



# HIGH LINE TIMELINE 2000-2010

This timeline consists of excerpts from articles posted on the Friends of the High Line's (FHL) website ([www.thehighline.org](http://www.thehighline.org)) between 2001 and 2010. The collected articles do not claim to exhaust the organization's attitudes and opinions on the High Line, but suggest ways in which the Friends of the High Line have framed their media coverage and positions. The excerpts are arranged in chronological order to provide an overview of developments in the High Line's design and construction.

\*All text below is either directly excerpted from articles or paraphrased, unless noted otherwise.

## Prologue

The High Line was completed in 1934 as part of Robert Moses' West Side Improvement, one of the largest public-private projects ever undertaken in the city, and which included the construction of the West Side Highway.<sup>1</sup> Involving the New York Central Railroad Co. and the city and state of New York, the West Side Improvement Project was a costly \$150 million (equivalent to \$2 billion in today's dollars).<sup>2</sup> In 1992, the federal government issued a demolition order – an outcome sought by Chelsea Property Owners, a coalition of commercial property owners along the High Line – but failure to agree on the party responsible for associated costs stalled the demolition process from moving forward.<sup>3</sup> In October 1999, Friends of the High Line was formed by the writer Joshua David and the painter Robert Hammond, who met at a community meeting about the High Line.<sup>4</sup>

1 J.A. Lobbia, "One Track Mind," Village Voice, 2 Jan. 2001, [http://www.thehighline.org/press/articles/122701\\_voice](http://www.thehighline.org/press/articles/122701_voice) (accessed 30 May 2010).

2 Julie V. Iovine, "All Aboard the High Line," Wall Street Journal, 23 Jun. 2009, [http://www.thehighline.org/press/articles/062309\\_wsj](http://www.thehighline.org/press/articles/062309_wsj) (accessed 30 May 2010).

3 J.A. Lobbia, "One Track Mind."

4 Thomas de Monchaux, "How Everyone Jumped Aboard a Railroad to Nowhere," New York Times, 8 May 2005, [http://www.thehighline.org/press/articles/050805\\_nytimes](http://www.thehighline.org/press/articles/050805_nytimes) (accessed 30 May 2010).

This is part of the collaborative project Parallel Lines

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Special Thanks to: June Brown, Matthew Buckingham, Elspeth Gilmore, Christina Hanhardt, Thomas Lax, Zoe Leonard, Simon Leung, Dean Maccannell, Patty Heffley, Sergio Muñoz Sarmiento, Michael Sorkin, Mike Soto, Elizabeth Soychak, Jay Toole, Jordan Troeller

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FHL board member Mario Palumbo comments: “If the High Line comes down, it’s a one-time bonanza for all of them [Chelsea Property Owners].”<sup>5</sup> Robert Hammond says the group does not oppose development, as the High Line’s public reuse could assist development and increase property values.<sup>6</sup>

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<sup>5</sup> J.A. Lobbia, “One Track Mind.”  
<sup>6</sup> Ibid.

FHL holds a benefit auction at the Mary Boone Gallery, featuring works by artists such as Christo, Alexis Rockman and Tom Sachs,<sup>7</sup> as well as the photographs by Joel Sternfeld. Sternfeld, prompted by the FHL, has photographed the High Line since March 2000,<sup>8</sup> describing it as a “ruin, [...] a true working landscape and an artifact” and comparing its rails to a rural experience “so tranquil and so peaceful and so calming that it just became my sanctuary.”<sup>9</sup> The High Line is still closed to the public.

At an FHL meeting, Dorothea Macalduff recalls that hundreds of homes [640, a church and two schools] were torn down to build the High Line.<sup>12</sup>

Exhibition of High Line photographs by Sternfeld opens at the Pace Wildenstein Gallery.<sup>10</sup>

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The New York City Council, Manhattan Borough President C. Virginia Fields, six Chelsea residents, and FHL file a lawsuit disputing the lawfulness of the 1992 demolition ruling.<sup>11</sup>

Exhibition of High Line photographs by Joel Sternfeld opens at Pace/MacGill Gallery. Sternfeld signs copies of the publication of his photographs, *Walking the High Line*, at the reception.<sup>13</sup>

The Giuliani administration officials reach an agreement with CSX to have the line demolished.<sup>14</sup>

<sup>7</sup> Steven Vincent, “Art Dealers Join Battle to Save the High Line,” *Art Newspaper* (2002), [http://www.thehighline.org/press/articles/000002\\_artnewspaper](http://www.thehighline.org/press/articles/000002_artnewspaper) (accessed 30 May 2010).

<sup>8</sup> Thomas de Monchaux, “How Everyone Jumped Aboard a Railroad to Nowhere.”

<sup>9</sup> “A World Above,” 2002 episode of *New York Voices* (Thirteen/WNET), [http://www.thehighline.org/press/articles/000002\\_thirteen](http://www.thehighline.org/press/articles/000002_thirteen) (accessed 30 May 2010).

<sup>10</sup> <http://www.thehighline.org/newsletters/101801.html>

<sup>11</sup> Elizabeth Brennan, “Judge Rules Against Demolition Plans for New York’s Historic Elevated Rail,” *Preservation*, 14 Mar. 2002, [http://www.thehighline.org/press/articles/031402\\_preservation](http://www.thehighline.org/press/articles/031402_preservation) (accessed 30 May 2010).

<sup>12</sup> J.A. Lobbia, “One Track Mind.”

<sup>13</sup> <http://www.thehighline.org/newsletters/112701.html>

<sup>14</sup> Michael Killeen, “Seven to Save,” *Metropolis* (2002), [http://www.thehighline.org/press/articles/020802\\_metropolis](http://www.thehighline.org/press/articles/020802_metropolis) (accessed 30 May 2010).

Bloomberg assumes office as the Mayor of New York City.

The Design Trust for Public Space publishes "Reclaiming The High Line," the results of its twelve-month study that explores possible re-use scenarios for the High Line. The publication features an introduction by Mayor Bloomberg. In conjunction with the publication, an exhibition with the same name opens at the Municipal Art Society.<sup>15</sup>

Robert Hammond says of FHL: "Our mission is to preserve and reuse public space. [...] Rarely do you have the opportunity to have so much open space that passes through three different neighborhoods."<sup>19</sup>

Mayor Bloomberg announces that the City would undertake a four-month feasibility study of the potential reuse of the High Line as a public open space.<sup>20</sup>

FHL holds a press conference after the Preservation League of New York State announces its support for the preservation of the High Line.<sup>16</sup>

Reporter Philip Nobel writes, "Consider what will be lost when the High Line is made safe for flânerie, when the thing itself survives but lives on only between quotation marks: not its function, but something very close to its soul."<sup>21</sup>

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The National Endowment for the Arts grants FHL a \$30,000 award to fund a design competition.<sup>17</sup>

A New York state supreme court judge ruled that the city's Surface Transportation Board's plans to demolish the High Line, "undertaken in violation of 'lawful procedure,'" must undergo a review process.<sup>18</sup>

<sup>15</sup> <http://www.thehighline.org/newsletters/101801.html>

<sup>16</sup> Michael Killeen, "Seven to Save," *Metropolis* (2002), [http://www.thehighline.org/press/articles/020802\\_metropolis](http://www.thehighline.org/press/articles/020802_metropolis) (accessed 30 May 2010).

<sup>17</sup> *Ibid.*

<sup>18</sup> Elizabeth Brennan, "Judge Rules Against Demolition Plans for New York's Historic Elevated Rail," *Preservation*, 14 Mar. 2002, [http://www.thehighline.org/press/articles/031402\\_preservation](http://www.thehighline.org/press/articles/031402_preservation) (accessed 30 May 2010).

<sup>19</sup> *Ibid.*

<sup>20</sup> "A World Above."

<sup>21</sup> Philip Nobel, "High Life on the Highline," *Metropolis* (May 2002), [http://www.thehighline.org/press/articles/050102\\_metropolis](http://www.thehighline.org/press/articles/050102_metropolis) (accessed 30 May 2010).

Martha Stewart, whose Starrett-Lehigh building offices overlook the High Line, is host of an FHL benefit with Edward Norton.<sup>22</sup>

The Bloomberg Administration requests a certificate of interim rail use from the Federal Surface Transportation Board, to preserve the route as a distinctly urban stretch in the national rails-to-trails network. The City offers to assume full responsibility for managing right-of-way and legal liability, in exchange for establishing an interim trail use.<sup>23</sup>

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Reporter Anne Schwartz commends Mayor Bloomberg for being “willing to consider new and unconventional ideas” and taking the “side of the visionaries who imagine a new type of open space in New York City.”<sup>24</sup>

<sup>22</sup> Thomas de Monchaux, “How Everyone Jumped Aboard a Railroad to Nowhere.”  
<sup>23</sup> David W. Dunlap, “On West Side, Rail Plan Is Up And Walking,” New York Times, 22 Dec. 2002, [http://www.thehighline.org/press/articles/122202\\_nytimes](http://www.thehighline.org/press/articles/122202_nytimes) (accessed 30 May 2010).  
<sup>24</sup> Anne Schwartz, “High Line Reversal,” Gotham Gazette (December 2002) [http://www.thehighline.org/press/articles/122402\\_gothamgazette](http://www.thehighline.org/press/articles/122402_gothamgazette) (accessed 30 May 2010).

The High Line redevelopment is endorsed by the Bloomberg administration as a part of its tentative plans for the redevelopment of the far West Side.<sup>25</sup>

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<sup>25</sup> "High Line Design Competition," New York Construction (April 2003), [http://www.thehigh-line.org/press/articles/040103\\_nyconstruction](http://www.thehigh-line.org/press/articles/040103_nyconstruction) (accessed 30 May 2010).

The City Council speaker Gifford Miller says that New York is committed to spending \$15.75 million over the next four years to turn the High Line into a park or public space.<sup>26</sup> Miller is a college classmate of Robert Hammond.<sup>27</sup> He reportedly has a photo of the High Line hanging in his home.<sup>28</sup>

FHL hosts a fundraiser and exhibition at Grand Central Terminal featuring the results of a conceptual redesign competition. Among the 720 design entries from 38 countries were a sculpture garden, a very long lap pool, and an amusement park featuring a campground and roller coaster.<sup>29</sup>

The city's rezoning plan ends at 30th Street, leaving unclear the fate of the remaining section concluding at 34th Street, a section that is potentially part of Mayor Bloomberg's plan to redevelop the West Side rail yards. A preliminary estimate for conversion of the line south of 30th Street is set at \$60 million, and privately funded in part. Robert Hammond comments, "It would create a High Line district, just like Gramercy Park. [...] It would knit three areas together."<sup>33</sup>

The Department of City Planning announces that it will allow land owners under the High Line to sell air rights to residential developers along 10th and 11th Avenues, to ease the railway's renovation into an elevated promenade park. The city considers a bonus package paying property owners for building staircases or elevators to the High Line, in exchange for the right to develop property below it.<sup>34</sup>

Reporter Kenneth Jackson suggests the High Line "could become a public open space of an altogether different sort, a place that celebrates density and diversity, that shows us how nature can persevere in even the grittiest circumstances, that enables us to understand history not through a book or through a movie but through our own eyes" and cites the Promenade Plantée in Paris as a greenspace precedent.<sup>37</sup>

Choire Sicha reports concerns over Chelsea's mostly low-middle-income residents, where "90 percent of kids here are on a public lunch program," and notes the City's efforts to build affordable housing, while zoning retentions "could be considered to make a de facto historical gallery district out of a neighborhood only really occupied by the galleries since 1997."<sup>38</sup>

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New York State Assembly Member Richard Gottfried announces a \$50,000 funding commitment to the development of the High Line.<sup>30</sup>

Reports claim that many New Yorkers do not know of the High Line's existence.<sup>31</sup>

In the City's environmental-assessment statement, "Special West Chelsea District Rezoning," residential development as per the city's Reasonable Worst-Case Development Scenario is estimated at a total of 4,174 dwelling units in "elevator apartment buildings and lofts." The space for the number of low-to-moderate-income units is left blank.<sup>32</sup>

Reporter Winnie Hu highlights concerns by members of Manhattan Community Board 4, regarding "the proposed height of some of the buildings" and their request for assured and sufficient "housing at prices for lower- and middle-income people. City officials estimate that developers could set aside as much as a quarter of the new units at below market rates."<sup>36</sup>

Mayor Bloomberg unveils a special redevelopment area around the High Line. Zoning on the West Side between 10th and 11th Avenues and between 16th to 30th Streets will be changed from manufacturing and commercial uses to housing, allowing up to 4,200 units of new housing, primarily along the avenues. Development will be restricted to protect open views, and the low-lying warehouses occupied by art galleries.<sup>35</sup>

Hugh Hogan, director of the North Star Fund, points out the absence of monitoring mechanisms and standards over the distribution of green space in New York City, and the privileging of whiter and wealthier communities in this process. He cites that the Hudson River Park's cost of completion exceeds \$400 million, while new plans to create or renovate 13 parks in lower Manhattan will cost \$25 million, and pledges to develop Sunset Park at \$75,000 or provide playgrounds in Bushwick have yet to materialize.<sup>39</sup>

26 David W. Dunlap, "Millions Set For Public Space," New York Times, 10 July 2003, [http://www.thehighline.org/press/articles/071003\\_nytimes](http://www.thehighline.org/press/articles/071003_nytimes) (accessed 30 May 2010).

27 Thomas de Monchaux, "How Everyone Jumped Aboard a Railroad to Nowhere."

28 Cassi Feldman, "Friends in High Places," Citylimits.org (15 Dec. 2003), [http://www.thehighline.org/press/articles/010104\\_citylimits](http://www.thehighline.org/press/articles/010104_citylimits) (accessed 30 May 2010).

29 "Effort to Turn Old Rail Line Into 'Park in the Sky'" (1010 WINS, 19 Jul. 2003), [http://www.thehighline.org/press/articles/071703\\_1010wins](http://www.thehighline.org/press/articles/071703_1010wins) (accessed 30 May 2010).

30 ArchNewsNow, "Hopes are Ever Higher: Friends of the High Line and NYC Issue Request for Qualifications (RFQ) for High Line Master Plan," ArchNewsNow.com, 1 Mar. 2004, [http://www.thehighline.org/press/articles/030104\\_archnews](http://www.thehighline.org/press/articles/030104_archnews) (accessed 04 Jun. 2010).

31 David Teather, "High Hopes for the High Line," Guardian, 1 Aug. 2003, [http://www.thehighline.org/press/articles/080103\\_guardian](http://www.thehighline.org/press/articles/080103_guardian) (accessed 30 May 2010).

32 Choire Sicha, "Hanging Garden of Babble-On," New York Observer, 17 Nov. 2003, [http://www.thehighline.org/press/articles/111703\\_nyobserver](http://www.thehighline.org/press/articles/111703_nyobserver) (accessed 30 May 2010).

33 Graham Rayman, "High Line Decision May Fall to Feds," New York Newsday, 23 Sept. 2003, [http://www.thehighline.org/press/articles/092303\\_nynewsday](http://www.thehighline.org/press/articles/092303_nynewsday) (accessed 30 May 2010).

34 Anne Michaud, "City Announces High Line Plan," Crain's New York Business, 24 Sept. 2003, [http://www.thehighline.org/press/articles/092403\\_crains](http://www.thehighline.org/press/articles/092403_crains) (accessed 30 May 2010).

35 Winnie Hu, "City Unveils Plans to Turn Old Rail Line Into a Park," New York Times, 25 Sept. 2003, [http://www.thehighline.org/press/articles/092503\\_nytimes](http://www.thehighline.org/press/articles/092503_nytimes) (accessed 30 May 2010).

36 Ibid.

37 Kenneth T. Jackson, "From Rail to Ruin," New York Times, 2 Nov. 2003, [http://www.thehighline.org/press/articles/110203\\_nytimes](http://www.thehighline.org/press/articles/110203_nytimes) (accessed 30 May 2010).

38 Choire Sicha, "Hanging Garden of Babble-On."

39 Cassi Feldman, "Friends in High Places," Citylimits.org (15 Dec. 2003), [http://www.thehighline.org/press/articles/010104\\_citylimits](http://www.thehighline.org/press/articles/010104_citylimits) (accessed 30 May 2010).

\$500,000 in federal funds is committed to the development of the High Line in the 2004 Transportation Appropriations Bill, thanks to a successful request by Senators Charles Schumer and Hillary Rodham Clinton and Representative Jerrold Nadler.<sup>40</sup>

Shortlisted firms include: Field Operations with Diller Scofidio + Renfro; Zaha Hadid Architects; Steven Holl Architects; Latz + Partner with The Saratoga Associates; Rogers Marvel Architects with Gustafson Guthrie Nichol; OpenMeshWork.ORG: OpenOffice with Mesh Architectures and Work Architecture Company; and, TerraGRAM: Michael Van Valkenburgh Associates with D.I.R.T. Studio and Beyer Blinder Bells. The seven teams prepare detailed proposals for the line's conversion.<sup>43</sup> Half the jury consists of city agencies and half are named by FHL.<sup>44</sup>

FHL has about 6,000 supporters and a \$1 million annual budget. There is a staff of seven, a newsletter, a promotional video, website and an ambitious outreach program. The annual fundraiser hosted by Diane von Furstenberg and Edward Norton appears on New York's society pages. Robert Lee Hotz suggests, "Nostalgia for a vanishing manufacturing economy joins with post-modern artistic sensibilities and, driven by real estate speculation, blight becomes beauty."<sup>48</sup>

The High Line re-development plan is expected to provide over a million square feet of new residential and commercial development in West Chelsea.<sup>42</sup>

Representative Jerrold Nadler includes \$5 million for the High Line in the House version of a proposed six-year transportation bill.<sup>47</sup>

Teams responding to the RFP are asked to submit a master plan for the entire elevated railroad, construction drawings for a segment of the High Line, and their qualifications. FHL founder Joshua David describes this "open design process" as structured through regular open meetings by an advisory committee "with representatives of civic groups." The West Chelsea plan also allows property owners right-of-way for selling development rights.<sup>46</sup>

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In conjunction with the New York City Economic Development Corporation, FHL issues a Request for Qualifications for teams of architects, landscape architects, urban designers, engineers, horticulturists, and other professionals to be considered to design the High Line master plan. By August, a design team is to be selected. FHL and the City of New York are to run the design process together. An advisory committee representing community and public interests and elected officials are to consult with the selected design team on a regular basis as the master plan is developed.<sup>41</sup>

The Jets propose to tear down a segment of the north end of the High Line between 30th and 33rd Streets to reconstruct it as part of the proposed stadium. The proposed city-state-sponsored Hudson Yards redevelopment plan includes a public market around the Jets stadium.<sup>45</sup>

40 ArchNewsNow, "Hopes are Ever Higher: Friends of the High Line and NYC Issue Request for Qualifications (RFQ) for High Line Master Plan."

41 Ibid.

42 Barbara Jarvie, "High Line Design Plan Begins," GlobeSt.com, 3 Mar. 2004, [http://www.thehighline.org/press/articles/030404\\_globest](http://www.thehighline.org/press/articles/030404_globest) (accessed 30 May 2010).

43 Tony Illia, "Seven Teams Short-Listed To Redesign New York's High Line," Architectural Record, 26 Apr. 2004, [http://www.thehighline.org/press/articles/042604\\_archrecord](http://www.thehighline.org/press/articles/042604_archrecord) (accessed 30 May 2010).

44 Albert Amateau, "7 Design Teams Vie to Create High Line Plan," Villager, 28 Apr. 2004, [http://www.thehighline.org/press/articles/042804\\_villager](http://www.thehighline.org/press/articles/042804_villager) (accessed 30 May 2010).

45 Ibid.

46 Albert Amateau, "Design Teams Sought for High Line," Villager 73, no. 45, 10-16 March 2004, [http://www.thehighline.org/press/articles/031004\\_villager](http://www.thehighline.org/press/articles/031004_villager) (accessed 30 May 2010).

47 Albert Amateau, "7 Design Teams Vie to Create High Line Plan."

48 Robert Lee Holtz, "An Eden Above the City," Los Angeles Times, 15 May 2004, [http://www.thehighline.org/press/articles/latimes\\_051504](http://www.thehighline.org/press/articles/latimes_051504) (accessed 30 May 2010).

Four finalists in the design competition unveil their preliminary designs at the Center for Architecture. They are: Field Operations with Diller Scofidio + Renfro; Steven Holl Architects; TerraGram / Michael Van Valkenburgh Associates; Zaha Hadid Architects.<sup>49</sup>

The city increases its funding for the High Line to \$43.25 million through 2008.<sup>52</sup> City Council Speaker Gifford Miller estimates the total cost to rise from \$60 million to 100 million. Initial construction for the High Line's southern end is scheduled for November 2005, and completion in spring 2007.<sup>53</sup>

Estimates for the High Line's construction in 2006 are \$65 - \$100 million. The city commits \$16 million and Congress member Jerrold Nadler secures \$5 million in federal funds.

Mayor Bloomberg, local elected officials, FHL leaders, and state representatives, announce the joint application by the state and CSX to the federal State Surface Transportation Board, to transfer the rail line into the federal rail-banking program. Bloomberg's public address notes that the investment "will pay a handsome dividend in park and open space that will leverage added tax revenues of \$13 million a year."<sup>54</sup>

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Field Operations with Diller Scofidio + Renfro are selected to put together a master plan for the High Line. Architectural critic Nicolai Ouroussoff observes their proposal derives from "thoughtful, creative planning ideas—initiated at the grassroots level," offering a "virtually seamless flow between past and future realities, a blend of urban grit and cosmopolitan sophistication" and "a more measured alternative to the often brutal pace of gentrification."<sup>50</sup> The city planning office allows property owners below the High Line to transfer development rights to other neighboring sites. City planners envision incentives rewarding developers including High Line access, connecting commercial ventures to the gardens. Developer Marshall Rose and Frank Gehry propose a mixed-use development straddling the High Line; hotelier André Balazs negotiates for a site adjoining the High Line.<sup>51</sup>

49 Tom Topousis, "High Line: Sky's Limit," New York Post, 15 Jul. 2004, [http://www.thehighline.org/press/articles/071504\\_nypost](http://www.thehighline.org/press/articles/071504_nypost) (accessed 30 May 2010).

50 Nicolai Ouroussoff, "Gardens in the Air Where the Rail Once Ran," New York Times, 12 Aug. 2004, [http://www.thehighline.org/press/articles/081204\\_nytimes](http://www.thehighline.org/press/articles/081204_nytimes) (accessed 30 May 2010).

51 Ibid.

52 "City Ups High Line Funding, Names Designers," Crain's New York Business, 6 Oct. 2004, [http://www.thehighline.org/press/articles/100604\\_crainsny](http://www.thehighline.org/press/articles/100604_crainsny) (accessed 30 May 2010).

53 Martha T. Moore, "Elevated Railway in Manhattan to Become Park," USA Today, 6 Oct. 2004, [http://www.thehighline.org/press/articles/100704\\_usatoday](http://www.thehighline.org/press/articles/100704_usatoday) (accessed 30 May 2010).

54 Albert Amateau, "State and Owner Get Aboard the High Line Greenway Plan," Villager 74, no. 24, 13-19 Oct. 2004, [http://www.thehighline.org/press/articles/101304\\_villager](http://www.thehighline.org/press/articles/101304_villager) (accessed 30 May 2010).

The Museum of Modern Art exhibits preliminary designs for the High Line. The project's first public viewing is described as supplying "detailed analysis of the transformation and its technical and horticultural elements" while "keeping the spirit of the serendipitous and secret wild garden."<sup>55</sup>

Hotelier André Balasz hires Polshek Partners Architects to design a New York branch of his Standard luxury hotels using space beneath, above, and around the High Line. <sup>56</sup> Balazs compares the development around the High Line to "the transformation of Soho over the last fifteen years. [...] The galleries which are now in Chelsea will once again relocate, chasing the need for reasonable rents."<sup>57</sup>

Dia's Director Michael Govan defends the meat businesses staying in the Meatpacking District because of the "cool factor" of the meatpacking industry, the neighborhood's environment, and their low-rise facilitation of light for the galleries.<sup>60</sup>

Mayor Bloomberg's West Side Stadium project is defeated when two of Albany's leaders refused to approve the \$2.2 billion project.<sup>61</sup>

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Dia Art Foundation plans to move to a site at the High Line's entrance while maintaining the form of its exhibition program. Its opening is proposed for 2007, in conjunction with the High Line's first phase. The \$55 million move is pending approval by a public review and the city.<sup>59</sup>

The New York Times publishes a timeline on the development of the High Line.<sup>58</sup>

55 Ada Louise Huxtable, "Down-to-Earth Masterpieces Of Public Landscape Design," Wall Street Journal, 4 May 2005, [http://www.thehighline.org/press/articles/050405\\_wsj](http://www.thehighline.org/press/articles/050405_wsj) (accessed 30 May 2010).

56 Robin Pogrebin, "Designers Detail an Urban Oasis 30 Feet Up," New York Times, 19 Apr. 2005, [http://www.thehighline.org/press/articles/041905\\_nytimes](http://www.thehighline.org/press/articles/041905_nytimes) (accessed 30 May 2010).

57 Alexandra Lange, "High Line in 2016," New York Magazine, 2006, [http://www.thehighline.org/press/articles/060506\\_nymag](http://www.thehighline.org/press/articles/060506_nymag) (accessed 30 May 2010).

58 Thomas de Monchaux, "How Everyone Jumped Aboard a Railroad to Nowhere."

59 Carol Vogel, "Dia Art Foundation Plans an Upscale Move," New York Times, 9 May 2005, [http://www.thehighline.org/press/articles/050905\\_nytimes](http://www.thehighline.org/press/articles/050905_nytimes) (accessed 30 May 2010).

60 Lincoln Anderson, "Instead of Meat, High Line Will Offload Artistas at Dia Museum," Villager, 74, no. 54, 18-24 May 2005, [http://www.thehighline.org/press/articles/051905\\_villager](http://www.thehighline.org/press/articles/051905_villager) (accessed 30 May 2010).

61 Tom De Kay, "How Does Your Urban Garden Grow?" New York Times, 16 Apr. 2006, [http://www.thehighline.org/press/articles/041606\\_nytimes](http://www.thehighline.org/press/articles/041606_nytimes) (accessed 30 May 2010).

Hillary Clinton celebrates the congressional passage of the federal transportation bill, which includes an \$18 million allocation for the High Line.

Stephan Zoukis and Irwin Cohen, partners in the Chelsea Market, hire Gwathmey Siegel & Associates Architects to explore adding a residential component to the popular shopping complex. Restaurants by Mr. Morimoto, Joseph and Lidia Bastianich and Mr. Colicchio are scheduled to open near the Chelsea Market. One 10th Avenue and 16th and 17th, Related Companies and Taconic Investment Partners plan a 23-story tower with 200 condos and 250 rentals, with stores on the 10th Avenue side. Related considers development at 30th Street and 10th Avenue. Edison Properties and Robert A.M. Stern architects confirm two mixed commercial and residential buildings, with controversial heights double most of the other new projects. The Jean Nouvel building by Alf Naman and Cape Advisors, is to be at 11th Avenue and 19th Street and Tamarkin Architects P.C. plans a 12-story condo tower on 10th Avenue and 19th Street, once the site of a driving school. General Theological Seminary has proposed a 17-story residential tower on 9th Avenue. On 23rd Street, and 11th Avenues, Alf Naman plans a 12-story apartment building, in front of small galleries and a retail complex and plans a 12-story residential building on the north side of 24th Street. Recent sales of new apartments in the area include \$2.7 million for a triplex penthouse in the Chelsea Club, on West 19th Street near 10th Avenue, and \$3.65 million for one of four penthouses at the 14-story Vesta 24. Sites for the affordable-housing units have not yet been determined but will be designed for a broad swath of working people, not just the poorest of the poor, according to Lee Compton, chairman of Community Board 4. Those remaining are isolated in public housing, like the Fulton Houses on 9th Avenue.<sup>65</sup>

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The Kitchen and FHL host a block party on 19th Street between 10th and 11th Avenues to benefit the High Line.<sup>62</sup>

Michael Bloomberg announces that CSX donated the High Line to the City of New York. Construction of the first segment of to the High Line may begin during early 2006, with a projected public opening in 2008.<sup>64</sup>

The title transfer and the trail-use agreement – the final legal steps necessary to transform the High Line –are concluded.<sup>63</sup>

62 Thomas de Monchaux, "Fine Lines," Artforum.com, 24 Sept. 2005, [http://www.thehighline.org/press/articles/092405\\_artforum](http://www.thehighline.org/press/articles/092405_artforum) (accessed 30 May 2010).

63 Albert Amateau, "Railroad and City Hook Up High Line Transfer Deal," Villager 75, no. 27, 23-29 Nov. 2005, [http://www.thehighline.org/press/articles/112305\\_villager](http://www.thehighline.org/press/articles/112305_villager) (accessed 30 May 2010).

64 Ibid.

65 Claire Wilson, "Turning the High Line Into ... the High Life," New York Times, 18 Dec. 2005, [http://www.thehighline.org/press/articles/121805\\_nytimes](http://www.thehighline.org/press/articles/121805_nytimes) (accessed 30 May 2010).

As construction is about to begin on the High Line, budget allocations are updated: “Currently, \$84 million in public funds—\$62 million from the city and \$22 million from federal sources—has been appropriated for the entire project.”<sup>66</sup>

As Mayor Bloomberg breaks ground on the High Line, the press reports 27 major developments planned in the High Line area. Deputy Mayor Dan Doctoroff states that the High Line rezoning created “20,000 units of new housing, a quarter of it affordable.”<sup>69</sup>

With the help of actors Kevin Bacon and Edward Norton, FHL raised \$60 million, including a \$5 million gift from Barry Diller and Diane von Furstenberg. FHL’s funds now total \$130 million. An additional \$40 million, excluding funds for maintenance and operation, is required.<sup>68</sup>

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Dia Art Foundation announces the resignation of Director Michael Govan. The foundation’s High Line plans remain on course pending negotiations for a lease on a city-owned site at 820 Washington Street.<sup>67</sup>

66 Albert Amateau, “Initial Work on High Line Park’s South End to Begin Next Month,” Villager 75, no. 36, 25-31 Jan. 2006, [http://www.thehighline.org/press/articles/012606\\_villager](http://www.thehighline.org/press/articles/012606_villager) (accessed 30 May 2010).

67 Russell Berman, 10 Feb. 2006, “Dia’s High Line Designs Moving Ahead, Despite Foundation Chief’s Departure,” New York Sun, [http://www.thehighline.org/press/articles/021306\\_nysun](http://www.thehighline.org/press/articles/021306_nysun) (accessed 30 May 2010).

68 Amy Aimmer, “High Line Gets A-Rolling,” Metro New York, 11 Apr. 2006, [http://www.thehighline.org/press/articles/041106\\_metro](http://www.thehighline.org/press/articles/041106_metro) (accessed 30 May 2010).

69 Albert Amateau, “High Line Park Achieves Liftoff with a Rail Lifting,” Villager 75, no. 47, 12-18 Apr. 2006, [http://www.thehighline.org/press/articles/041206\\_villager](http://www.thehighline.org/press/articles/041206_villager) (accessed 30 May 2010).

FHL unveils a study showing that the use of the northern section of the line unprotected by new zoning laws, and potentially torn down for the Hudson Yards projects, could generate an extra \$174 million for the city and the MTA.<sup>72</sup>

New York Magazine runs a feature on the Whitney's plan for the High Line site.<sup>71</sup>

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Dia Art Foundation retracts its plans to build a new museum at the base of the High Line. Reports indicate the Whitney Museum's interest in the site.<sup>70</sup>

<sup>70</sup> Carol Vogel, "Dia Art Foundation Calls Off Museum Project," New York Times, 25 Oct. 2006, [http://www.thehighline.org/press/articles/102506\\_nytimes](http://www.thehighline.org/press/articles/102506_nytimes) (accessed 30 May 2010).

<sup>71</sup> Mark Stevens, "Chelsea Morning," New York Magazine, 10 Nov. 2006, [http://www.thehighline.org/press/articles/110906\\_nymagazine](http://www.thehighline.org/press/articles/110906_nymagazine) (accessed 30 May 2010).

<sup>72</sup> Tom Topousis, "Rail Shot at Prosperity: High Line Plan a \$174M Boost," New York Post, 8 Dec. 2006, [http://www.thehighline.org/press/articles/120906\\_nypost](http://www.thehighline.org/press/articles/120906_nypost) (accessed 30 May 2010).

New York Magazine suggests that the re-branding of the restaurants, bars, lounges, a ballroom and festival around the High Line, aligns itself with the park. Real estate values are expected to inflate 12-15% all across the neighborhood: retail, commercial, residential. Adam Sternberg describes the paradox of the High Line's development: "the High Line—the one that Sternfeld photographed, the one that sparks that reliable hallelujah moment in the hearts of one goggle-eyed visitor after another—isn't being saved at all. [...] To rally initial support, [Hammond and Sternfeld] had to convince people that the High Line was worth preserving in the first place, and they did so with Sternfeld's bucolic images of an untouched pasture in the sky. [...] As for the rest of the view, you can expect a veritable Disneyland of starchitecture. [...] What you'll get, in other words, is a thoughtfully conceived, beautifully designed simulation of the former High Line."<sup>73</sup>

FHL co-founder Joshua David announces FHL's evolution from an advocacy group to a conservancy charged with programming and maintaining the High Line.<sup>74</sup>

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FHL host their 7th annual summer benefit, drawing attendees from the fields of art, architecture, real estate, media, and entertainment, and raising over \$2 million.<sup>76</sup>

The city and state officials unveil new plans for a 26-acre complex of residential and commercial towers atop the Hudson Rail Yards, which include a possibility of retaining the High Line on the site.<sup>75</sup>

<sup>73</sup> Adam Sternbergh, "The High Line: It Brings Good Things to Life," *New York Magazine*, 30 Apr. 2007, [http://www.thehighline.org/press/articles/043007\\_nymag\\_whole/index.html](http://www.thehighline.org/press/articles/043007_nymag_whole/index.html) (accessed 30 May 2010).

<sup>74</sup> Joshua David, "'Park in Sky' Really Taking Off, to Open Next Year," *Villager* 76, no. 40, 8 Feb. 2007, [http://www.thehighline.org/press/articles/020807\\_villager](http://www.thehighline.org/press/articles/020807_villager) (accessed 30 May 2010).

<sup>75</sup> Eliot Brown, "New Plans for Hudson Yards Feature High Rises, High Line," *The New York Sun*, 9 May 2007, [http://www.thehighline.org/press/articles/050907\\_nysun](http://www.thehighline.org/press/articles/050907_nysun) (accessed 30 May 2010).

<sup>76</sup> Nola Weinstein, "Living the High Line Life," *Fashion Week Daily*, 21 Jun. 2007, [http://www.thehighline.org/press/articles/062107\\_fashionweekdaily](http://www.thehighline.org/press/articles/062107_fashionweekdaily) (accessed 30 May 2010).

City, state, and federal funding account for \$120 million of the project's \$170 million price tag. FHL raised \$20 million toward the balance. To complete the park's second section, the group must raise an additional \$30 million.<sup>77</sup> The High Line renovation is reported to spur \$900 million in new residential and commercial development. Hammond estimates it will generate \$260 million in tax revenues over the next 20 years.<sup>78</sup>

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<sup>77</sup> Tom Topousis, "Decks, Marshes & Trees Set for High Line," *New York Post*, 12 Nov. 2007, [http://www.thehighline.org/press/articles/111207a\\_nypost](http://www.thehighline.org/press/articles/111207a_nypost) (accessed 30 May 2010).

<sup>78</sup> Tom Topousis, "It's One El of a Park," *New York Post*, 12 Nov. 2007, [http://www.thehighline.org/press/articles/111207b\\_nypost](http://www.thehighline.org/press/articles/111207b_nypost) (accessed 30 May 2010).

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Plans for the Downtown branch of the Whitney Museum of American Art, to be built at the southern end of the High Line on Gansevoort Street, are submitted. A proposed 175-foot-tall museum designed by Renzo Piano wins a unanimous recommendation from Community Board 2 after the board's Zoning and Housing Committee passes a resolution thanking the Whitney for "starting this project by establishing a strong relationship with the surrounding community."<sup>79</sup>

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The High Line is scheduled to open in December 2008 with one third of the original tracks replaced to remind visitors of the line's original use.<sup>80</sup>

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<sup>79</sup> Albert Amateau, "Excitement's High as High Line Chugs Toward Opening," Villager, 16 Jul. 2008, [http://www.thehighline.org/press/articles/071608\\_villager](http://www.thehighline.org/press/articles/071608_villager) (accessed 30 May 2010).

<sup>80</sup> Ibid.

“What I love about the High Line is that it offers the pedestrian an experience akin to a train ride, because it meanders through places you ordinarily can’t go,” writes Reporter Karrie Jacobs, describing the High Line’s elevation as “voyeur height rather than spectacle height. It immerses you in the city instead of elevating you above it.”<sup>83</sup>

Jacobs lists the architects, whose buildings recently sprung up around the High Line, asking, “Is the High Line responsible for this creative efflorescence?” If not entirely, “it certainly seems to figure prominently in the imaginations of those who finance and market condos.” FHL’s Robert Hammond adds, “These are the things we hoped would happen,” citing his theory that the High Line will define its neighborhood in much the way that Gramercy Park did.<sup>84</sup>

Jacobs compares the High Line to Park Avenue, “which was formed at the end of the 19th century when a lid was constructed over the dirty, noisy railroad tracks. [...] Park Avenue, which became the 20th century’s best address, is perhaps the original example of urban alchemy: from blight to bling. [...] It suggests unlimited opportunities for transforming eyesores into assets, for radical adaptive reuse.”<sup>85</sup>

The High Line’s first section opens. The first two sections of the High Line cost \$152 million, \$44 million of which was raised by FHL.<sup>81</sup>

Mayor Bloomberg announces that the city is finalizing a land sale contract with the Whitney Museum for its satellite location near the High Line.<sup>82</sup>

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Reporter Julie V. Lovine writes of her experience on the High Line that it “feels more like a trendy restaurant than a public park. While places to sit abound, trash cans do not.”<sup>86</sup>

“The High Line looks up in answer to the question: where can we find more public space?,” writes reporter Anjuli Ayer, “It’s impossible to walk the length of the park and not imagine the vastness of naked rooftops covering our city that could be cultivated to similar success, making the issues of public versus private space mostly irrelevant.”<sup>87</sup>

<sup>83</sup> Karrie Jacobs, “Beyond the Hype,” *Metropolis Magazine*, 17 June 2009, [http://www.thehighline.org/press/articles/061709\\_metropolis](http://www.thehighline.org/press/articles/061709_metropolis) (accessed 30 May 2010).

<sup>84</sup> *Ibid.*

<sup>85</sup> *Ibid.*

<sup>86</sup> Julie V. Iovine, “All Aboard the High Line,” *Wall Street Journal*, 23 June 2009, [http://www.thehighline.org/press/articles/062309\\_wsj](http://www.thehighline.org/press/articles/062309_wsj) (accessed 30 May 2010).

<sup>87</sup> Anjuli Ayer, “The High Line: Think, Reuse, Grow Up,” *Huffington Post*, 28 June 2009, [http://www.huffingtonpost.com/anjuli-ayer/the-high-line-think-reuse\\_b\\_220793.html](http://www.huffingtonpost.com/anjuli-ayer/the-high-line-think-reuse_b_220793.html) (accessed 30 May 2010).

The High Line draws 3,000-15,000 daily visitors on weekdays and 18,000-20,000 on weekends.<sup>88</sup>

The Standard reportedly attracts people hoping for a glimpse of the racy displays in the huge plate-glass room windows of the hotel, which seeks out exhibitionist guests by promoting itself as a sleek sex palace. A notice on its blog reads: “And now, the floor-to-ceiling glass windows overlooking the High Line at the Standard New York offer direct views to your most intimate moments.”<sup>89</sup>

“Despite the fears and anxieties of many (including me) that rapacious developers would transform the High Line into a glorified mall, it has already become [...] one of the most beloved public spaces in New York,” writes Nicolai Ouroussoff, adding that the park is proof “that an alliance of government officials, activists, architects and landscape designers can sometimes influence a city as much as big-money developers.”<sup>91</sup>

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Reporter Guy Martin refers to the High Line as “New York’s flaneur mile.”<sup>90</sup>

88 Diane Cardwell, “For High Line Visitors, Park Is a Railway Out of Manhattan,” *New York Times*, 21 July 2009, [http://www.thehighline.org/press/articles/072109\\_nytimes](http://www.thehighline.org/press/articles/072109_nytimes) (accessed 30 May 2010).

89 Ibid.

90 Guy Martin, “New York’s Hanging Gardens,” *Observer*, 8 Nov. 2009, [http://www.thehighline.org/press/articles/110809\\_guardian](http://www.thehighline.org/press/articles/110809_guardian) (accessed 30 May 2010).

91 Nicolai Ouroussoff, “A Few Triumphs Pierce the Clouds of a Bleak Time,” *New York Times*, 17 Dec. 2009, [http://www.thehighline.org/press/articles/122009\\_nytimes](http://www.thehighline.org/press/articles/122009_nytimes) (accessed 30 May 2010).

High Line's middle section, between 20th and 30th Streets, is currently under construction. The fate of the northern section was decided last year when The Related Companies, the developer of the rail yards designated by the Metropolitan Transportation Authority, agreed to preserve the structure. The seven-month uniform land use review procedure, or ULURP, begins. This process is a necessary step for the city in acquiring the northern third of the High Line, above West 30th Street, which is still owned by CSX.<sup>92</sup>

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<sup>92</sup> Albert Amateau, "City Gets the Process Rolling to Control High Line's Last Leg," *Villager* 79, no. 35 (3-9 Feb. 2010), [http://www.thehighline.org/press/articles/020310\\_villager](http://www.thehighline.org/press/articles/020310_villager) (accessed 30 May 2010).

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