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Marbleous color street

Anyone who said fashion girls only wear black obviously hasn't seen the streets of New York in the last four days. At New York Fashion Week, style enthusiasts stepped out in warm pink, lieutenant yellow, highlighter orange or electric blue, not a black garment in sight. Look through any street style gallery this season and you'll find an endless source of colorful inspiration for the outfit. From lime green dicky to monochrome yellow suits, NYFW is essentially a Pinterest color search, but IRL. So, to help you get the most out of NYFW this season, we've highlighted (ah!) the brightest shades and softer shades you should try right now. Visiting the city of Hamilton for a conference recently, I was surprised to find myself on the city's most walkable street and in front of it - a building hoarding that blocks the entire sidewalk, with no provision for pedestrians. I went around it, walking in a northbound lane, to see the other way... Lloyd Alter / North James Street watching North / CC BY 2.0 ... a sign telling me to use a sidewalk, even though the nearest one was about 200 meters away. Although there was plenty of space to add a pedestrian walkway because there are still three lanes left open. © National Trust for Canada Although this is the hottest street in the city, the most pedestrian, the one used in all marketing photos for the conference and for every other ad promoting Hamilton. This is what happens when you put people in the car first instead of putting people first. In Hamilton they prioritize the car to such an extent that they don't even think about the people who actually want to walk. The local paper gives way to a bleed against a proposed light rail line that includes the Statement I've driven in many cities around the world, and really the most driveable I've ever been to is Hamilton. With trams, which will be a thing of the past. Because, of course, being able to drive quickly from one end of the city to the other is what makes cities great. Lloyd Alter/ King Street, Hamilton/CC BY 2.0 The ranter in spec wants King Street to stay as it is, with five empty one-way lanes. Yet it's the congested roads that are where people want to be. North James Street in Hamilton is thriving because they turned it from a one-way street into a two-way street, added upheas and features to slow down cars, and made it comfortable for people to walk on. They learned that if you put people who walk first, then shop, spend and stop instead of driving. It's the same in successful cities around the world: providing a mix of ways to get around. Go modal multimo. Lloyd BY 2.0 Hamilton was all about walking. They also wonderfully put street names at intersections directly on the sidewalk. They don't do it anymore; now, people walking shouldn't even look down. In addition to the 8-80 cities, Gil Penalosa says the same thing about walking: we are all modal multimo, but it puts the pawn first. Walking Walking part of every trip we make. Although not everyone drives, bikes or transits, everyone walks... Not to mention that walkable cities are some of the world's most economically vibrant and competitive cities. Have you ever heard anyone come back from Paris to talk about how wonderful highways are? Pedestrians first from the Knight Foundation on Vimeo. Also note that it is possible to prioritize pedestrians and still allow cars, but the priority to cars rarely works well for pedestrians. It makes other points: lowering the speed of cars is essential. An accident at 20 miles per hour has a mortality rate of 5%; at 40 miles per hour the mortality rate rises to 85%. Adding medians to roads reduces accidents by 56%. Giving pedestrians the walking signal of six to seven seconds before the light turns green makes them visible when the cars rotate. Encouraging each block to have more establishments instead of long facades makes the cityscape friendly and interesting. The last one is interesting, because it has nothing to do with the road itself; it's about making the street more attractive to walking people, more useful for people who actually use it. The evidence is as clear as the day in Hamilton, where the congested road with small windows is successful, while the large one-way wide road is totally dead. But hey, the Spectre can get through town fast. But he is not alone in thinking that roads belong to cars; while I was in Hamilton, they were having a busy day at home in Toronto, where eighteen people were hit by cars, ten in the morning alone. A spokesman for the paramedics, Kim McKinnon, told the Toronto Star: Toronto Star/Screen capture Some are walking in all the dark clothes, with headphones and hood up. Curiously, those comments were deleted from the online article, probably because they were so obviously part of the view of the windshield. What's left in the paper was McKinnon's statement Of course, there's something in (the day), the time and state of the roads and the people rushing that it's causing these accidents. What is also obvious is that when mixing people who walk, cycle and drive, you should take into account the most fragile among them. In Hamilton, they must recognize that people actually walk on their sidewalks and need protection; that not everyone is trying to cross the city, but that some really want to live there and use it. In Toronto, paramedics who are scraping people off the streets must also recognize that it's people in cars who do the damage, even if everyone rushes into deadly rubber boots. Criminal says we should put pedestrians first. I worry about putting someone first and putting labels on them; Not drivers, cyclists and pedestrians, but people, all with the right to be in public space. Make roads safer and better for everyone, however they wander around, instead of always thinking about people in cars. Location: Nantucket, MA MA doors in the central hall lead to a large bridge and spectacular views of Nantucket Harbor. Architect on Nantucket Island for over 20 years, William McGuire, AIA, of the Nantucket Architectural Group says there are some integrated challenges that come with the territory: in this case, a supervigilant historical commission and the marshy geography of the island. When approached by a Boston-based couple to build a weekend home perched on the edge of Nantucket Harbor, he was immediately drawn to the place with his evolving view. The mandate was clear: the project would capitalise on opinions. The couple razed a modern house on the site and started from scratch, with the intention of building a house that is located in the context of its nautical surroundings. They wanted to bring the island's summer palette indoors and asked the services of Boston interior design company Bierly-Drake Associates, Inc. First, however, McGuire had to deal with a practical headache: the site is located in a coastal floodplain. As a result, the house was built on 30-foot wooden piling guided into the soft ground - the traditional approach, McGuire says, to build a pier, thus lifting the first floor to an altitude of 8 feet. Plumbing lines and heating ducts for the holiday year-round were hidden in an exposed space 3 feet below the floor. Aesthetically, we wanted the house to look like a typical Nantucket shed or warehouse, explains the owner. The site is where the old Nantucket string makers were and we wanted to reflect that story in design. Informal color-flooded seating areas line the soaring central hall downstairs. We wanted an open floor so everyone in the house could be together, says the owner. Basically, the couple wanted as much space as possible. On the main floor, they wanted an open and airy space to entertain large groups of guests, along with great cuisine. On the top floor, they wanted two bedrooms with their bathrooms. Together with the architect, the owners imagined a house that looked roughly like two typical Nantucket fishing shacks joined by a central structure. Although McGuire wanted to place the two shacks at an angle from the water as if a ship had entered and separated them, he explains, the idea was vetoed by the island's historic commission, and proceeded with a more symmetrical and parallel layout. McGuire designed the two side structures as living areas, one of which connects to an open-plan kitchen. The central bridge, or hall, between these two areas is open to the full height of the house, creating the dramatic vertical sweep of a cathedral ceiling. The spaces had to be inviting but large enough to avoid feeling crowded when they were full of at a party, says McGuire. The deck is a sort of gathering place, while the side seating areas with lower ceilings feel more intimate. In line with the informal the informal seating areas are infused with color. Although color is used throughout, the house is still based on a neutral palette, with each color used in monotony, says Lee Bierly, one of the owners of Bierly-Drake Associates. Along with white, the color saturated the space. Since the house is on the harbor, you might think that blue is the prominent color. In this case, the blues seemed a bit overdone at Nantucket, so we relied more on other summer colors to complete the scheme. For a rich grain and durability, the kitchen's mahogany counter-ceilings were treated with seven layers of polyurethane, an equivalent of the shipbuilder's time-tested spar finish. A staircase centered a few meters from the front entrance creates a reception area for visitors. The house gradually unfolds so that it is not immediately welcomed, entering, by the fireworks of that beautiful view of the water, explains McGuire. It is only once you have passed the corner of the staircase that the port becomes visible through the French doors on the living room and dining rooms. The stairs lead to a walkway on the second floor with a bedroom on both sides of the bridge. The walkway, McGuire explains, was his solution to maintain a sense of airiness and light while maintaining the island's height limitation - maximum 30 feet high. Having already sacrificed precious vertical space for accumulations, he used the structural beams that held the second floor as the ceiling of the first floor. Upstairs in both brightly painted bedrooms, tall French doors open onto outdoor balconies, showing views of a lighthouse and romantic Brant Point, where ferries around the curve hour or so and passengers throw a dime into the water for good luck. The colors in the bedrooms must be light and subtle, Bierly says. Since it is a beach house, the colors had to be comfortable for yellow and green eyes are bright and sunny colors, not too deep or dark. The bedroom entrance doors come with dark green louvered panels, a colorful Caribbean touch that allows plenty of privacy without excluding cooling sea breezes. Downstairs, a large bridge in front of the harbor has become a natural extension of the house's daily living space. The bridge is where we live from June to October, says the owner. We eat every meal here in the warmer months. It's so quiet, and the view is mesmerizing. He recounts the last compliment for a homeowner who appreciates tradition and has built a new home from scratch: People come in and ask what the house was before, laughs. We like it! Color Tips - White walls are the ideal canvas for brightly colored shots. - Introduce a bold color into a room with such as striped pillows, bright mats, and patterned tea towels. - Fresh flowers and fruits bring the life to the open air, reflecting the spectrum of colors of the season. This content is created and managed by third parties and imported into this this to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io piano.io

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