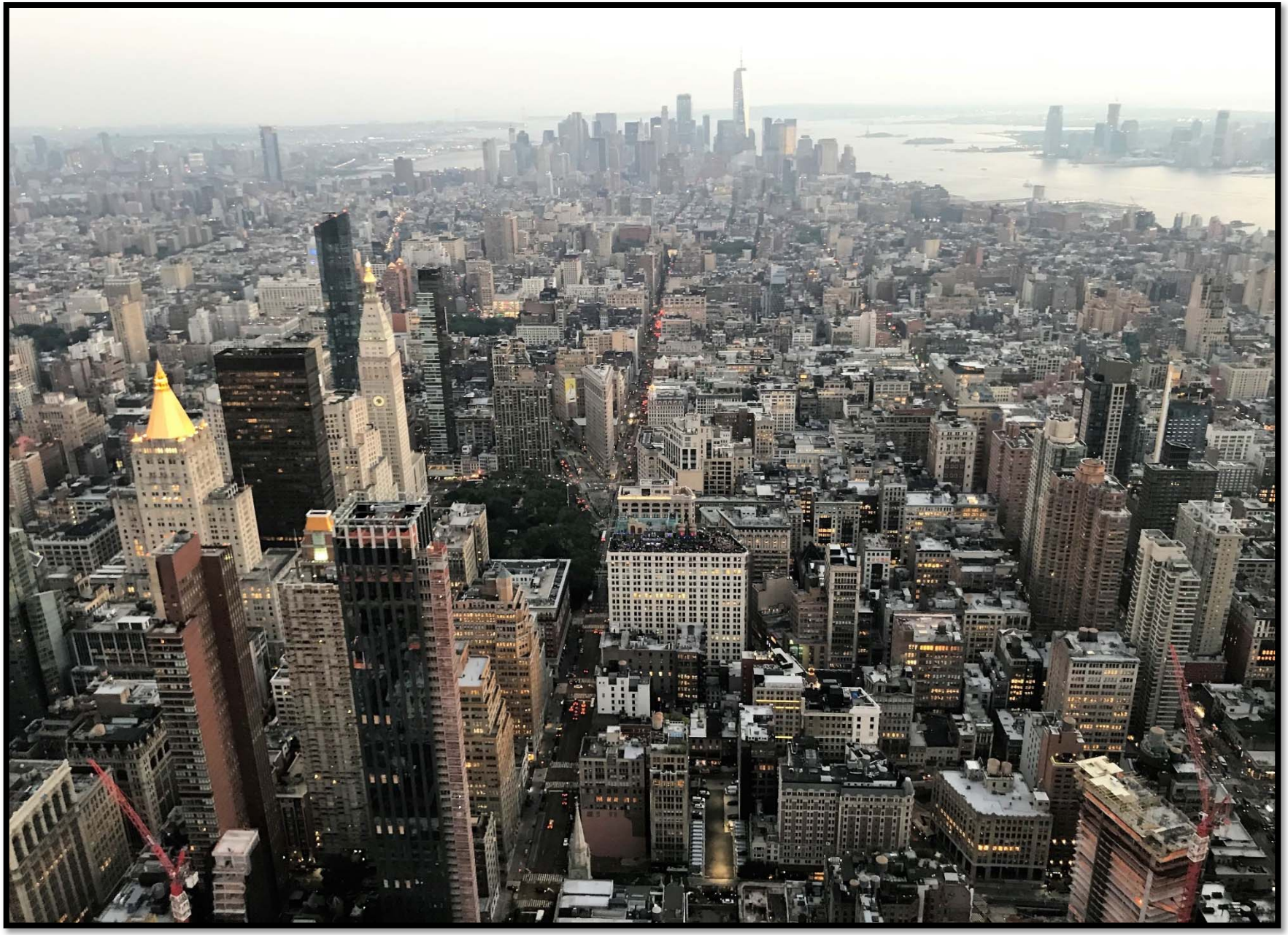
Stati Uniti
Agosto/Settembre 2018



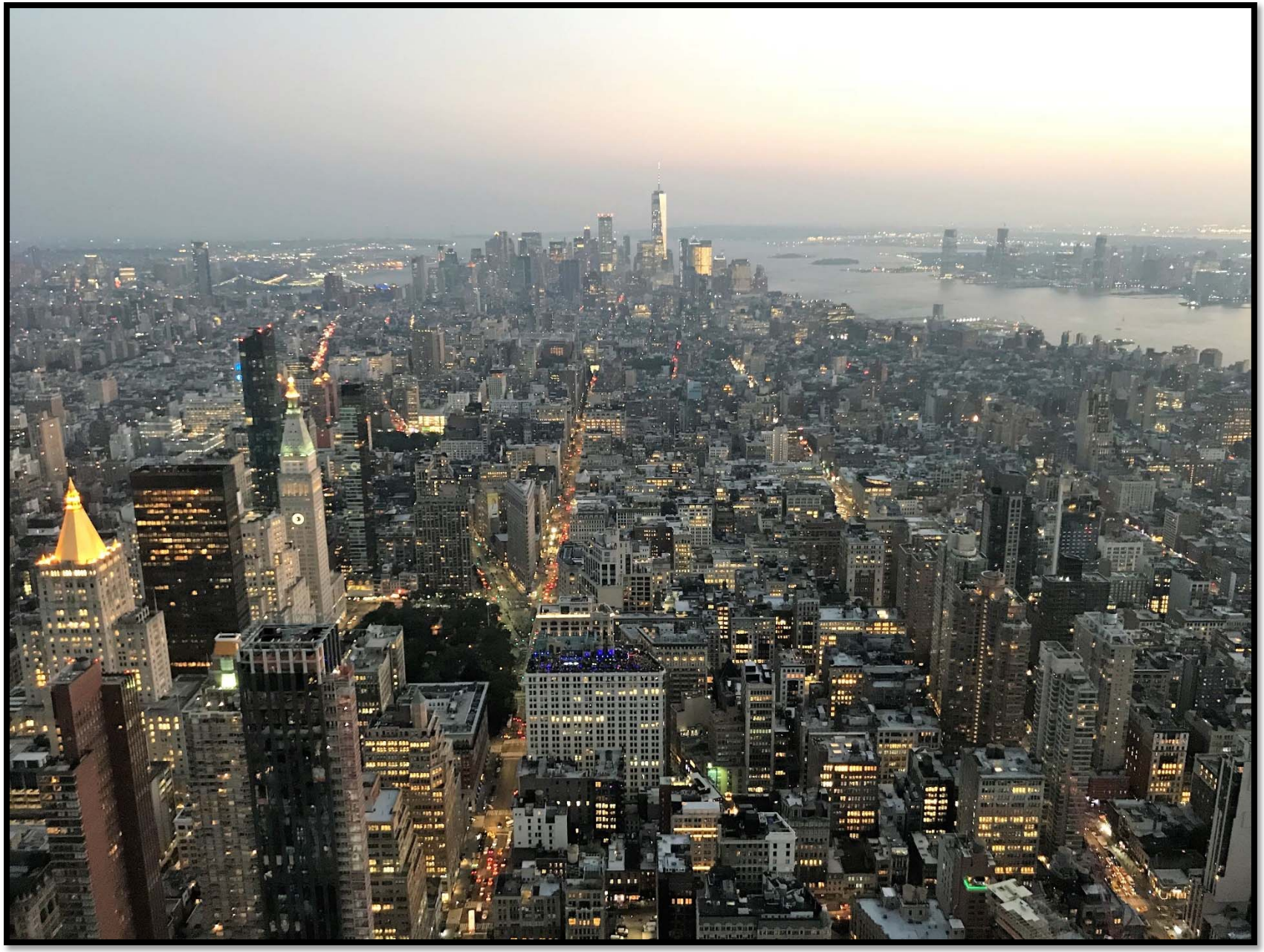


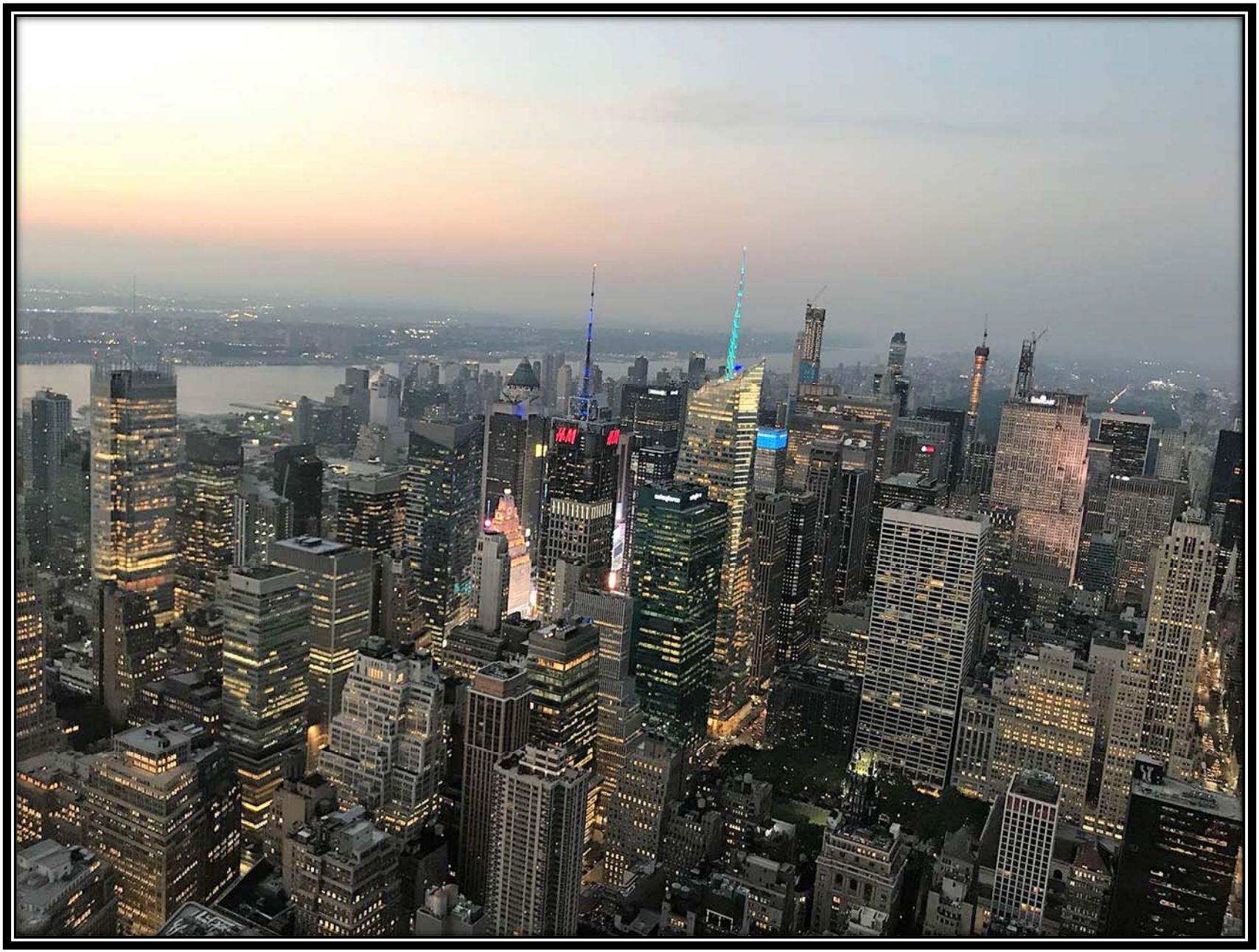


Dall'Empire State Building



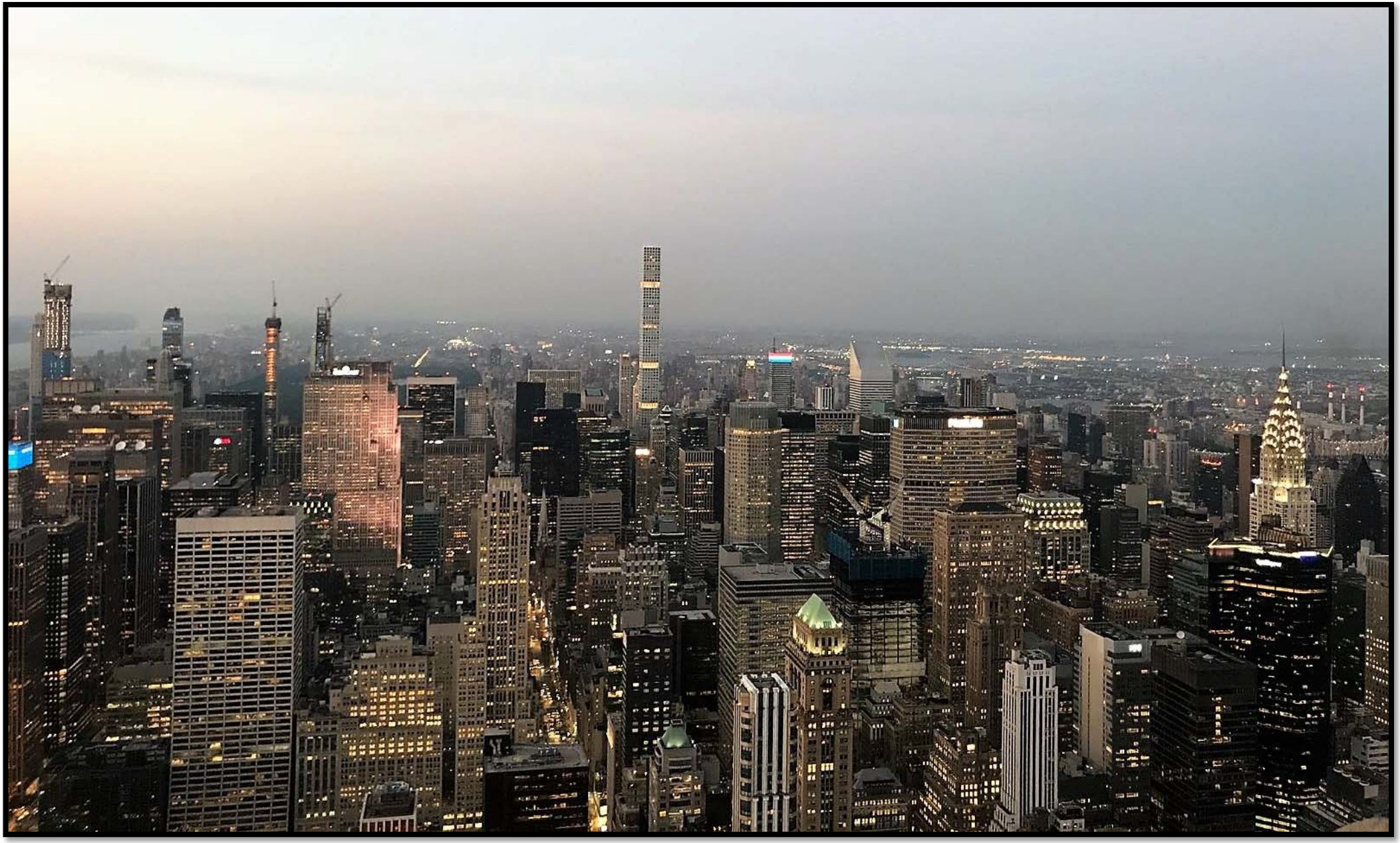


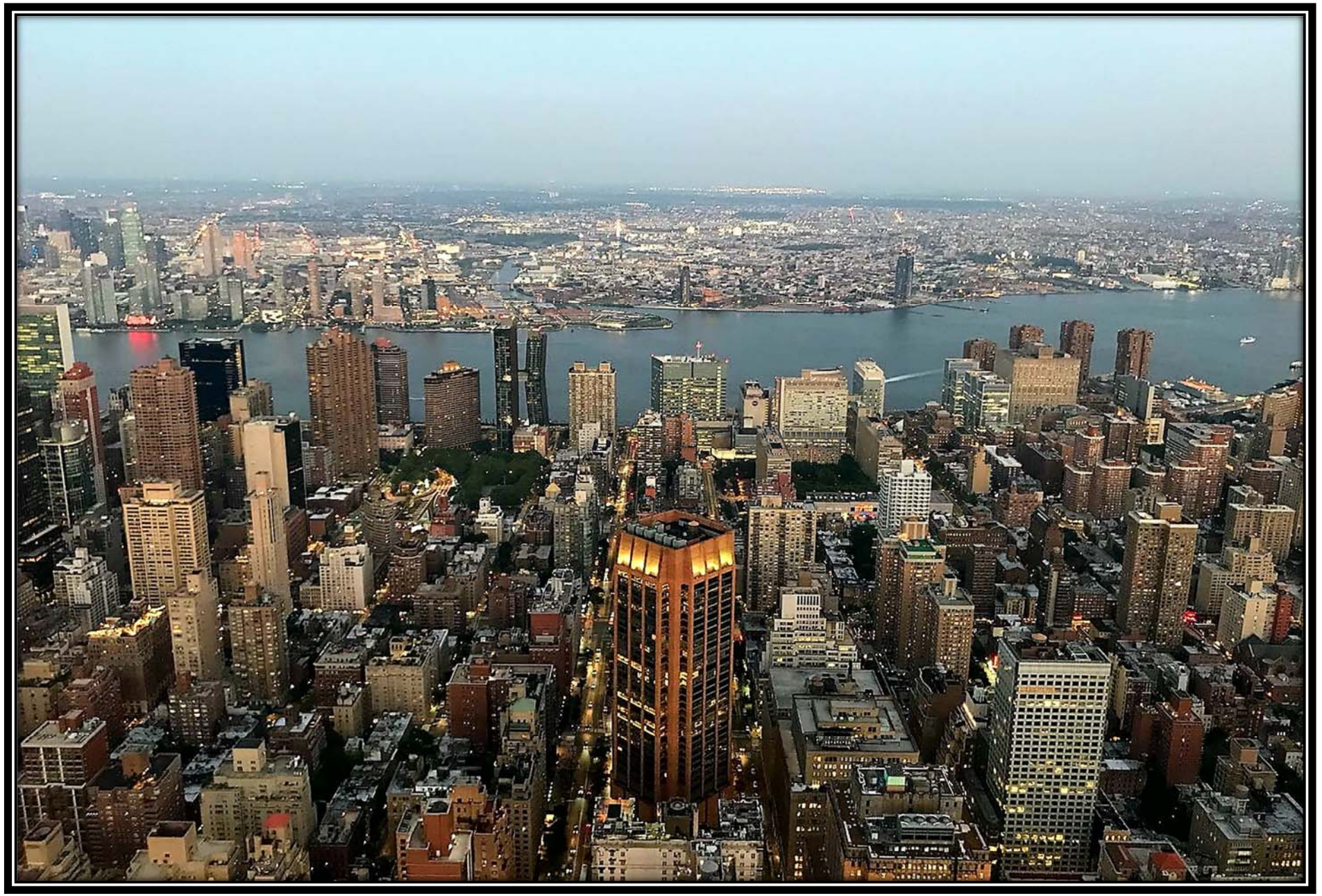


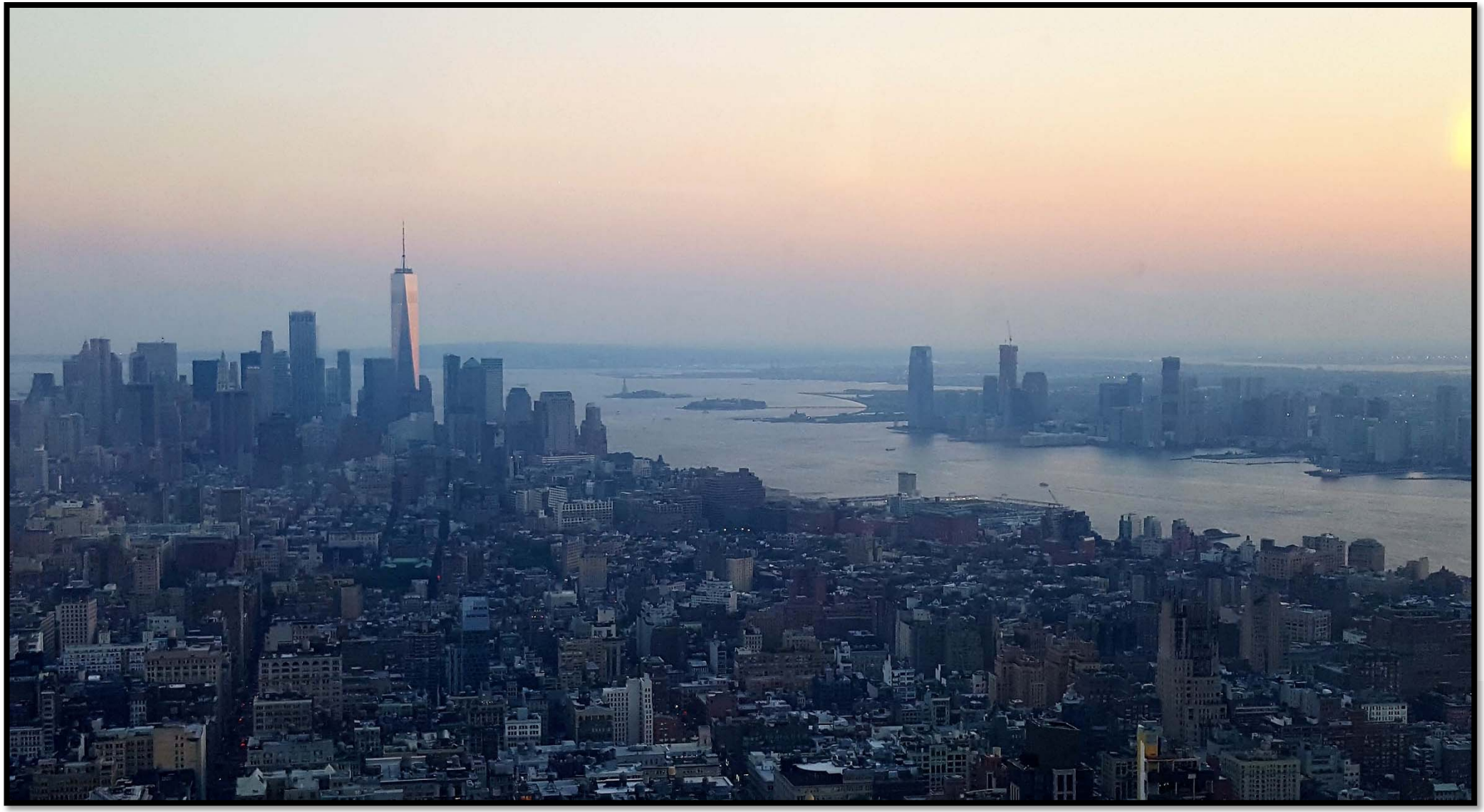






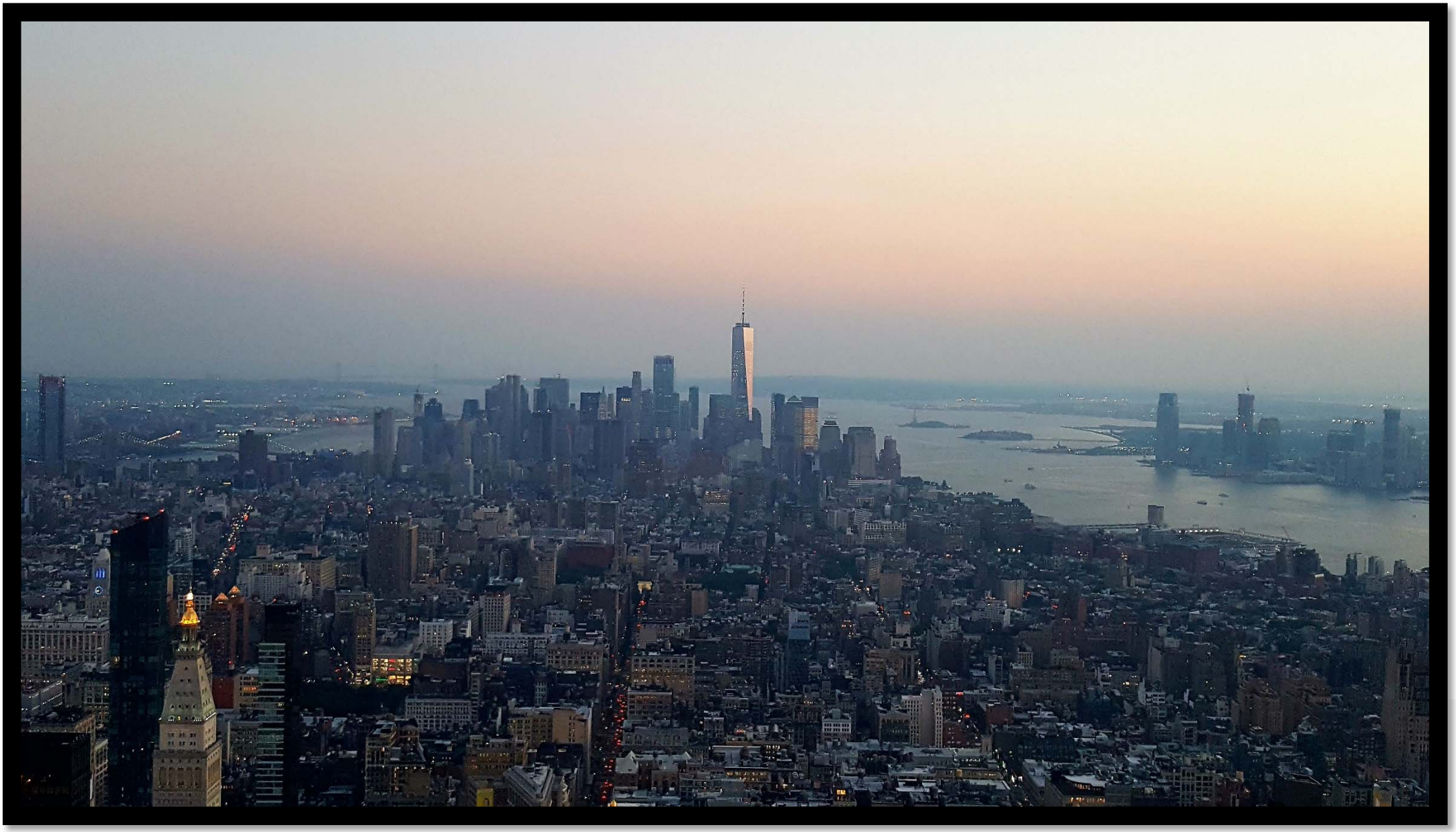












Dalll'Empire State Building



Dal Gantry Plaza State Park





Dal Gantry Plaza State Park





Dal Gantry Plaza State Park

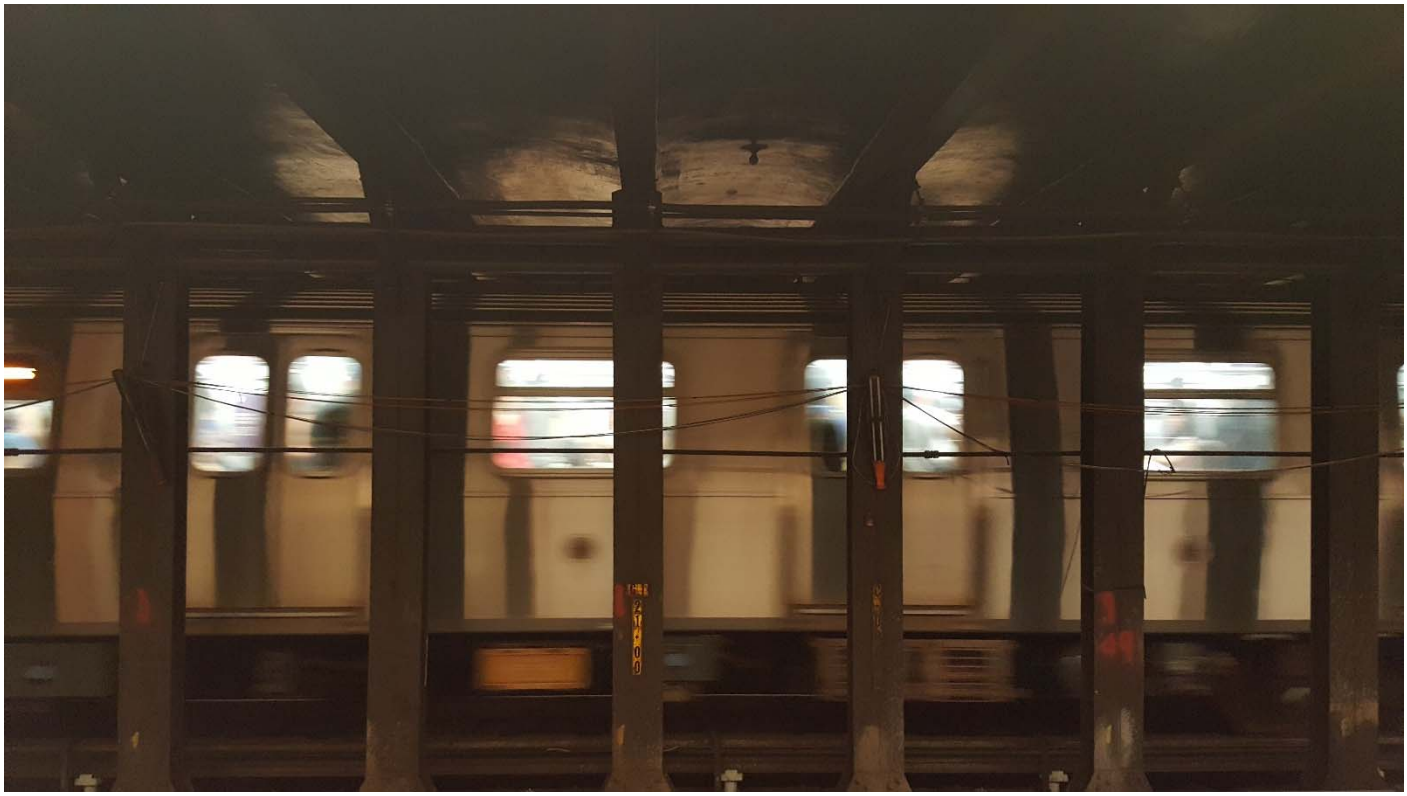












Metropolitana di New York







Uno dei pochi portacenere per la strada


INTERIM WALKWAY
The opening of the High Line at the Rail Yards completes the northernmost phase of the park, connecting Gansevoort Street to 34th Street. Unlike the High Line to the south, this section features a simple path through the existing self-seeded plantings. The design celebrates the iconic urban landscape that emerged after the trains stopped running and highlights the expansive views of the Hudson River to the west and the City to the east. There are limited amenities in this section. Public restrooms are located at 16th Street and Gansevoort Street.
FREIGHT RAIL ON MANHATTAN'S WEST SIDE
The 19th century brought a population boom and rapid growth in manufacturing to New York City. To serve the growing metropolis, freight rail lines were constructed along the city streets and waterfronts. The High Line was built by New York Central Railroad between 1929 and 1934 to eliminate street-level train crossings from 34th Street to Spring Street in an effort to improve both efficiency and public safety.
For years the High Line served as an integral part of Manhattan's industrial landscape - the "Lifeline of New York." The elevated railway allowed for efficient deliveries of meat, produce, and dairy products into the warehouses and factories up and down the West Side. Yet with the decline of manufacturing in Manhattan, train traffic in the 1950s and 1960s began to decrease on the High Line, and the elevated railway fell into a state of disuse.
In 1999, CSX Transportation, the national rail freight carrier and then-owner of the High Line, commissioned a planning study to assess the reuse of the elevated railway. That study was presented at a Community Board meeting in West Chelsea, inspiring two neighborhood residents, Joshua David and Robert Hammond, to create Friends of the High Line, an organization to advocate for the adaptive re-use of the High Line.
Following years of collaboration with the City of New York and Friends of the High Line, in 2005 CSX donated the High Line to the City of New York, paving the way for the High Line to be opened to the public.
The West Side of Manhattan has been transformed from an industrial district into residential and commercial neighborhoods with new parks and cultural activities. The High Line is a physical reminder of the important role of the railroad in New York City's industrial past.
HIGH LINE
1840-TODAY
1840s
AN INDUSTRIAL WATERFRONT
The West Side of Manhattan is the country's busiest industrial waterfront. In 1847, the City of New York authorizes street-level railroad tracks. Trains from Hudson River Railroad, which later becomes New York Central Railroad, serve the industrial buildings along the West Side.
1851
DEATH AVENUE
Street-level railroad traffic causes so many accidents that the West Side's freight corridor becomes known as "Death Avenue." New York Central Railroad hires men on horseback, called the West Side Cowboys, to ride in front of trains, waving pedestrians out of the way.
1929
BUILDING THE HIGH LINE
After decades of debate, the City and State of New York and the New York Central Railroad begin the West Side Improvement Project, a massive infrastructure project to eliminate street-level rail corridors. The project transforms the West Side, eliminates 105 street-level railroad crossings, and includes an elevated section of track known as the High Line.
1934
LIFELINE OF NEW YORK
The High Line opens as an active freight rail line, running from West 34th Street to St. John's Park Terminal. Elevated 30 feet above the street, the High Line is designed to connect directly to the upper floor loading docks of factories and warehouses, delivering milk, meat, produce, and other goods. It was known as the "Life Line of New York."
1960s
DECLINE
Industrial use begins to decline on Manhattan's West Side. The advance of the interstate highway system and the growth of the trucking industry lead to a reduction of rail traffic on the High Line and at other railroads across the United States. In the 1960s, the southernmost nine blocks of the High Line, from Clarkson Street to Bank Street, are demolished. Another five block section from Bank Street to Gansevoort Street is demolished in the 1990s.
1980s
NATURE TAKES OVER
In 1980, the last train rolls down the High Line carrying three carloads of frozen turkeys. For the next two decades, the High Line sits, unused, while nature begins to reclaim it. Seeds are carried in by the wind and by birds and insects, and begin to take root in the gravel ballast of the High Line. Over time, an entire self-seeded landscape emerges amid the steel railroad tracks, visible only to the few inhabitants in adjacent buildings.
1999
FRIENDS OF THE HIGH LINE
Two neighborhood residents, Joshua David and Robert Hammond, meet at a community board meeting in West Chelsea, where local leaders are discussing plans to demolish the High Line. The two young New Yorkers form a non-profit group called Friends of the High Line to advocate for the High Line's preservation and transformation into public open space.
2002
A PARTNERSHIP WITH THE CITY
Michael R. Bloomberg is elected Mayor and reverses previous City policy, which favored demolition, and commits to the preservation and reuse of the High Line. The following year, the City Council, under the leadership of Speaker Gifford Miller and Councilwoman Christine C. Quinn, makes an initial capital commitment to convert the High Line into a public park.
2005
CSX DONATES HIGH LINE
Following six years of close collaboration with the City of New York and Friends of the High Line, CSX Transportation donates the southern segment of the High Line. The City and CSX execute a Trail Use Agreement for the High Line, under the federal "Rails to Trails" program. Seven years later, CSX donates the High Line at the Rail Yards.
2009–2014
HIGH LINE OPENS
The first section of the High Line, between Gansevoort and West 20th Streets, opens in June 2009, followed by the second section, between West 20th and West 30th Streets, in June 2011. The third section of the High Line, between West 30th and West 34th Streets to the south and north, and 10th and 12th Avenues from the east and west, opens to visitors in 2014. With its completion, the High Line connects three neighborhoods along Manhattan's West Side—the Meatpacking District, West Chelsea, and Hudson Yards—with the No. 7 subway station and the Javits Convention Center.
2016
HUDSON YARDS
Hudson Yards, a bold, progressive development plan, will transform Manhattan's West Side. This 26-acre mixed-use development will include new housing, office space, retail, parks, open space, cultural buildings, and entertainment facilities. The new buildings will be built on a platform over a storage yard for commuter trains traveling to and from Penn Station, resulting in a unique scenario where the High Line—typically elevated 30 feet above the street—will be level with the development site.
SUPPORT THE HIGH LINE
GROW THE HIGH LINE
The High Line contains hundreds of thousands of square feet of planting beds, and every inch requires care and cultivation.
BEAUTIFY THE HIGH LINE
The High Line's team of custodians and maintenance technicians maintain high standards of cleanliness for the millions of people who visit each year. Support from members keeps the High Line clean and welcoming for all our visitors.
Friends of the High Line is the non-profit organization working with the New York City Department of Parks & Recreation to make sure that the High Line is maintained as an extraordinary public space for all visitors. In addition to overseeing maintenance, operations, and public programming for the park, Friends of the High Line works to raise the essential private funds to support more than 90 percent of the park's annual operating budget.
Members and friends like you help provide crucial funding for the operation of the High Line. Help keep the park thriving by becoming a member or making a donation today.
KNOW HIGH LINE
The High Line's interesting history, vibrant landscape, and unusual design provide engaging learning opportunities for kids.
CURATE THE HIGH LINE
Sculptures, performances, video projections, billboard art – each time you visit the High Line you'll find a new surprise.
CULTIVATE A HIGH LINE COMMUNITY
The High Line offers opportunities for visitors of all ages to learn more and discover through our community-based programs and High Line volunteer programming.
Scan to join or donate today or visit us online at www.ilovethehighline.org
WANT MORE HIGH LINE?
Visit www.thehighline.org to check out the High Line blog, sign up for the High Line E-News, follow the High Line on Facebook, Twitter, and Instagram, and share your photos with us in the High Line Flickr Pool.



High Line






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ONE HUDSON YARDS

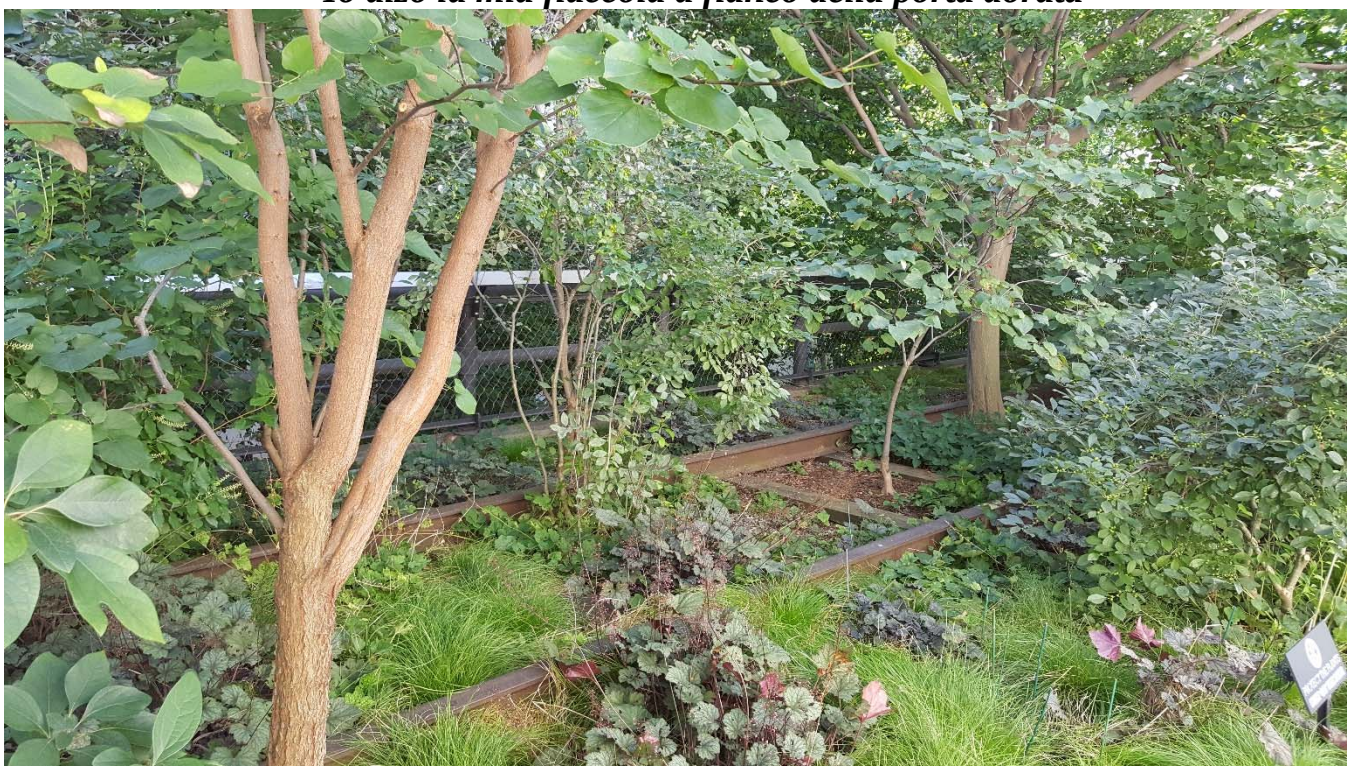

If Donald Trump really wants to keep all the aliens out, he might as well build a wall around our galaxy, too.
(and make Andromeda pay for it)
manhattan mini storage
Get more space:
ManhattanMiniStorage.com
BIG OUTDOOR




BUS LANE
BUSES ONLY
& RIGHT TURNS
Albert's
ORGANICS



Io alzo la mia fiaccola a fianco della porta dorata






KOBRA
CHELSEA
SQUARE MARKET
130 CHELSEA SQUARE MARKET
ATM



High Line


PROTECTING WILD LANDS
FOR ALL


FRIEDMANS
-lunch-


CHELSEA
MARKET
CHELSEA MARKET


DO NOT
ENTER

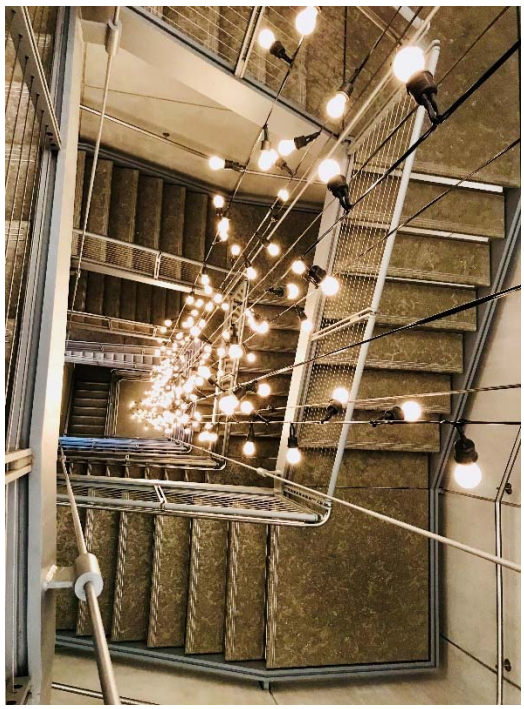

WHITNEY MUSEUM OF AMERICAN ART

Stati Uniti
Agosto/Settembre 2018











Dalla terrazza del Whitney Museum of American Art









Stati Uniti
Agosto/Settembre 2018













One World trade Center (Freedom Tower)





Ground zero

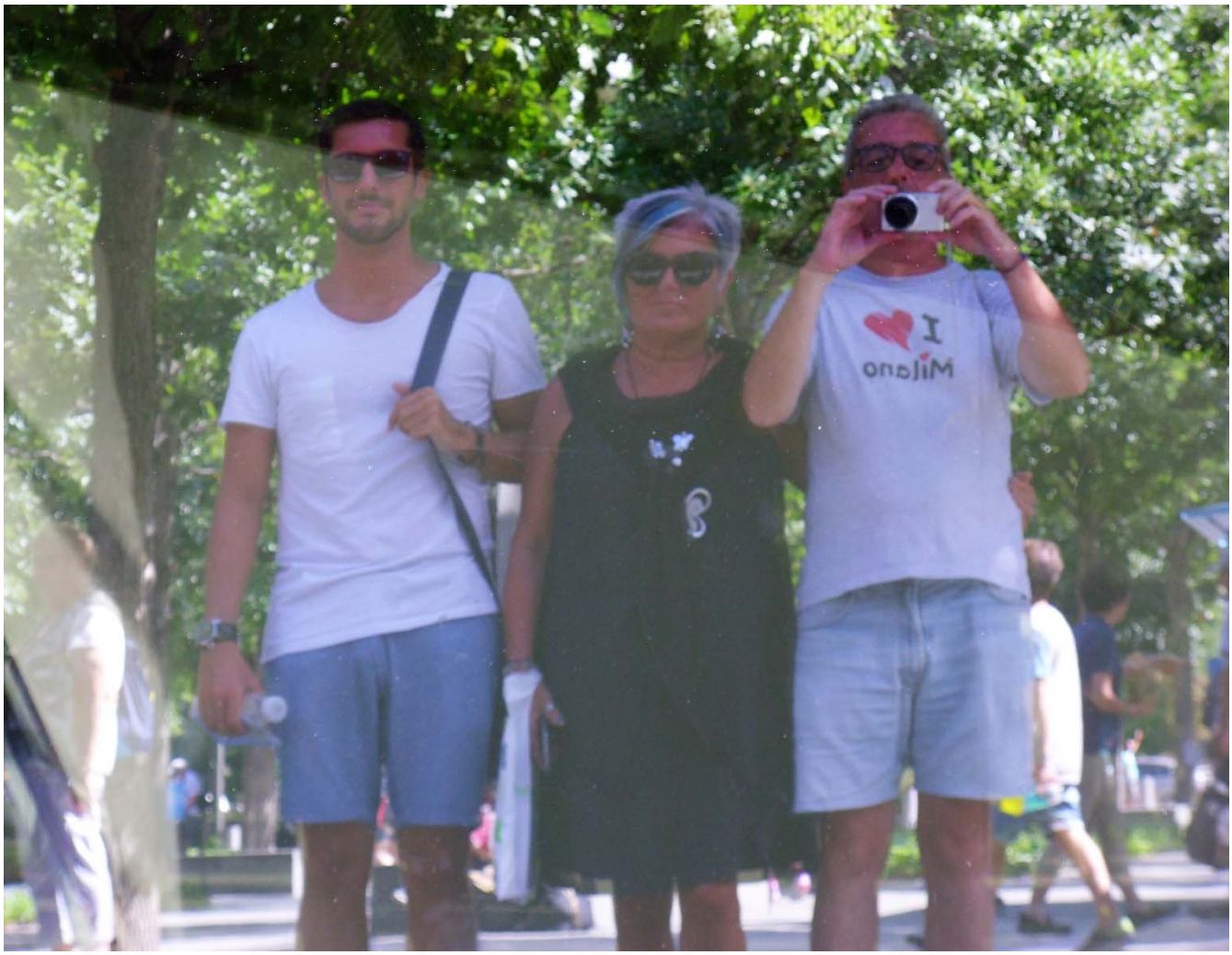

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NAVARRO
ROGER NUSSBAUM
EMILIO PETE ORTIZ
CONROD KOFI COTTOY SR.
PAUL RICHARD SALVIO
SCOTT CHARLES TIMMES


FLIGHT 11
OHN A. OGONOW


CHARETTE
THOMAS W. DUFFY
ICHAEL GREGORY MCGINTY
CHARLES WILLIAM MATHE
FRANCISCO HELADIO MUNOZ
JACK CHA
ARL ANTHONY DIFRANCO
CCA LEE K
GELIN
PALMINA DELLIGATTI


THOMAS W. DUFFY
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