



Coalition for a Livable West Side

Leading the fight for a better city environment.

Visit our Website livablenewyork.org

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Lawsuit Against the United States Postal Service in Federal Court Under the Clean Air Act.

The Coalition for a Livable West Side, together with other community groups, will file a lawsuit against the United States Postal Service in Federal Court for violation of the Clean Air Act.

The community will be adversely affected by the increase in air

pollution that would be caused by trucks from the USPS' planned relocation of the Ansonia Post Office's **carrier/processing center** to W.68th Street (Columbus Avenue and Broadway).

A USPS official stated that its 1992 environmental assessment

had "concluded that the Postal Service's action **would not** have a significant impact on the environment, including traffic."

But that 1992 study is **totally outdated and invalid**. It **did not** include the 55-story Millennium tower, the Reebok Sports Center,

continued on page 2

Alert: They're Still Trying To Move the Miller Highway!

The Empire State Development Corporation will hold a Public Hearing on **June 30, 1999** on the Draft Environmental Impact Statement (DEIS) -- which cost taxpayers over \$10 million dollars -- on the moving of the Miller Highway. The formal hearing will be held at **P.S. 199, 270 W. 70th St.** (Amsterdam Ave. & West End Ave.), from **6 P.M. to 9 P.M.**

Coalition's consultant, Craig Whitaker - Professor of Urban Planning - N.Y.U. - will analyze the DEIS and testify at the hearing.

Our elected officials are trying to get the date changed - but keep the June 30th date on your calendar. If you plan to attend, leave your name and phone number on 580-9319. We will let you know if there is a change.

Trump Asks For Changes in Building Designs For E (67th-68th Street) and F (66th-67th Street)

When Riverside South was approved in 1992, the design of the buildings was "set in stone". Now Trump is seeking so-called "minor modifications" to buildings E and F. By calling the changes "minor", only the City Planning Commission has the right to approve or disapprove the requested changes!

Stay tuned - we will let you know how "minor" the changes are.

more on E & F on page 2

They're Afraid of You!

Imagine that you are the Empire State Development Corporation and you are required by law to hold a Public Hearing on the Draft Environmental Impact Statement for moving the Miller Highway—a project dear to the heart and pocketbook of Donald Trump. You and The Donald really don't want to hold a public hearing, because you know how community groups and taxpayers throughout the state are opposed to spending hundreds of millions of dollars on moving the highway for the sole benefit of Trump's pet project, Riverside South.

So what do you do? Simple. You pick a date for the hearing that will **minimize** public attendance. Hey, how about June 30th—when people have their minds on July vacations and the 4th of July? Perfect!

So you clear it with Donald, and try not to grin when the community and its elected officials raise objections to that most inappropriate of dates.

Yes, they're afraid of you! They don't want you to attend the hearing! But show them up -attend the hearing with your neighbors and make your voices heard!

Coalition for a Livable West Side

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

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Your membership expiration date is in the upper right hand corner of the label. If expired, please renew. If you are not a member, please join. Thank you.

Ansonia Post Office (continued from page 1)

Gracious Home, delivery trucks servicing the retail stores, residential moving vans, city and private garbage trucks and the school buses for the IMAX Sony theater.

In 1995, a spokesperson for the USPS **acknowledged** that a congestion problem existed. He said, "...the Sony theaters had **created much more** pedestrian and vehicular traffic on 68th Street, where the **loading bays would have to be.**"

Congestion in the area has **increased** dramatically in the last four years. The USPS **must** do a broad, new environmental assessment of the impact of moving the Ansonia carrier/operations center to W.68th Street!

Meanwhile, the Coalition's lawsuit will delay the move.

Urgent Need for a Broad West Side Traffic Study

The Coalition for a Livable West Side is interviewing traffic consultants to do an **independent analysis of traffic growth** on the West Side and its impact on the community. Sufficient funds must be obtained in order to do this broad study. Initial plans call for the study to encompass 60th -96th Street.

For years the City has promised to study West Side transportation problems. And for years, the city has approved new development without undertaking such analysis.

To date, there has not been a comprehensive West Side traffic study by the Department of Transportation (DOT). DOT has done only limited studies that **never** include the **cumulative impact** of projects.

In addition, the City has relied on studies conducted by developers, who have a vested interest in **minimizing** projected traffic impacts. Each new development places greater stress on a transportation system that's already pushed to the limit.

A New Chapter in "The Art of the Raw Deal" by Donald Trump - Moving the Miller Highway



The Relocation of the Miller Highway is a Trump plot to get taxpayers not only to pay for moving the highway, but also for building the **park** that **he promised he** would pay for in return for an extra 1 million square feet of development.

The DEIS **stealthily ties** the moving of the highway to the building of the park! How is that possible? A relocated Miller Highway, adjacent to Riverside Drive South would encroach on the park. Under section 4F of National Environmental Policy Act, if you take **any park land**, the federal government must rebuild it **"in-kind or better!"**

If the Federal Highway Administration (FHWA) supports the moving of the highway and **IF Congress** appropriates funds to build a new highway, taxpayers will pay hundreds of millions of dollars for the new highway, and millions more for the PARK!

Against Moving the Miller Highway

Former Senator Al D'Amato supported moving the Miller Highway - but our new **Senator Charles Schumer is vigorously opposed** to it. He **fully supports Congressman Jerrold Nadler's position - no federal funds** to move the highway!



Riverside South Buildings E and F

Trump says that he has **private** backing to build both 500 Riverside Drive South [Building E - 67th Street-68th Street] and 600 Riverside Drive South (Building F - 66th-67th St.).

Building E would be a **38-story** twin luxury rental tower with **438** apartments. **Building F** would be a **30-story** luxury rental tower containing **477** apartments.



The 72nd Street Station Squeeze. Stringer Says, "Full Loaf Now."

The Metropolitan Transportation Authority's (MTA) \$63 million plan to rehab the 72nd Street subway station is unmistakably inadequate and is only a temporary solution to the horrendous overcrowding. The work is scheduled to begin in the spring, and is to be completed by 2003.

The MTA gave us half loaf," said **Assemblyman Scott Stringer**. As long as they're doing a renovation, they should do a real one, finish the job."

FACTS

1. The narrow, short platforms are a substandard 15.5 feet wide at the center and 8.5 feet at the ends of the platform.
2. The plan **does not include widening** platforms.
3. The 72nd St. station **gained 2 million** annual users from 1970 to 1995 - 1 million alone from 1991 to 1995. Other West Side IRT stations lost riders.
4. The MTA's top engineer said at a public meeting last spring, that the development boom [in the area] will leave the agency **no choice** but to **widen** the platforms **within a decade**.
5. That would double the cost of the renovation, MTA officials said.
6. Doing the job in two phases will cost **even more** - and would mean two disrupting reconstructions within 10 years.
7. The MTA says it doesn't have the money but it **found \$180 million** in its capital budget to do a **cosmetic** refurbishment of the Times' Square Station.
8. If the City had required Trump to adhere to the 1982 Restrictive Declaration, the MTA would have had **\$51 million** dollars more [1999 dollars at annual 3% rate of inflation] for the 72nd Street subway .

So what will the MTA do? The MTA will build a new entrance in Verdi Park, across the street from the current one. It will lengthen the platforms by 50 feet (a 10% increase). (Info from. Daily News. Rutenberg, 8/30/98)

Tax Incentives for Rich Corporations = Poor Economic City Policy by Councilmember Ronnie Eldridge

An example of poor economic development policy are the **tax incentives granted to ABC** (reported as \$26 million) for their property on West End Avenue. The City gave them the tax incentives because they said that would build new studio space and **create new jobs**. But now they've sold some of the property to Tishman Speyer for residential development and Disney-ABC has apparently decided **not to build** new studios or increase its television production at that site.

So there are many questions to ask and a Herculean task to find out who's paying what. We're never sure why companies get the incentives they get and then we don't even know the true cost of what they get. And of course, we never know what the general public gets in return.

Disney-ABC is not the only beneficiary of these beneficent tax policies. Residential developers, the New York Stock Exchange, Madison Square Garden, Bear Stearns, are just a few more examples.

Absurdly, with one hand the City gives away hundreds of million of dollars in 'tax incentives', and with the other hand, it continues to cut funding for vital human services - health care, youth services, libraries, etc. That is **poor economic planning!**

Mayor Giuliani Cuts \$41 Million From Public Libraries Budget, Yet...

"The Giuliani administration has not been shy about giving more than one helping of tax breaks in Times Square to some of the city's most prestigious companies.

...In [1997], city and state officials gave Reuters up to \$26 million in subsidies for headquarters at 3 Times square, which had already had tax breaks values at at least \$36.9 million over 20 years." Charles Bagli. NY Times. 5/20/99



The Coalition for a Livable West Side's prime goal is protecting our community and environment!



M-10

MTA Creates Hardships for Public In Proposed New M10 Bus Route

The Metropolitan Transit Authority's (MTA) plans to divide the M10 bus route into two, overlapping routes. One route would run between West 31st Street and West 159th Street, and the other would run from West 66th Street to Battery Park City. Passengers would have to transfer to another bus at 31st Street or Lincoln Center if their destination is beyond the transfer point.

Because the plan **favours** bus schedules over the public, representatives from Community Boards, 2, 4, 5 and 7 and our West Side elected officials testified **against** the present plan at an MTA hearing on April 14th.

The basic argument against the plan is that the public will poorly served. Pedestrians would be forced to travel on foot a greater distance to reach bus service. More than fare may be required to reach a destination. There would be even great waiting time for buses. There is great concern about the inconvenience that will be caused to elderly and handicapped riders in a forced bus change.

Solution? The overlap of the two buses must be **substantially increased**, facilitating both north and south ridership **before** the plan is approved.

ACTION: Write to: Mr. Lawrence Reuter, President, MTA, 370 Jay Street, Brooklyn, NY 11201 and ask that the MTA substantially increase the overlap **before** any change is made in the bus route. Please send a copy to: Hon. Scott Stringer, 230 W. 72 St., NY, NY 10023



M-72

MTA May Still Favor Trump Over Public In Proposed New M72 Bus Route

The Metropolitan Transit Authority's (MTA) plan to remove the M-72 bus stops on West. 66th and W. 68th Street and West End Avenue in order to accommodate the residents of the **two Trump buildings** - W. 68th St.- W.70th St. and Riverside Boulevard, **has not** been implemented

According to a spokesperson for the MTA, no action will be taken on changing the route of the M-72 before a public meeting is held with Community Board 7 (CB7).

The MTA rejected CB7's plan (*see previous Coalition newsletter*) because it would create too large a loop for the buses. It says that is willing to look at other suggestions as it wishes to serve the **largest** ridership possible.

We believe the MTA's willingness to consider alternatives to their "Trump Plan" is due to the community's massive letter writing and petition campaign to the MTA, as well as, the very active opposition of our elected officials.

The Coalition will continue to keep you informed. For faster information please send your e-mail address to: livablenewyork @erols.com or leave your name and fax number on 580-9319 or check our web site, www.livablenewyork.org ,

 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 upper right-hand corner of your label), please renew. If you are not a member, **please join.**

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