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## People nearby line

Photo: Courtesy of Friedman & Vallois The French artist Daniel Buren, known for his site-specific installations using stripes, explores the concept of multiples in his show *Hundred Vases* at New York's Friedman & Vallois gallery. The ceramic vases were thrown into one of 10 shapes and decorated with the Cage's signature stripes in one of 10 colors, resulting in 100 unique pieces. Sales advantage Handicap International. *Hundred Vases*, Freidman & Vallois, through January 29; 27 East 67th St., 212-517-3820. See more events from our design calendar. This content is created and maintained by a third party and imported into this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io Tourists and locals simply can't get enough of one of New York City's most unique and beloved attractions: the elevated High Line park. Located 10 metres above the hustle and bustle of city life just below, this linear urban oasis - a brilliant invention of far-left railroad tracks - cuts through an architectural forest on lower Manhattan's West Side. With the first section of the High Line unveiled in 2009 - and newly developed segments rolling out ever since - those rising up to the park's heightened realm come across another world, a tranquil oasis where pleasant promenades beckon along nearly 2.3 miles (2.3 kilometers) of landscaped walkway. Along the way, strollers pass thoughtful design features, rotating art installations and new vantage points over NYC's outstanding cityscape and waterfront. Here's everything you need to know about the rails of the paths marvel that are the High Line. The 1.5-mile High Line stretches across Manhattan's West Side from the Meatpacking District through Chelsea and on to Hudson Yards. The southernmost park entry point is in the Meatpacking District, on Gansevoort Street (on Washington Street), with its northernmost entrance located at Hudson Yards on West 34th Street (east of 12th Avenue). In between, High Line access is accessible via stairs and elevators at nine points, including West 14th Street and West 16th Street, east of 10th Avenue; West 17th Street, West 20th Street, West 23rd Street, West 26th Street, West 28th Street, West 30th Street, west of 10th Avenue; and West 30th Street at 11th Avenue. Set in what was then Manhattan's largest industrial district, High Line's roots go back to 1934, when elevated freight train service was introduced as a means of transporting goods to and from the upper stories of area factories and warehouses, on a run between West 34th Street and Spring Street. The 30-foot-high elevated tracks served to get much of the freight train activity out of the dangerously busy streets below, which had been the scene of so many mid-20th-century accidents and deaths as parts of 10th and 11th Avenues were called Death In the decades that followed, the emergence of the interstate trucking industry would eventually make train service obsolete, with most of its southernmost sections (between Gansevoort and Spring Streets) torn down by 1960. From 1980, the freight line had completely ceased operation, with the remaining tracks later falling into disrepair and ready for demolition. In 1999, the nonprofit Friends of the High Line advocacy group was initiated by locals in the neighborhood in an effort to preserve the remaining tracks and to reuse the rusty relic as public parkland. A series of High Line images, showing its self-seeded landscape, were taken by photographer Joel Sternfeld in 2000, which would further help bolster the appeal of the park's potential. Paris's similar Promenade Plantée project, which debuted in 1993, served as further inspiration. After much planning and campaigning, New York City took ownership of the new parkland in 2005, with the groundbreaking construction underway in 2006 and landscape architecture firm James Corner Field Operations, design studio Diller Scofidio + Renfro, and plant designer Piet Oudolf at the helm. Today, the park is run in collaboration between the NYC Department of Parks and Recreation and Friends of the High Line. The High Line park has been unveiled to the public in sections. The first, southernmost stretch debuted in 2009, running from Gansevoort Street to West 20th Street. Two years later, in 2011, the second section from West 20th Street to West 30th Street was opened. The third and northernmost part of the park, called Rail Yards, debuted in 2014, running between West 30th and West's 34th streets. The huge success of the High Line - which attracts over 8 million visitors annually - has been credited with revitalizing the surrounding neighborhoods, which has led to property development and raising property values, as well as concerns about rapid gentrification. It has since inspired similar elevated rails-to-trails projects in cities across the United States, with discussions underway again in New York City about developing a similar elevated rail trail park, called QueensWay, along the former Long Island Rail Road Rockaway Beach Branch track in Queens. Limited by the narrowness of its design, the high line is aimed more at strolls and sittings than to more active types of recreation. Yet you will not want for things to do here, densely packed as the park is with seating nooks, views, rotating art installations, and creative landscaping. Don't miss a trio of notable vantage points: The Tiffany & Co. Foundation Overlook, located at the park's southern end station (at Gansevoort St.), looks out towards the trendy Meatpacking District and the Renzo Piano-designed Whitney Museum of American Art; 10th Avenue Square (on West 17th St.) offers bleacher-like seating overlooking 10th Avenue buzzing traffic below; and billboard-style 26th Street Viewing Spur, which frames cityscape below. Temporary public art projects, including site-specific assignments, exhibitions, performances and video programs, are put on by Friends of the High Line's High Line Art division; check out the current lineup and an updated art map on the High Line website. Keep an eye on remarkable architectural works, both old and new, along the way, as the 1890s Chelsea Market building (the High Line cuts right through this old Nabisco factory, where the Oreo cookie was invented, between West 15th and West 16th streets); Frank Gehry's IAC Building (on West 18th St.); or Jean Nouvel's Apartment in Chelsea Nouvel (at West 19th St.). The park also has public toilets (on 16th Street and on Gansevoort Street at the Diller-von Furstenberg Building). Please note that no dogs, bicycles or recreational transport with wheels such as skateboards or scooters is allowed on the High Line. The park is open from 7 .m, and closes between 7 and 11 p.m,depending on the season. The High Line hosts more than 450 free season shows and activities annually, including live! series of performances. It is possible to enjoy outdoor dance parties, poetry readings, concerts and more. Ongoing wellness activities include weekly Tai Chi and meditation sessions, and the park also hosts stargazing on Tuesday nights, with powerful telescopes (strong enough to break through Manhattan's light pollution) and astronomy experts from the Amateur Astronomers Association on hand. Public walking tours, meanwhile, led by volunteer docents, provide insight into the park's history, design, art program and landscape. With lots of benches and seating nooks, the High Line makes for an inviting place to enjoy some grub on the go. Fortunately, you don't have to leave the park to find high-quality food vendors during the summer season, like those grouped in the Chelsea Market Passage area, a kind of outdoor food court between West 15th and West 16th streets. Please note that these outdoor suppliers only operate in summer, and the high line list of suppliers changes from year to year. If you want more variety, pop into nearby food halls like Gansevoort Market (353 West 14th St.) and the massive Chelsea Market (75 9th Ave). The German-styled Standard Biergarten (848 Washington St.) uses the High Line as a roof and is a fun place to imbibe in cold brews and casual cuisine such as bratwurst and pretzels. Or try Italian cuisine on the coast Santina; located just below the High Line on Gansevoort Street. Thank you for telling us! If I told you I recently spent a night in Louisville, Kentucky, dragging a one-ton cargo container across the floor, sort of like dancing with an SUV, you'd probably say I was dreaming. Or just crazy. But that's what happened when I visited UPS's Worldport facility at Louisville airport as part of my research for the Surprise Package, which began on page 62.Worldport, completed in 2002, is the largest air hub Ups. On a typical day, 900,000 packages flow through the plant, two-thirds of them at night. As one employee told me, it's like putting on the Super Bowl every night. The network has 17,000 conveyor belts stretching 200 miles. The scene is fast and furious, reminiscent of the plant in Monsters, Inc. with the endless cabinet doors. Boxes move along a highway of belts, merging at exactly the right moment. On average, it takes less than 60 minutes for a package to arrive at Worldport, circulate through the system and be loaded onto an outbound container. Around 100 aircraft fly in and out of Worldport daily. The hub's floor is made of metal and dotted with wheels about a foot apart, allowing employees to move the heavy load containers to the conveyor belts. And that's how I found myself pulling on such a container with a strap. It was reluctant at first, but then it sprouted. It felt like walking an elephant. Who says reporting can't be a ton of fun? Chuck SalterDr. Dope's Connectionl annals in pot history, there was a significant moment: June 1998, when the British government granted GW Pharmaceuticals a license to grow and supply marijuana for research and pharmaceutical development (The Cannabis Conundrum, page 82). There was only one problem. Where in the world would Dr. Geoffrey Guy, Gw's founder and chairman, find a legal source of pharmaceutical-grade marijuana seeds – enough to grow tons of material? Some in England's Home Office gave Guy a tip: a reclusive Dutch company called HortaPharm, founded by California.In hipsters from California.In world of ganja connoisseurs, HortaPharm CEO David Watson and his partner, Robert Clarke, are close gods. When I met Watson in his office in a residential area of Am-sterdam, he presented me with a gift: two marijuana seeds. One seed, from Kashmir, was the size of a pinhead-wild trench weed, wanting to be marijuana, Watson called it. The second was a hemp seed, as fat as a lens. The seeds could easily have symbolized the breadth of Watson's study of cannabis sativa. Guy bought all the rights to HortaPharm's entire seed library. But it wasn't enough. Guy also needed Watson and Clarke's marijuana-know-how, and he signed them on as consultants. The couple were there at gw greenhouse for the historic first planting, when 2000 of HortaPharm seeds were potted. It was far from Watson's days in India, collecting heirloom varieties of Himalayan trench weed. Says Watson, in fact: We gave GW at least a five-year head start. -Bill BreenZombie Jamboreeff there's one thing I've come to believe in reporting Where are the women? (page 52), it is that the hours worked by senior managers should be regulated, just as they are for long-distance truck drivers. Almost every person contacted for this story told the bone-numbing exhaustion that came with the upper reaches of management. When I hit the bed, I would look at my analog clock, and if I had half a pie – at least six hours was happy, Maria Cabrera says of her years as vice president of JP Morgan Chase. If the cake was less than half, which was normally the case, I would go to bed miserable. Brenda Barnes, former CEO of PepsiCo North America, concluded. When asked what she didn't miss from her jet-setting business life, she was quick to answer: Four hours of sleep a night. Scientists say lack of sleep can lead to colds, cancer, and weight gain. It can even shrink parts of the brain. That may explain the messy financial statements, bone-headed market forecasts and flaky mergers we've seen coming out of corporate America's corner offices recently. Shouldn't Eliot Spitzer be a part of this? Linda Tischler Tischler

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