



Chelsea Village Partnership



The Chelsea-Village Partnership, Inc.
P.O. Box 30921
NYC 10011

IMPROVING OUR NEIGHBORHOODS SINCE 1990

Summer/Fall 2004

Community Update

by Carol Yankay

Tommy Mullane, Yamnico Yamazaki and George Watson planted flowers and put down fresh Cedar Mulch from 8th to 9th Aves. On 14th Street, Tom Mullane planted flowers in a planter he installed on Jane Street. Don't forget to go by and look at the new greening of our neighborhood. We have also put mulch around the trees between 7th and 8th Avenues, but the trees on that block are too large to hold any flowers in the pits surrounding them. Tom will continue to water that block during the dry parts of the summer. However, anyone in the block can help by bringing down water when he or she sees that the ground is dry. Trees need an enormous amount of water to thrive. We should all ask our local Superintendents to water the trees when they water clean their sidewalks!■

Get Involved and Make a Difference!

by George Watson

When the CVP was first formed in 1990, The City of New York, Dept. of Transportation was starting the Fourteenth Street Reconstruction Project, which was a complete demolition and rebuilding of the 14th St. corridor's infrastructure, roadbed and sidewalks from 9th Ave. to the East River. The CVP organized the 14th St. Reconstruction Committee, which acted as the community watchdog for this monumental project. We cited the contractors' use of substandard concrete for the roadbed and sidewalks and worked with the DOT Project Engineer to make sure that the watered down concrete was replaced and we insisted that all of the sidewalks were replaced and reinforced with steel mesh as the original RFP required. The contractor was planning to replace only the worst parts of the sidewalk and leave out large sections from the reconstruction to save money, which

would have made the pattern of the sidewalk very inconsistent. We also walked the entire length of the project citing substandard concrete used on the sidewalks where the gravel started to protrude from the surface after the first rainfall. The contractor subsequently had to remove and replace the areas that we cited with properly mixed concrete.

We also worked with the New York State Forestry Dept. to make sure that every possible location for street trees was utilized and that the most appropriate trees were planted for the best acclimation to the conditions on 14th Street. The contractor was only planning to install approximately 50% of the trees that we actually wound up with on the street!

The CVP was very involved in neighborhood projects to prevent crime during the early years with city grants secured by the

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CVP being used to purchase Operation Interlock/Interwatch radios and setting up stations for surveillance at key intersections with building doormen who were trained to report suspicious street activities. These stations are still operational today and they have made a tremendous difference in the quality of life in the area.

In the mid 1990s the CVP was instrumental in forming the Armory Action Association, which insured that the former 14th St. Armory site was developed in a way that would be an asset to the surrounding neighborhoods by working with the New York State Economic Development Corp., the local Elected Officials, and Community Boards 2 and 4. The AAA met monthly with these agencies to discuss appropriate developments for the site and we were very influential in the requirements and wording of the RFP for the bidders. We were also instrumental in preventing big box stores such as Costco from entering into leases with the developer for the retail space, which resulted in the very neighborhood friendly lease with The McBurney WMCA health club.

The CVP fought the Transit Authority and CB#4's plans for the Rehabilitation of the 8th Avenue/14th Street IND Subway Station which began in 1993. Those plans called for the removal of half the station's accessibility and 40% of its staffing at exactly the same time that Chelsea's residential population and commercial activity was increasing rapidly. The CVP was successful in securing restoration of some of the removed accessibility. And the CVP and CB#2 have continued to press CB#4 to secure a return of the income generating commercial space which has still not been restored over a decade later despite the Transit Authority's ongoing claims of income shortfalls threatening to raise riders' fare further.

In 1997 the CVP was asked to represent the neighborhood on The Hudson River Park Conservancy and later that year to serve on the Community Task Force for the design of the Route 9A, 14th Street Park project between 14th & 15th Streets bordering Route 9A and 10th Ave. Both

of these projects were very fulfilling to the CVP because we were able to make the desires of the community known to the designers and developers early on in the process and the results have been monumental to the Northwest Village and Southwest Chelsea neighborhoods. One of our most notable achievements with the HRPC was requesting a playground with a "Water Theme" on pier 51 due to the lack of children's playgrounds in the West Village and Chelsea and this idea was incorporated into the Segment 4 (West Village) design!

When the Hudson River Park Trust was formed in 1999 the Chelsea-Village Partnership was selected as one of 50 members of the Hudson River Park

**We envision the
High Line as a
public park...**

Advisory Council. CVP Co-Chair, George Watson was appointed to the Design Committee and the Finance Committee of the HRPT Advisory Council and was asked to serve on the Hudson River Park, Segment 5 Design Group. The 13 member design group was chosen from the Community Boards and Community Organizations and met with Michael Van Valkenburg Associates in 4 working sessions during the concept phase of Segment 5, which runs from Horatio Street to West 25th St.

In early 1997, the CVP sent out a letter to Pam Friedrichs, Chair of CB-4 and Alan Gerson, Chair of CB-2 requesting the formation of a Joint Committee to address the problems and needs of the 14th Street Corridor because both Community Boards were busy dealing with issues from the more central parts of each neighborhood and neglecting the pressing issues on West 14th Street because the Corridor was split between the two Community Boards and two police precincts. In mid 1997, Alan Gerson, Chair of CB-2 announced the formation of a Special Committee of CB-2 to address the growing needs of the 14th Street Corridor but we got no response from CB-4. In 1998 The

Chelsea-Village Partnership hosted a meeting with Jennifer Byron, Community liaison to Manhattan Borough President, Virginia C. Fields, to discuss the continued need for a Joint Committee of the two Community Boards and later in 1998 the "14th Street Special Committee of CB-2 and CB-4" was formed!

On May 19, 1998 the CVP & 14th St. Special Committee hosted the first community forum to discuss concerns for The Meat Packing District's future and to determine how to preserve the character of the area and improve conditions in this historic section of Manhattan. We then hosted another forum on October 7, 1999 with a presentation by the Greenwich Village Society for Historic Preservation (GVSHIP), which started the movement to create The Gansevoort Market Historic District. In the Spring of 2000 the new Save Gansevoort Task Force was formed by CVP Board Members, Jo Hamilton and Florent Morlet, and the GVSHIP. This task force achieved designation with NY City Landmarks as The Gansevoort Market Historic District in less than 3 years, which is the shortest period of time for Historic District designation in the history of NYC Landmarks!

In June of 2003, CB#4 deemed the Special Committee to be unimportant which led to its dissolution. Although CB#2 has continued the very busy 14th Street Committee work regarding the south side of West 14th Street, the Partnership continues to urge our elected officials to have CB#4 resume its participation in this work which is so important to our community because the north side of West 14th Street is equally important.

The CVP has also been a supporter of the Friends of The High Line group founded in 1999 by Joshua David and Robert Hammond to convert the 1.45 mile long 6.7 acre elevated railway structure that runs from W. 34th St. to Horatio St. into open public park space. We are very pleased that the Bloomberg Administration has endorsed the idea of converting the High Line to public space rather than going along with previous plans to demolish the structure!

(cont pg 8)

Newsrack Regulations

by Stanley Sherman & Stanley Bulbach

On April 25, the New York City Department of Transportation began enforcement of new regulations that govern newsracks and newsboxes. The Municipal Art Society encourages all New Yorkers to familiarize themselves with the rules outlined in below. While the goal of these rules is to balance the interest to disseminate information through newsracks with the safe and orderly use of the city's sidewalks, we believe that civic-minded residents can play an important role in improving the quality of life on our streets by reporting violations.

Later, on July 12, 2004, Mayor Michael R. Bloomberg signed a new Local Law (Introductory Number 363-A), amending the requirements for newsracks (section 19-128.1 of the Administrative Code of the City of New York). This legislation amends Local Law 23 of 2002, which established a framework to allow the Department of Transportation (DOT) to regulate the maintenance and placement of newsracks throughout the City, while permitting the use of public space for the dissemination of written material.

Unfortunately, many newsracks - the containers that are placed on sidewalks for the distribution or sale of newspapers and flyers - violate the new regulations. They are subject to fines and, if they remain unacceptable after due process, newsracks may be removed.

IF A NEWSRACK IN YOUR COMMUNITY IS IN VIOLATION OF THE REGULATIONS FOR MORE THAN 10 DAYS, CALL 311

You can also contact the publisher directly at the phone number, address or email on the newsrack.

ALL NEWSRACKS MUST BE:

- At least 5 feet away from any corner area (area of a sidewalk encompassed by the extension of the building lines to the curb at a corner)
- At least 5 feet from a driveway
- At least 15 feet from a fire hydrant
- Positioned so that at least 8 feet of sidewalk width is preserved for unobstructed pedestrian passage
- At least 18 inches and no more than 24

- inches from the face of the curb
- At least 5 feet from a canopy
- At least 15 feet from a sidewalk newsstand

WEIGHTING, CHAINING AND ADVERTISING

- All newsracks must be weighted down so that they cannot be tipped over
- A newsrack can only be chained to non-decorative lampposts (not traffic signal poles) in specified lawful locations. All chains must be made of galvanized steel with a plastic or rubber protective coating
- No advertising is allowed on the newsrack except for the name of the publication

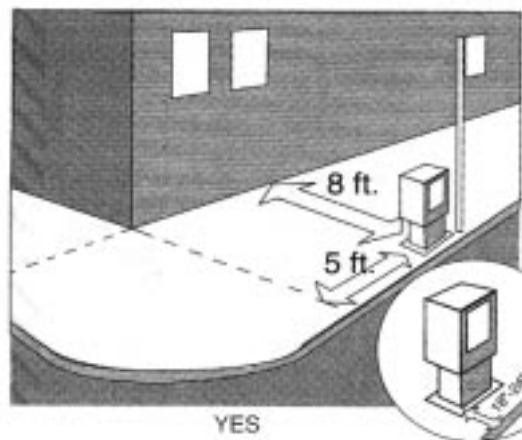
NEWSRACKS CANNOT BE:

- Within 15 feet of the entrance or exit of any railway station or subway station except at the rear of the station entrance or exit. Newsracks may not be placed at the sides of the entrance
- Within a bus stop area
- On any allocated cellar door, grating, or utility maintenance cover (manhole)
- On any sidewalk immediately contiguous to a park where the sidewalk is an integral part of the park design
- On any landscaped area

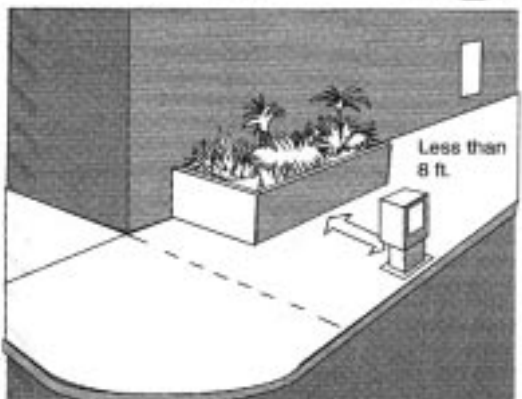
MAINTENANCE

- Newsracks must be kept free of refuse and in sanitary condition
- Damaged newsracks must be repaired, replaced or removed within 10 days of receipt of notice from DOT
- All newsracks must be maintained in a clean and neat condition and be in good repair
- Newsracks cannot be empty and unsecured for more than 21 days
- All painted newsracks must be repainted as needed
- All surfaces of newsracks must be maintained free of graffiti.

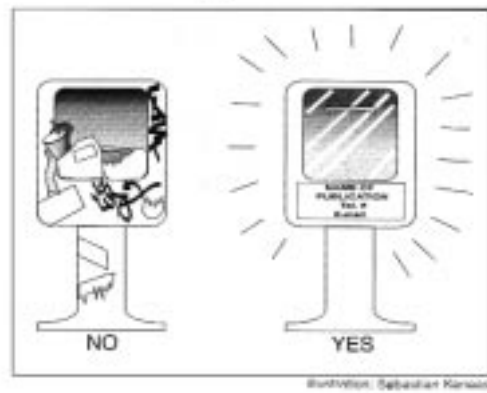
IDENTIFYING INFORMATION REQUIRED



YES



NO



The illustrations above may be used as a reference for newsracks in your neighborhood.

The Municipal Art Society has organized the efforts of New Yorkers to make their city more livable since 1893.

For more information on membership and on our programs, visit us on the web at

www.mas.org

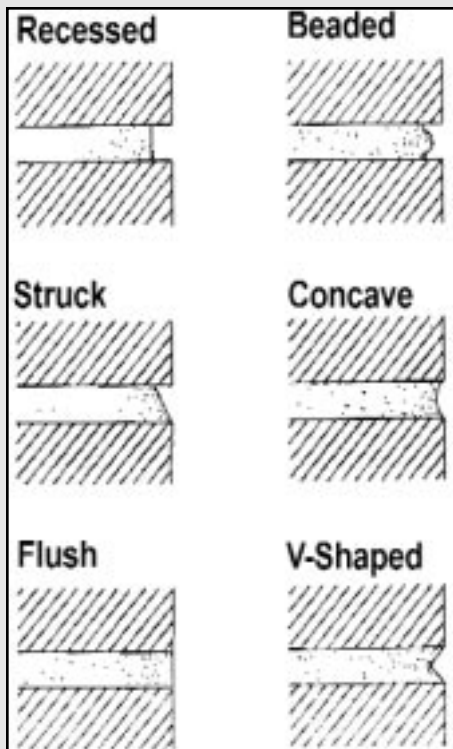
Download this brochure at www.mas.org. The Municipal Art Society A civic advocacy organization dedicated to improving the city's streetscapes and quality of life for all New Yorkers.

Bricks in Context

by Lynne Funk of LF Architects

Though bricks are a standard building element, their visual qualities, such as color and texture, contribute character to many streetscapes. Bricks are made from clay that is burnt in a kiln. Because production is expensive, bricks are produced locally and most often used to build in each region, becoming part of the trademark of a locale.

Properties that make bricks valuable for construction include compressive strength, as well as fire and weather resistance. After brick-making machines came into use in the mid-1800s, soft surfaces became harder and smoother, and color more regular than that of handmade bricks. The warm red palette of early 19th century East Coast American buildings became more variegated in the Victorian era.



The figures above illustrate the various brick alignments. Clockwise from top right, illustrations are examples of recessed, beaded, concave, V-shaped, flush and struck mortar joint profiles. When repointing a facade, the original profiles of the mortar joints should be replicated.

By the 1870s, a typical United States Main Street was comprised of attached brick buildings with light-toned limestone trim, with a wooden holdout every block or two.

A remnant of this type of Main Street is found in the intact blocks of W. 14th St. from Ninth to Tenth Avenues in Manhattan. Built from the 1870s to the 1940s for warehouse and market uses, each lot holds a building that reflects an architectural style popular in its era. There is even a stucco Mission Revival style row at 413 W. 14th St. These wide-windowed structures sported a stubby tiled cornice with iron brackets as recently as 5 years ago. The recent designation of the Gansevoort Market Historic District (GMHD) should prevent further removal of such distinctive architectural features.

Different brick shapes, including the spiral twisted chimneystacks for which the Tudor period is known, came into vogue at the turn of the 20th century. Headers were inserted to add dark accents, creating diaper or checker patterns in the mostly red brickwork. The palette of choice lightened to yellow-tan after 1900, such as in 29 Ninth Avenue at W. 13th Street. It's architect, Boring and Tilton, also designed the United States Immigration Center at Ellis Island. They designed 62-64 Ninth Avenue at 15th Street, which shares with its southern neighbor, a Romanesque style broad arches and the suggestion of battlements at cornice level.

Salmon brick, with its pink-orange tone, reflects the more playful coloring that became popular in the early 1900s. Art Deco style, beginning in the nineteen-twenties, used clay with a relatively high proportion of iron oxide to produce deep blue and purplish brick. This effect can be seen in Jazz Age skyscrapers, such as 66

Central Park West, which grades to a lighter blue at its stepped-back "wedding cake" top.

Early bricks were irregular, as a result of poorly regulated firing and lack of national standards. Two types of bricks are used in building exterior walls: face bricks and common bricks. Face bricks are used on the outer side because they are harder and more uni-

form. They are attractive and able to resist weathering. The most common pattern is running bond, in which the joints of the bricks are staggered vertically. Flemish bond, which alternates headers (the short end of a brick) and stretchers (horizontal face), is typical of the Federal period in the early 1800s. Stack bond has joints that line up in columns, while English bond alternates courses with stretchers and those made completely of headers.

The production of bricks depends on the availability of raw materials, fuel, labor and transport. Raw material is called clay or brick earth. Clay, which is relatively pure, produces a bright red brick, though this is also dependent on the firing. The properties of bricks depend on the many variables in the manufacturing process, including composition of the clay, the temper (consistency), the method by which they are formed, and the conditions under which they are fired. These variables can cause differences even in bricks manufactured in the same place, and bricks made across centuries vary considerably.

There are many kinds of clay, with different compositions and origins. Pure clays are basically hydrous aluminum silicates, with small quantities of other substances such as oxides of iron, lime, magnesium, and alumina. These

These are some of the visual delights found in our neighborhoods, which are endowed with so many wonderful building materials.

To the Rescue!

by Michele Golden, Flatiron Alliance

In spite of the overload on our totally volunteer efforts, BID Coalition work has been going on...we got some good press and set the administration and the BID straight that we do not want this expansion under any circumstances; we're booming; we ain't broke so don't fix us...contacted the Doe Fund and they will be willing to come into our area and bag the garbage on our corners for donations from the community; unfortunately, this cannot happen until the BID is defeated because they might get the BID contract to do this for the expanded area...we will investigate the cost of extra police officers to protect our areas Friday and Saturday nights from Midnight to 4 AM or the feasibility of hiring off-duty officers to patrol our areas as a way to counter the BID's patrolling staff who would call the police (staff without badgest & guns, more like the Guardian Angels, who they want us to pay for to patrol till 10 PM)..new allies have been made throughout the communities involved (Flatiron, Gramercy Park, Chelsea and the Village) and we have identified a politically savvy lawyer to engage:

Arthur Schwartz has been a practicing litigator for over 25 years. He is a partner in the law firm of Kennedy, Schwartz & Cure, P.C., which has offices just south of Union Square. Arthur's principal work is as a labor lawyer. He is counsel to many unions, including Local 100, Transport Workers Union, which represents 32,000 NYC bus and subway workers. Arthur is an experienced litigator, and has compiled an impressive docket of lawsuits on behalf of community groups and causes.

In 1996, he sued the Governor under the

State Environmental Quality Review Act ("SEQRA") to void a \$16,000,000 contract at Hudson River Pier 40, and settled the case with the creation of state-built ballfield on the Pier. In 1998, he sued to stop the building of a Costco at what was then known as the Armory Site on 14th Street, representing numerous block associations in an action also brought under SEQRA. That lawsuit was settled with the withdrawal of Costco and the substitution of a

...we must raise at least \$10,000 so that we have enough money to sustain a consistent resistance effort...

YMCA as the anchor tenant. In 2001, he sued the NYC Board of Education in order to democratize the voting procedures on a proposal to hand over schools in five school districts to a private entity, Edison Educational Corporation. In 2001, he also brought suit under the Public Authorities Law to successfully stop the closing of 53 token booths in various locations around the City. In 2003, he was part of a team of lawyers that got an injunction stopping the subway and bus fare increase on the grounds that the MTA had hidden important information from the public when it was conducting public hearings.

Arthur has been the Democratic District Leader since 1995 and has extensive rela-

tionships with elected officials on the City, State and Federal levels. He proposes to work with the Coalition to Stop the BID both as a political and legal advisor. It is his present assessment that the best results in challenging the expansion of the USQ Partnership BID can be gained by carefully insisting that allstatutorily-required steps in the BID expansion process be adhered to; by making sure that presentations addressing the statutory issues are made at each step, by lobbying relevant elected officials (not just local ones, but borough-wide, since the issue may be addressed by the Borough Board) to support the Coalition's position. The threat of litigation must be held over the City's head at all times; Arthur, and his 16-lawyer firm, will be ready to move if litigation is warranted.

He is not a lawyer who hops into litigation whether or not he feels there's a chance of winning...we need him to make an impact in this serious attack on our community...we must raise at least \$10,000 so that we have enough money to sustain a consistent resistance effort over the coming months; this does not necessarily include litigation...I have been informed that other communities have deterred a BID expansion with an aggressive approach... please be generous, please send your checks,made out to Flatiron Alliance, to:

Flatiron Alliance
12 West 17 St., Suite G
New York, NY 10011

Your donation is tax deductible as we are a non-profit organization and can give you a letter to that effect All BID Coalition donations will be used only for that project. ■

Save Five Day Library Service!!!

Protect Funding for Books and Programs for School Children. If the \$5.4 million in proposed city cuts are enacted for Fiscal Year 2005, library service will be reduced to four days a week for the first time since the fiscal crisis of the 1970s. The Library has already absorbed a staggering \$16.4 million cut since Fiscal Year 2003.

Write to Your Elected Officials and Urge Them to Increase Library Funding and Fight to: Keep Libraries Open, Protect Programs for School Children Increase Books on the Shelves. ■

Clean Fuel Taxi Program

by Stanley Sherman

Cabs fueled with PCNG (Compressed Natural Gas) are a proven, economically feasible, clean air vehicle technology. The New York City Clean Fuel Taxi Program provides incentives of up to \$8,000 towards the purchase of new natural gas taxicabs or the conversion of existing gasoline cabs. (The price of conversion is \$2,000.) There are additional Federal tax benefits available for purchase of these vehicles. Natural gas is available at a growing network of fueling sites around the city and is a North American Fuel. More than 300 New York City Medallion cabs have already been converted to cleaner compressed natural gas. New York State is #1 in using imported oil from over seas.

With NYC welcoming 900 new taxicabs, 300 this June and 300 more every year for the next two years we wonder why all new Taxicabs in NYC are not CNG or Hybrids? Many cities in the United States have already converted to all CNG taxicabs; NYC is late. Our City Council passed a new law requiring about 10% of New Taxicabs to be CNG or Hybrids but put in a loophole big enough to drive a Mac Truck through, so the law does not mean much. NYSERDA financed two companies in NYC to develop new Taxicabs one MetroKing (www.metroking.net) in Jamaica, NY and GSM Vehicles in Plattsburg, NY. Metro King is crash testing their cabs for the TLC now and Chicago has already ordered a fleet of them. The great news is that both are wheel chair accessible. We would like to see NYC Taxi Fleet run all on CNG or Hybrids and be wheelchair accessible as soon as possible. Please feel free to write the TLC, City Council and Mayor and encourage them to have the backbone to take this positive step for our city. ■

(Bricks in Context con't from pg 4)

impurities give bricks different colors when they are fired: ferric oxide produces a characteristic red color, lime produces yellow or greenish-yellow bricks, and magnesia and alumina produce buff-colored bricks.

The preparation of the raw materials requires the clay to be crushed, ground and mixed in different ways, according to the shaping process anticipated. Water content is monitored to keep the clay ready to shape. The moistness of clay can vary from very wet (over 30% moisture) to relatively dry (under 12% moisture).

There are four stages to brick making: finding and preparing the raw materials; molding the green bricks; drying the bricks, and firing. The finished brick may be classified by the manufacturing method used, as hand-molded (clamp or kiln burned); or machine-made with designations such as simulated hand-made, extruded, wire-cut or pressed.

Mortar joints (between bricks) are part of the final appearance of a façade. Joints have a variety of profiles, from raked to beaded, or V-shaped, which contribute subtle relief and variety of line to any elevation of a brick building (see illustration pg 4). To sweep one's eyes over the façade of a brick building is often a pleasurable exercise, carrying down to the ground plane, such as on Gansevoort Street, where sidewalks include granite "pavers" with mottled pink and yellow surfaces.

Belgian block, cut into thick rectangular sections and shipped here centuries ago as ballast in ships, still make up some streets. Large expanses can be seen at the plaza formed by the five-point intersection of Gansevoort, Greenwich Street, Little West 12th and West 13th Streets, and Ninth Avenue in the GMHD. Belgian blocks can be ordered today in gray, pink, tan and black, and one supplier calls this material "cobblestones". The "pavers" found on Charles Lane, north of Christopher Street and perpendicular to the Hudson River, display a browner tone, and the Department of Transportation has stated that they are unique in Manhattan. These are some of the visual delights found in our neighborhoods, which are endowed with so many wonderful building materials. ■

Sources:

Architecture & Ornament Anthony White, Bruce Robertson
 Historic Building Facades, The Manual for Maintenance and Rehabilitation, New York Landmarks Conservancy, William G. Foulks, Editor
histru.bournemouth.ac.uk/Oral_History/Talking_About_Technology/
www.nrdcindia.com/pages/flyas.htm
 Illustrated Dictionary of Historic Architecture
 The Penguin Dictionary of Architecture

(Newsrack Regulations cont'd)

- The person or entity in control of each newsrack must affix its name, address, telephone number and e-mail address in a visible location. We encourage everyone to call in complaints about news boxes not 15 feet from the Corners or bus and subway stops and exits. If you have a complaint about a news box call 311 or 212-442-8055 and give them the location; the more complaints, the better.

DOT has been buried in News Box complaints... over 1800 of them. Each complaint goes to an ECB hearing and the violator gets a chance to move their boxes or they are fined. DOT was expecting to have a two-month turn around from receiving a complaint but Stanley Sherman of the CVP Board called in a complaint in on July of 2003 and received a response 3 months later. It is almost a year later and all of the news boxes on 7th Avenue & 14th Street NW corner are still there, in fact there are more of them. The chances of the boxes actually moving are about 22% according a city source that does not want to be named. But Sherman has noticed some boxes being moved. On 6th Avenue and 15th - 16th on the East side of the street about 5 boxes have recently been moved to the middle of the block. The hearing for the news boxes goes before the ECB if you would like to write about a new box complaint you filed you can write to:

ECB
 Juliet Neisser
 66 John Street 10th Floor
 New York, NY 10032 ■

Dear Bad Neighbor

The Club Called PM is a Bad Neighbor. As for the club called "PM", our Community Board 2 District Manager, Arthur Strickler, has been routing complaints directly to the police at the Sixth Precinct. I think his persistence paid off. The police know that this club has been a bad neighbor on many levels. They were serving liquor to minors and this time they were found out and padlocked. Besides all the noise and congregation complaints, basically all the quality of life complaints, there are laws being broken. The Sixth Precinct will see that this doesn't continue. It is a shame that with all the expansion of clubs/bars and restaurants in the Gansevoort Market that our Sixth Precinct is operating with less than the number of police officers we have had in the past?

There is a new building proposal for Gansevoort Plaza that we feel is inappropriate. If you agree, please send a letter similar to the following suggestion to the LPC.

Members of the
New York City Landmarks
Preservation Committee
1 Centre Street,
9th Floor North
New York, NY 10007

Dear LPC Commissioners,

The Greenwich Village Community Task Force was formed in 1998 to address land-use issues on Greenwich Village's western and southern edges. The Task Force consists of representatives of local civic organizations, block associations and tenant groups. Our primary concern is to preserve the historic character of the entire West Village community, including the Meat Market and the area between the Hudson River and the existing Greenwich Village Historic District.

We wish to express our opposition to the proposed new building at 36-40 Gansevoort Street. We believe that the scale of the proposed design is incompatible with the historic character of the building's location. This building would stand nearly 80 feet tall, and face directly onto the South side of Gansevoort Plaza. Gansevoort Plaza (the odd-shaped square where Gansevoort, Greenwich, 9th Ave, and Little West 12th all meet) is the heart of the Meat Market, a unique space defined by its low-density and extraordinary sense of light and air. The plaza is currently bounded by two or three story buildings on all sides except for the North. The

proposed new building would dominate the plaza, completely disrupt its low-scale character, and violate the 'sense of place' which defines this critical, one-of-a-kind location.

This is the first new building to be proposed in the Meat Market since its designation as a Historic District. The Landmark Preservation Commission's decision regarding this proposal will set a precedent for future development in Gansevoort Market. If an 80 foot tall building is deemed acceptable for this highly central and sensitive location, it would send a signal to developers that similarly sized buildings (or additions to existing buildings) would be acceptable anywhere within the Gansevoort Market District. Such new construction would threaten the historic low-rise and open character of the area which we have fought so long to protect.

Sincerely,

Your Name. ■

Please Clip and Mail Today!

Enclosed is my check for \$ _____,
made payable to "Chelsea Village Partnership,
Inc."

The Chelsea Village Partnership, Inc.
Port Authority Station
POBox 30921
New York, New York 10011-0104

Name _____

Street Address _____

City: _____ Zip Code: _____

**Please also add your phone number if you wish to
volunteer for our activities.**

(h) _____ (o) _____

*The Chelsea-Village Partnership, inc. Is a 501.c.3 "quality of life" non-profit organization.
All work is done by volunteers.*

(Get Involved and Make a Difference! cont'd)

Imagine a pedestrian walkway only one story above our busy roads where residents and tourists could move about at their own pace. We envision the High Line as a public park linked to the Hudson River Park with the incorporation of a design proposal for Segment 5 from Michael Van Valkenburg Associates that included a bridge connecting the High Line with Pier 54. This bridge would provide a safe alternate way to the Hudson River Park as opposed to crossing Route 9A on street level. The steel structure of the High Line is similar to the remaining remnants of the head house of Pier 54 and because the High Line was severed and now ends very close to the pier, a bridge made of I beam steel construction would be a perfect connection to the Hudson River Park. ■

The Chelsea- Village Partnership Board is now
in need of new members
to fill vacant seats on the 15-member Board.

Please send letters of interest in serving on the CVP Board of Directors with a brief explanation of any previous community involvement and your desires to improve the Northwest Village and Southwest Chelsea Neighborhoods to:

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P.O. Box 30921
NY, NY 10011

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