



Diller Scofidio + Renfro
The High Line

THE HIGH LINE: PUBLIC PARK ON ELEVATED RAILROAD IN MANHATTAN

Posted on July 11, 2022 by xavigonzalez



Categories: [Contributors](#), [Densities](#), [Diller Scofidio + Renfro](#), [Energy and sustainability](#), [Formats](#), [Low Density](#), [Project](#), [Territory and mobility](#), [Topics](#)

Tags: [Adaptive reuse](#), [Architecture&nature](#), [Community](#), [Concrete](#), [Design strategies](#), [Greenery](#), [New York](#), [Post-industrial Landscape](#), [Project](#), [Public Space](#), [Shelter](#), [Soft mobility](#), [Sustainability](#), [Transformation](#), [Urban infrastructure](#), [USA](#), [Walking](#)

urbanNext Lexicon

The High Line: Public Park on Elevated Railroad in Manhattan

<https://urbannext.net/the-high-line-public-park-on-elevated-railroad-in-manhattan/>

Designed in collaboration with James Corner Field Operations and Piet Oudolf, The High Line is a 1.5-mile long public park built on an abandoned elevated railroad stretching from the Meatpacking District to the Hudson Rail Yards in Manhattan.

ISSN : 2575-5374

urbanNext Lexicon

The High Line: Public Park on Elevated Railroad in Manhattan
<https://urbannext.net/the-high-line-public-park-on-elevated-railroad-in-manhattan/>



ISSN : 2575-5374

urbanNext Lexicon

The High Line: Public Park on Elevated Railroad in Manhattan
<https://urbannext.net/the-high-line-public-park-on-elevated-railroad-in-manhattan/>



ISSN : 2575-5374

urbanNext Lexicon

The High Line: Public Park on Elevated Railroad in Manhattan
<https://urbannext.net/the-high-line-public-park-on-elevated-railroad-in-manhattan/>



Design

Through a strategy of agritecture—part agriculture, part architecture—the High Line surface is digitized into discrete units of paving and planting which are assembled along the 1.5 miles into a variety of gradients from 100% paving to 100% soft, richly vegetated biotopes. The paving system consists of individual pre-cast concrete planks with open joints to encourage emergent growth like wild grass through cracks in the sidewalk. The long paving units have tapered ends that comb into planting beds creating a textured, “pathless” landscape where the public can meander in unscripted ways. The design addresses a multitude of civic issues: reclamation of unclaimed public space, adaptive reuse of outmoded infrastructure, and preservation as a strategy for sustainability. The park

ISSN : 2575-5374

accommodates the wild, the cultivated, the intimate, and the social.



Post Occupancy

The High Line opened to the public in sections, starting in 2009, with phased openings in 2011, 2014, and 2019. From New York City's investment of \$115 million USD, the High Line has stimulated over \$5 billion USD in urban development and created 12,000 new jobs. Initially imagined as a singular, idiosyncratic, local solution, last year the High Line drew 8 million visitors and has "gone viral" as a global development model: over one hundred cities worldwide have been inspired to transform their obsolete urban infrastructure into public parks.

urbanNext Lexicon

The High Line: Public Park on Elevated Railroad in Manhattan
<https://urbannext.net/the-high-line-public-park-on-elevated-railroad-in-manhattan/>



ISSN : 2575-5374

