



Coalition for a Livable West Side

Leading the fight for a better city environment.

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Another Unwritten Chapter in Trump's "Art of the Deal" ?

The Riverside South Planning Corporation (RSPC), financed by Donald Trump, has applied for a Federal grant for \$2 million to restore the gantry (the former NY Central RR float bridge) at West 69th Street in Riverside South Park- a **restoration which Trump is obligated to pay for.**

In 1992, Trump received 1 million extra square feet for development for Riverside South -worth over \$100 per sq. ft.- in exchange for several commitments to the City. One required Trump to pay for the restoration of the gantry as a visual amenity in Riverside South Park and the removal of the two southerly float bridges. The Restrictive Declaration - the final agreement between Trump and the City - shows Trump's contribution for the work to be \$250,000.

Here are the basic facts in RSPC's Transportation Enhancement Program (TEP) Application:

- The total cost - \$2,762,000.
 - \$2 million from the Federal program.
 - Local match of \$762,000.
- Trump's required \$250,000
Shortfall of \$512,000.

*TEP applications:www.NYMTC.org,
click on downloadable then click TEP*

Under what guise is RSPC asking for \$2,512,000 in taxpayer money? "For a possible ferry service" from West 69th St. to downtown. RSPC's TEP application states, "The West 69th Street Floatbridge is an **11-minute walk** from West 72nd St. and Broadway [to W. 69th St., Hudson River] meaning that many subway riders living west of Broadway will find the distance to the ferry landing comparable to that to the subway....Preliminary estimates of potential ridership done by RSPC range from 500 - 1,000 passengers per rush hour period initially."

But is this estimate from a reputable traffic survey firm -or is it really a self-serving number plucked out of thin air by RSPC? We invite people to take a timed walk from the subway station, down the steep flight of stairs

in Riverside Park or the steep W. 68th St. ramp . Then take the steep walk back up. Time? And what happens in inclement weather?

There are safety and environmental issues not addressed by RSPC in its application. The float bridge is close to shore, less than 100 feet into the river. Is that safe for full public access and ferry passengers? The new Pier "T" at W. 70th Street in Riverside South Park is 750 feet long.

If it turns out after the Federal funds are granted and there is no ferry service, could it be said that the "possible" ferry service is **a subterfuge** for obtaining the Federal funds for an improvement in Riverside South Park that Trump had agreed to pay for?

Instituting a ferry service on the West Side is a good idea, but this is a poor

choice of a site. We agree with Iris Weinshall, NYC Department of Transportation Commissioner who said , "the success of an expanded ferry system would depend, in part, on how it connects to subways and buses to create a multimodal network." "Ferries Serving ..." D. Lee. NY Times. 12/2/01. The West 69th Street ferry service fails to meet that test.

The New York Metropolitan Transportation Council has **34 NYC applications**, totaling almost **\$38 million**, competing for **\$12.5 million** in TEP funds. One proposal is **Proj. #11-014, W. Harlem Waterfront Improvements** (\$2 million), which is more worthy than the RSPC's plan.

Federal funds **should not** be used to relieve a private developer of his obligations.

Write to: Mr. Larry Malsam, New York City Transportation Coordinating Committee, 47-40 21st Street, Long Island City, NY 11101, Phone:718-482-4562, Fax:718-482-6686, lmalsam@gw.dot.state.ny.us. **Must include Project # 11-032.** Ask that RSPC's questionable "transportation" request be measured against other NYC TEP needs.Final selection: **April 1, 2002.**

Coalition for a Livable West Side

P.O. Box 78 New York, N.Y. 10023-078

Maximize your contribution via our Challenge Grant.

How To Restore Cuts to Libraries, Senior Citizen Programs and Day Care Centers

NYC Loses \$10 Million a Year- Madison Square Garden

Cablevision, the owners of Madison Square Garden (MSG) - pays NO TAXES to the city. A 1982 NY State **10-year deal** continues as long as the Knicks and the Rangers play at MSQ. From 1982 to 2001 the owners of MSG saved **\$180 million dollars**.

Isn't it time for the owners of MSG to pay their taxes to NYC? Say **\$20 million for 2001 and 2002 to be used for Public Libraries?**

City's \$26 Million Gift To ABC

In June 1994, ABC-Capital Cities (now ABC/Disney) received **\$26 million** in tax breaks from the city. ABC was to expand its W. 66th St. studio space and create 185 new positions at that studio. They pledged to retain 3,700 jobs.

ABC sold part of the site to Tishman-Speyer for residential towers (W. 65th Stret).

ABC **has not** expanded its studio space, **nor retained or created new jobs**. According to newspaper reports, ABC-Disney laid off 413 NYC employees from 1997 through 2001.

What was ABC-Disney's penalty for not honoring their pledges? **\$26 million** would restore the cuts to programs for **senior citizens**.

Feasting at the Public Trough- Taxpayers' Dollars Up in Smoke



Illustration by RJ Matson.

Mayor Bloomberg has asked New Yorkers to submit ideas for closing New York City's huge budget deficit. The Coalition for a Livable West Side respectfully submits these suggestions that, we believe, could help restore the \$26 million cut from programs for senior citizens, including week-end meals; the \$40 million cut to New York Public Libraries and the \$79 million for day care centers..

City tax breaks and other incentives, used to "keep" companies which pledge to retain and create new jobs in New York, must be carefully analyzed to determine whether they have kept their promises. If they have not, how have they been financially penalized and how much money has been recovered? Money recovered could be used for restoring the cuts to Public Libraries, senior citizen programs, day care centers.

Charles Bagli of the NY Times wrote, "... growing number of urban planners, budget watchdogs and anti-tax groups, along with economists at the Federal Reserve Bank, assert that a city would be better off spending the tax money on roads, public transportation, job training and other areas that improve the overall business climate. ...the tax breaks shift the tax burden from the large corporations that get them to mid- and small-sized companies that do not.

"No new jobs are created in the process," said Robert B. Reich, the former United States Secretary of Labor. "They're merely moved around. Meanwhile, the public spends a fortune subsidizing these companies."

"That is why Mr. Reich, Representative David Minge of Minnesota and Arthur J. Rolnick, an economist at the Federal Reserve Bank in Minneapolis, say that the only way to end what they call the war between the states is to enact Federal legislation that would treat these tax breaks, cash grants and other incentives as corporate income, thereby gutting the value of the subsidies." "Companies Get Second Helping Of Tax Breaks" by Charles V. Bagli, NY Times. 10/17/97 For complete report go to: www.nycfuture.org

Tax Breaks Galore:

- **Donaldson, Lufkin & Jenrette (DLJ) - \$29.5 million**
- **Equitable Companies - \$9.3 million**
- **Credit Suisse First Boston (CS First Boston) - \$50.5 million**

Jonathan Bowles wrote in City Limits, "In 1994, for \$29.5 million in city tax breaks, DLJ (then a wholly owned subsidiary of the Equitable Companies) promised to keep 1,950 jobs in New York City and create 1,162 new jobs. Six months later, the company closed its municipal bond unit, which employed 125 people. There would be even greater cutbacks.

A year later, Equitable drew a \$9.3 million tax package to keep its headquarters and 1,750 employees in Manhattan, instead of moving to Westchester. Although the benefits of both deals accrue to Equitable, the Giuliani administration and Equitable say the deals cover two separate companies with two separate payrolls."

In January 1995, for \$50.5 million in city benefits, Credit Suisse First Boston pledged to retain 3,704 jobs in New York City and create 5,550 more. Yet, less than three months after the CS First Boston deal, the firm eliminated 900 jobs.

On August 30, 2000, CS First Boston announced it was acquiring DLJ. The president of CS First Boston said that the merger will result in a loss of 2,000 jobs, though Wall Street analysts predict the number could be closer to 5,000. The new entity will reportedly keep most of its European investment bankers, meaning that the majority of layoffs will be in Manhattan, where both firms' investment banks are based." "Losing Business (Corporations that get tax breaks to stay in New York are thanking the city with mergers and layoffs." By Jonathan Bowles. City Limits. March 2001

Coalition is the west side's grass roots all-volunteer, community-based environmental organization, who works with other community, neighborhood and environmental groups, to educate, raises public awareness and mobilize people to act as advocates for a healthy environment. Issues important to the Coalition and the community are: lack of sound, rational city-wide planning; over-development; air and water pollution; traffic congestion and quality of life issues. Join the Coalition for a Livable West Side today.

Dioxin, Carcinogen Found At World Trade Center Site

Dioxin is one of the contaminants found at the World Trade Center site. To be better informed about the carcinogen, we highly recommend a comprehensive study - "America's Choice: Children's Health or Corporate Profits, the American People's Dioxin Report" - which includes the newest scientific findings on the health effects of dioxin and provides policy recommendations.

It was prepared by a grassroots network of community leaders, the Center for Health, Environment and Justice, and scientists. Available at www.essential.org/cchw or from CHEJ, PO Bx 6806, Falls Church, VA 22040.

Odor of Sewage In Park

Do you smell an odor of raw sewage in Riverside South Park (68th-72nd Street)?

It is important to report it. Please note date, time and area and call 1-718-DEP-HELP and refer to case #3348087. Clip and keep.

How Has \$1.5 Billion Been Used To Reduce Traffic Congestion And Air Pollution in NYC ?

A federally funded program to reduce vehicular congestion and air pollution, CMAQ (Congestion Mitigation and Air Quality), has been in effect since 1991 when Congress passed ISTEA (Intemodal Surface Transportation Efficiency Act). It was followed by TEA21 (the Transportation Equity Act for the 21st Century).

In the 12 years of ISTEA and TEA21 New York State received nearly 1.5 billion in

CMAQ funds.

New York State is required to issue an annual report on how the CMAQ money has been used. It has not issued a report in years.

Fifty million dollars in CMAQ funds were to be used **annually** in **New York City**, on **local traffic problems** to reduce vehicular congestion and air pollution

implemented.

Since New York City received more than \$600 million in CMAQ funds over the last 12 years, how was the money used?

The public deserves to know. Ask the above question of Governor George E. Pataki, State Capitol, Albany, N.Y. 12224, 212-681-4580, gov.pataki@chamber.state.ny.us

**Pataki Seeks U.S. Waiver on Air Quality--
Would Set Dangerous Precedent**

The Pataki administration has asked Congress to amend the Clean Air Act and waive federal air quality controls on New York's transportation projects for four years. But many environmentalists feel that a waiver would set a dangerous precedent by undermining the Act. They say that the waiver is too broad, lasts too long, and would apply to projects that have nothing to do with the recovery from the 9/11 terrorist attack.

The Pataki Administration says it needs the flexibility to bypass time-consuming air-quality impact tests- a Clear Act requirement- and may even need to exceed the state's pollution targets.

Some environmental groups are not opposed to a short-term, targeted, narrow waiver (instead of an amendment) with offsetting requirements like strict pollution controls on construction equipment and ferries, and replacement of diesel buses and trucks with vehicles that burn cleaner fuels. The federal government can grant that waiver administratively, **without amending the law**. Opening the Clean Air Act to an amendment could lead to the evisceration of the Act.

What you can do: Call, fax, e-mail or write of your opposition to any amendment to the Clean Air Act. to: Senator Charles E. Schumer, 313 Hart Senate Office Building; Washington, DC 20510. Phone: (202) 224-6542, Fax: (212) 486-4430 email: senator@schumer.senate.gov Ask him to conduct a hearing in New York City on this issue.

*We can keep you better informed if you send your e-mail address to livablenewyork@erols.com or your fax number. All e-mails are sent as blind copies; neither your name nor e-mail address appears in the e-mail. Addresses and fax numbers are **NEVER** shared with anyone.*

If your company has a Matching Gift program, please apply on behalf of the Coalition. **We now can accept gifts of stock.** We have no paid staff. If your membership has expired (see label), please renew. If you are not a member, please join.

I wish to support the Coalition's efforts on behalf of the community . []

My contribution is () \$500. () \$250. () \$200. () \$100. () \$75. () \$50. () \$25. () other

Annual dues \$25. [] New member [] Renew Year 2002 Dues [] Pre-pay Year 2003 Dues

Please make checks payable to: CALW, Inc. - Write Challenge Grant in lower left-hand corner of check.

Mail to: CALW, Inc., P.O. Box 230078, New York, N.Y. 10023. Contributions are tax deductible [section 501c3]

Name _____ Address _____ Apt. _____
City/State _____ Zip _____ Phone _____ Fax # _____

Send your e-mail address to livablenewyork@erols.com

I can help with publicity. ()

I can distribute the Coalition newsletters, important flyers, etc. in my building. I need () copies.

I can attend important meetings, hearings, etc. () I can help with _____

Public Safety and Visual Blight

The West Side has been flooded with “news boxes” that block corners. At recent count, on one block alone where 9 boxes were placed, only three were for legitimate free newspapers.

Newspaper publishers say that new legislation is not required because a 1984 agreement between the city and five major newspapers specified a dozen or so rules, such as barring boxes from crosswalks and setting a height limit of 54 inches. They insist that “free speech” is at stake.

But Commissioner Iris Weinshall (DOT) said that the agreement is largely ignored because it has no enforcement teeth. In addition, the city has no comparable agreement with smaller weeklies and free circulars/advertisements that have set up boxes in the last few years. City officials estimate there are now **50,000** news boxes on the streets.

A City Council bill is desperately needed which would:

- 1) limit the number of actual news boxes on each street;
- 2) eliminate all free circular/advertising boxes;
- 3) and give the Department of Transportation (DOT) the authority to dictate the size, shape and placement of boxes throughout the city.

What you can do: Call, Fax or e-mail:

Councilmember, Gail Brewer (873-0282) (Fax: 873-0279).

Ask her to introduce new legislation based on the three points listed above.

Ask for support from:

John Liu, Chairperson ,Transportation Committee, to support the new bill (788-7024) (Fax:718-358-7885). and the

Council's Transportation Committee members

Angel Rodriguez - (788-7372)

Eva Moskowitz (788-7393)

Diana Reyna - (718-418-4425), (Fax:718-5-418-8578) ;

Oliver Koeppell (718-549-7300), (Fax 718-9945);

James Sanders - (718-471-7014) , (Fax:718-471-2005);

Helen Sears - (718-446-6971) (Fax:718-446-6972) ;

Larry Seabrook - (718-798-6817) (Fax:718-994-9956);

Andrew Lanza -(718-984-5151) , (Fax:718-984-5737).

And

Christine Quinn (768-4344) , (Fax:768-4380)

E-mail for members of the council consists of their last name

@council.nyc.ny.us (example: Liu@council.nyc.ny.us)

or mail a letter to each at City Hall, New York, NY 10007.



W. 57th Street, 11th & 12th Ave.

The Durst Organization began construction of its 300,00 square foot NYCyberCenter, on West 57th Street, between 11th and 12th Avenues.

Mr. Durst owns the entire site from W. 57th to W. 58th St, 11th to 12th Avenue. He envisioned building a 1.35 million sq. ft. complex of apartments, television studios and office space in separate towers.

His plan, if submitted to City Planning, would be subject to the 7-month Public Review process called ULURP.

W. 69th-W. 70th Street, WEA

Site was sold in 1999 to Tishman Speyer (TST 200 WEA LLC) who can build a 31-story residential tower, “as-of-right”. No special permits needed. The tower would contain approximately 324,398 gross square feet.

At the present time, there was no transfer of deed to another developer, nor were the air-rights from PS 199 transferred or sold. Those “air rights” would add to the height of the tower.

Overdevelopment Continues

W. 64th-W. 65th Street, Broadway)

1926 Broadway and the Chase Bank building on W. 65th Street are being torn down.

The new building is an “as-of -right” 29-story tower. **Actually 36 stories** - 318 feet in height plus 4 floors for mechanicals.

The developer is seeking a special permit that would allow 180 parking spaces in a 24-hour public garage.

Developer may apply for a 10-year 421a tax abatement. There would be no subsidized apartments in the building.

W. 64th-W. 65th St., Broadway & CPW

The Liberty Warehouse is being converted into 25-30 condominiums. Four floors will be added.



The Statue of Liberty that stood on top of the warehouse has been moved to the Brooklyn Museum. It is shame that the developer could not place her back on top the converted building. She belonged to our West Side community.

W. 56th-W. 57th Street, 8th Ave.

The Hearst Corporation plans to add 45 floors to its landmarked six-story office building at 959 Eighth Avenue, between 56th and 57th Streets. It will be a 64-story office tower (597 feet plus 4 stories for mechanicals).