansevoort street in the meatpacking district to west 34th street, between 10th and 11th avenues.
- ▶ Access points at various nodes: Gansevoort St., 14 St., 23 St., West 18,20,26,28,30 St.
- ▶ Fully wheel chair accessible, with elevator services provided at some of the access points-Street furniture & public amenities provided-Bike racks & parking



# ROUTE



# Land uses of the District



**EXISTING LAND USE**



**PROPOSED LAND USE**

# NEW EXTENSION PROPOSED FOR THE HIGHLINE

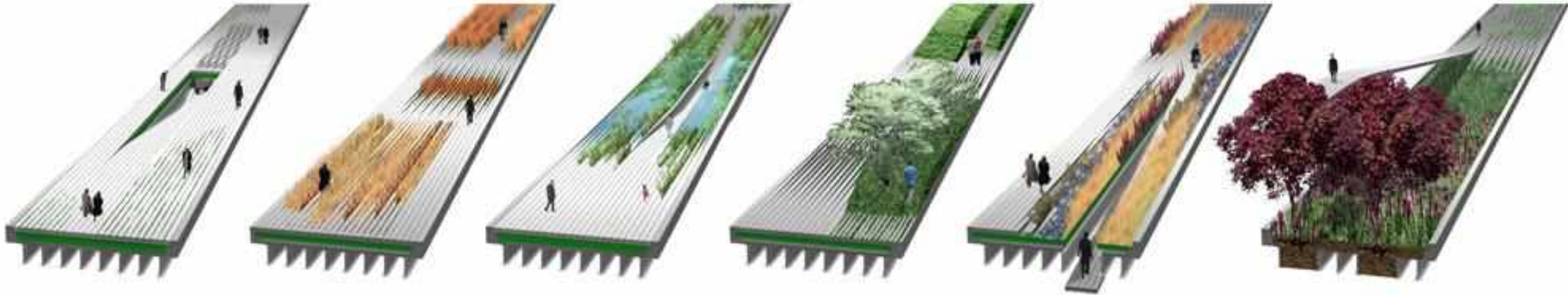




# HIGH LINE DESIGN CONCEPT

- ▶ Combining agriculture and architecture, the high line is a very sustainable structure which emphasize **horizontal green scape in the vertical city.**
- ▶ - **AGRI-TECTURE** Combines organic and building materials into gradients of changing proportions that accommodate a variety of natural and programmatic conditions.
- ▶ **Surface material** : Individual pre-cast concrete planks with open joints(to encourage emergent growth like wild grass through cracks in the sidewalk)
- ▶ -**Tapering units** : Comb into planting beds creating a “pathless” landscape
- ▶ **High Line Landscape** – Various kind of combinations and designs which merged the man-made structure and the nature perfectly, and it’s aesthetic and practical.

# AGRI-TECTURE



**PIT**  
0% : 100%

**PLAINS**  
40% : 60%

**BRIDGE**  
50% : 50%

**MOUND**  
55% : 45%

**RAMP**  
60% : 40%

**FLYOVER**  
100% : 10%



**MOSSLAND**  
*Carex*  
*Lygodium*  
*Polytrichum*  
*Thuidium*



wet

**TALL MEADOW**  
*Avena*  
*Festuca*  
*Monardella*  
*Panicum*  
*Sorghastrum*



dry

**WETLAND**  
*Aster*  
*Carex*  
*Elymus*  
*Lolium*  
*Lythrum*  
*Verbena*



wet

**WOODLAND THICKET**  
*Adiantum* spp.  
*Azalea*  
*Betula nigra* 'Heritage'  
*Celtis baltica*  
*Salix alba* ssp.  
*Sanicula* spp.  
*Viburnum dentatum*



wet/average

**MIXED PERENNIAL MEADOW**  
*Artemisia*  
*Eryngium giganteum*  
*Houstonia*  
*Monarda*  
*Panicum*  
*Sanguinaria officinalis*  
*Salvia*



dry/average

**YOUNG WOODLAND**  
*Agave*  
*Buxus sempervirens*  
*Cercis canadensis*  
*Liriodendron*  
*Rhus chinensis*  
*Salix alba* ssp.



average

# HIGH LINE SPACES & PROGRAMMES

- ▶ The high line has different kind of spaces which house different activities.
- ▶ There are mean for gathering spots or walkways for walking.
- ▶ It accommodate a group of people and also provide spaces for individual.
- ▶ Grassland grove-Gathering space, secluded seating, picnic area Rail track walk-Linear walks, exposed & revealed rail tracks-Evoking high line's history as an active freight rail line



# urban regeneration and Adaptive Reuse

- **What is urban regeneration?**
- (urban regeneration has mostly been defined particular approach to city revitalization focusing on inner city problems emphasizing local physical redevelopment and investment in building and urban infrastructure, at the same time considered community improvement and housing and cultural policies in their strategies).
- **What is Adaptive reuse ?**
- Adaptive reuse is the conversion of a building, site or precinct from one use to another. Where the site being reused has heritage value the new use should support the ongoing interpretation and understanding of that heritage while also accommodating new functions.

# 4.

## Regeneration, Re-use and Redevelopment



1999  
Friends of the High Line is founded by Chelsea residents Joshua David & Robert Hammond advocating for the High Line's preservation & reuse as public open space. Joel Sternfeld is hired to photograph the urban wilderness.<sup>14</sup>

1999



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.<sup>15</sup>

2002



December 2002  
The City files with the federal Surface Transportation Board for railbanking, making it City policy to preserve and reuse the High Line.<sup>16</sup>

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 James Corner Field Operations & Diller Scofidio + Renfro.<sup>17</sup>

2004



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.<sup>22</sup>

2005



April 2006  
Construction begins on Section 1 (Gansevoort Street to 20th Street).<sup>23</sup>

2006



June 2008  
Final designs are released for the High Line's transformation to a public park.<sup>24</sup>

2009



June 9, 2009  
Section 1 (Gansevoort Street to West 20th Street) opens to the public.<sup>25</sup>

2001

2001 - 2002  
The Design Trust for Public Space creates "Reclaiming the High Line," a planning study jointly produced with Friends of the High Line, which lays out a planning framework for the High Line's preservation and reuse. About 36 meatpackers remain in the area.<sup>18</sup>



March 2002  
Friends of the High Line gains first City support—a City Council resolution advocating for the High Line's reuse.<sup>19</sup>



2003

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.<sup>20</sup>



July 2003  
Friends of the High Line and the City jointly testify before the Surface Transportation Board in support of High Line reuse.<sup>21</sup>

April 2005  
An exhibition showcasing the preliminary design by James Corner Field Operations & Diller Scofidio + Renfro opens at the Museum of Modern Art.<sup>26</sup>

November 2005  
The City takes ownership of the High Line from CSX, who donates the structure, a Trail Use Agreement is signed. These two actions effectively preserve the High Line south of 30th Street.<sup>27</sup>



2008

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



2005-2011 Open House  
NYC continues to lead tours of the "wild" High Line.<sup>28</sup>

June 8, 2011  
Section 2 (West 20th Street to West 30th Street) opens to the public.<sup>29</sup>



2011

# New Architectural Projects Along The High Line



**Standard Hotel**  
848 Washington Street;  
Polshak Partnership  
The concrete-legged brute offers its guests prize views of the High Line; its glassed-in rooms will present park visitors with equally stimulating spectacles.



**Diane Von Furstenberg headquarters**  
440 West 14th Street; Work AC  
In a literally brilliant stroke, the crystal tuber on the roof scoops up sunlight and funnels it down a glittery hanging staircase into the masonry building.



**The High Line Building**  
450 West 14th Street; Morris Adjmi  
A muscular former meatpacking plant that was always impaled by the elevated tracks will, when it's finished, now also carry an office tower on its shoulders and shelter shopping in its base. Old industrial buildings are generous and strong, and it makes sense to reuse them rather than tear them down.



**The Caledonia**  
450 West 17th Street;  
Handel Architects  
The High Line pioneer is a big but surprisingly retiring building, deftly disguising its bulk and leaving the limelight to its neighbors.



**459 West 18th Street**  
Della Valle Bernheimer  
A smaller and more successful companion piece to 345 Tenth (seen on the following pages). The interlocking black and white volumes suggest an M.C. Escher print, but there's nothing impossible about the way sunlight streams in one of the penthouse's mammoth windows and out the other side.



**Chelsea Modern**  
447 West 18th Street;  
Audrey Matlock  
The pursuit of personality is mostly a matter of façades. Here, a stack of zigzagging blue glass facets disguise the ordinariness of what's behind them.



**The IAC Building**  
555 West 18th Street;  
Gehry Partners  
Frank Gehry's glass schooner, one of the few new workplaces in the area, set the neighborhood standard for fanciful design.

## A Walking Tour

The High Line runs through an architectural theme park that's still in development. At the Gansevoort Street end, the Whitney Museum dreams of a new branch; uptown, the park runs into the future Hudson Yards complex. In between, you'll find New York's densest thicket of ambitious early-21st-century design.



START THE TOUR

WEST 19TH

WEST 14TH

WEST 17TH

WEST 18TH



# New Architectural Projects Along The High Line

## 520 West Chelsea

520 West 19th Street; Annabelle Selldorf  
The terra-cotta tiles at the base are so sumptuously glazed they look edible, but they're really just an accent on an otherwise bland box.

## Metal Shutter Houses

524 West 19th Street; Shigeru Ban  
The Hudson dispenses more stiff winds than balmy breezes, so it's hard to know how regularly residents will raise the glass garage doors or their bodega-style shutters and turn their apartments into open-walled Caribbean cabanas. They're certainly paying for the privilege.

## 100 Eleventh Avenue

Ateliers Jean Nouvel  
This irresistible, ostentatiously inventive tower, with its hacky window pattern and its observation-deck living rooms, is either the last boom's aftershock or the next one's portent.

## HL23

515-517 West 23rd Street; Neil Denari  
Adaptive, vaguely retro, and undeniably cool, the building balloons once it clears the High Line and holds itself together with a pleasingly asymmetric web of struts and leaning columns.

## High Line 519

519 West 23rd Street; Lindy Roy  
A pretty arbitrary hanging on this skinny building's glass facade—until its organic-looking neighbor HL23 came along to complete the biological motif.

## 200 Eleventh Avenue

Annabelle Selldorf  
Not even finished, and already so 2007. Luxuriantly wavy window frames, terra-cotta with a gunmetal glaze, and private parking just outside the apartment door. The marketing term for that perk—"on suite sky garage"—could spark a class war all on its own.

## 245 Tenth Avenue

Della Valle Bonheimer  
Architectural ambitions collide with a cumbersome site, resulting in an ungainly building clad in diamond-pattern stamped steel and windows that look haphazardly, rather than inspirationally, arranged.

## New Architectural Projects Along The High Line

WEST 19TH

WEST 23RD

WEST 34TH



**Thank You**

**Any  
Questions?**

