

1998

*Office of the Mayor*  
*Rudolph W. Giuliani*

**Deputy Mayors**

RANDY L. LEVINE  
PROJECT/SUBJECT FILES

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LOGAN BUS CO.

0405

*Folder*

02/03/010

*Box*



[www.alpha-sys.com](http://www.alpha-sys.com)

MEMORANDUM FROM

CATHERINE GIULIANI

Office of the Deputy Mayor for Economic Development,  
Planning & Administration

File  
Logan Bus

RANDY,

As you requested at  
our staff meeting;

here is a fact sheet

for your discussions RE: Logan

Bus. Co.

Logan Bus Co. has been working for over two years to obtain this land. They were ready to go to contract with EDC when Claire stopped the project.

Claire is studying the feasibility of reactivating this abandoned rail link. (Also called Rockaway Spur or Rockaway Beach Branch Rt. of Way.) The development of the spur would only require the use of the easement (see map).

Claire does not want Logan to enter into any agreement with the City over this property, because she believes it may impede any future development along the abandoned line.

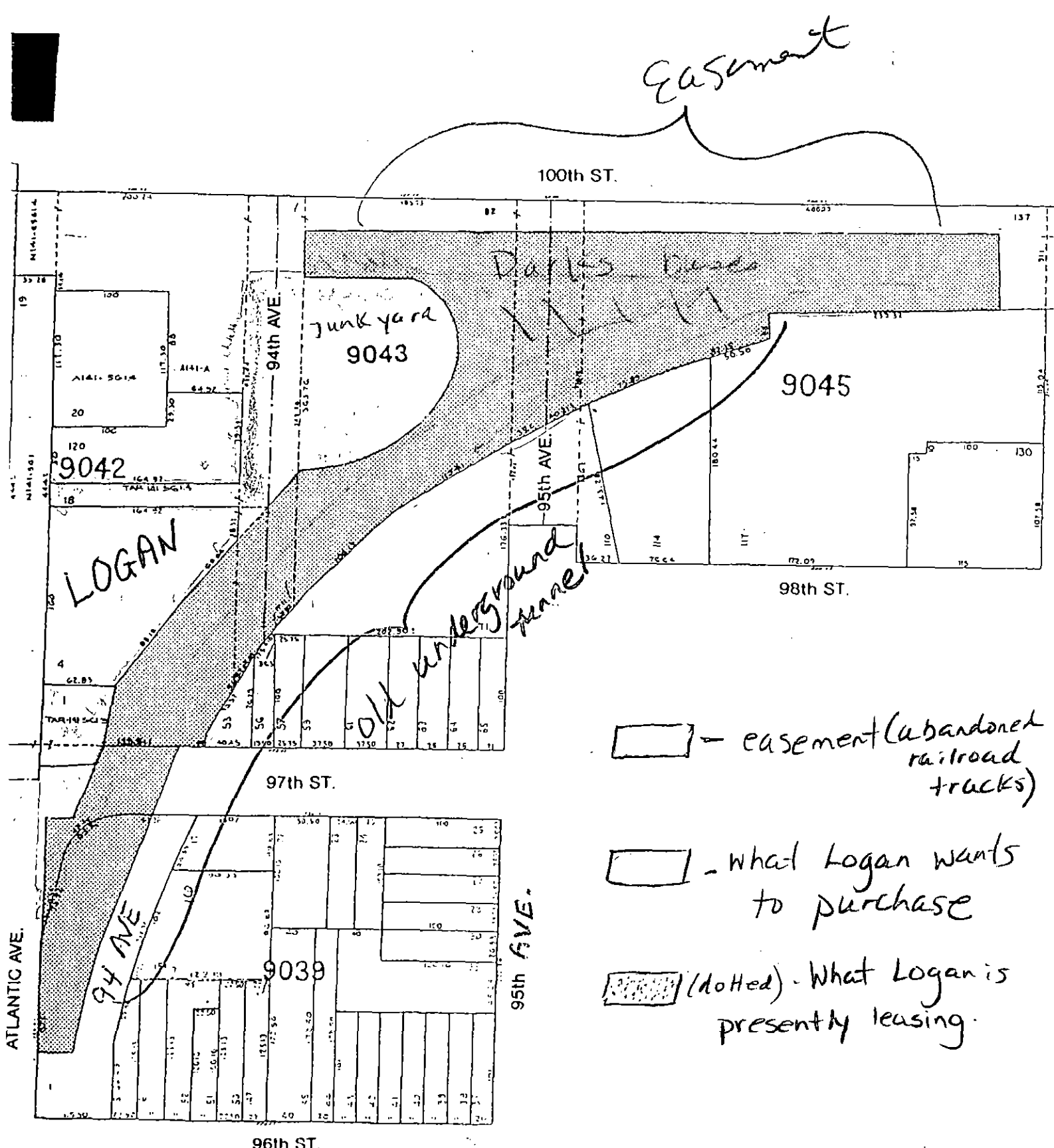
Logan is willing to purchase only the yellow area and lease the pink area. He is also willing to sign an agreement saying he will never claim the easement if the city were to develop it.

The project is currently at a standstill. Logan is anxious, because he is legally required to install tanks at a cost of over \$200,000 by the end of 1998. We are at a standstill and need your intervention.

**Other facts to Know:**

- **The communities of Richmond Hill, Glendale, Ozone Park, Middle Village, and Forest Hills are vehemently opposed to the restoration of this line and will become quite vocal over time.**
- The PA has already gone on record saying they have no intentions of restoring the line or using it. They would be willing to hook up their LRS service at Howard Beach for a one seat ride from Manhattan, if the MTA were willing to restore the line.
- The MTA ( according to DM Rudy Washington) has no intentions of restoring the line. In addition, they would not be eligible for federal funding because there is a stipulation that any project receiving federal funds must exclusively serve airport passengers.
- Logan employs over 1400 people most of them local residents.

# QUEENS



*Easement*

*Junk yard  
9043*

*LOGAN*

*oil underground  
tunnel*

*Darius Bonds*

□ - easement (abandoned railroad tracks)

□ - what Logan wants to purchase

■ (dotted) - what Logan is presently leasing.

96th ST.

100th ST.

98th ST.

97th ST.

9039

94th AVE.

95th AVE.

95th AVE.

ATLANTIC AVE.

94 AVE.



New York City  
Economic Development  
Corporation

*ple Logan*

Charles Millard  
President

MEMORANDUM

To: Deputy Mayor Randy Levine

From: Charles Millard *CM*

Subject: Logan Bus Company  
97-14 Atlantic Avenue, Ozone Park, Queens

Date: January 29, 1998

This memo summarizes a situation that requires a decision from you or the Mayor as it deals with competing issues of helping a business and keeping land available for the possible re- invigoration of the Rockaway Line. It also requires choosing between the options supported by Borough President Claire Shulman and Assemblyman Anthony Seminerio.

**BACKGROUND**

Logan Bus Company has been leasing from DCAS approximately 100,000 sf of land adjacent to its offices and maintenance building on a month-to-month basis for over 20 years. (Please refer to the attached map of the site -- Map #1.) In 1995, the company expressed an interest in acquiring the leased parcel as well as two adjoining City-owned parcels leased by DCAS to two other short term tenants, a used car lot and a junkyard. The company executed a contract of sale in June, 1997 for approximately 146,000 sf of City-owned property at a sale price of \$935,000. Logan Bus Company employs approximately 1,000 bus drivers and matrons, the majority of whom live within walking distance of the site. The sale requires ULURP.



**RAIL RIGHT-OF-WAY**

The Logan Bus Company site includes two sections of the Rockaway Beach Branch/LIRR rail right-of-way which were abandoned in the early 1960's: a 60' right-of-way along the eastern boundary of the site (which is now paved); and a curved spur which went underground and connected with the Atlantic Avenue LIRR (it has since been filled in and is now at grade). The roughly 3.5 mile inactive right-of-way runs from White Pot Junction in Rego Park in the north to Liberty Avenue in Ozone Park in the south. Map #2 highlights the active and inactive rail rights-of-way. In recent years this right-of-way has been looked at as a potential airport access route and is now also being considered as a possible link to Arverne/Technodome. The right-of-way runs through many residential neighborhoods, including sections of Rego Park, Woodhaven and Ozone Park, and there has been and will be community opposition to the reactivation.



## **STATUS**

The Borough President has expressed strong opposition to the permanent disposition of the right-of-way. In my meeting with the Borough President, I attempted to balance her concern with Logan Bus Company's need to have additional land for expansion. I proposed that EDC issue an occupancy permit for the right-of-way (the occupancy permit could be revoked with 30 days notice) and proceed with the sale of the balance of the property. The Borough President expressed opposition to this proposal.

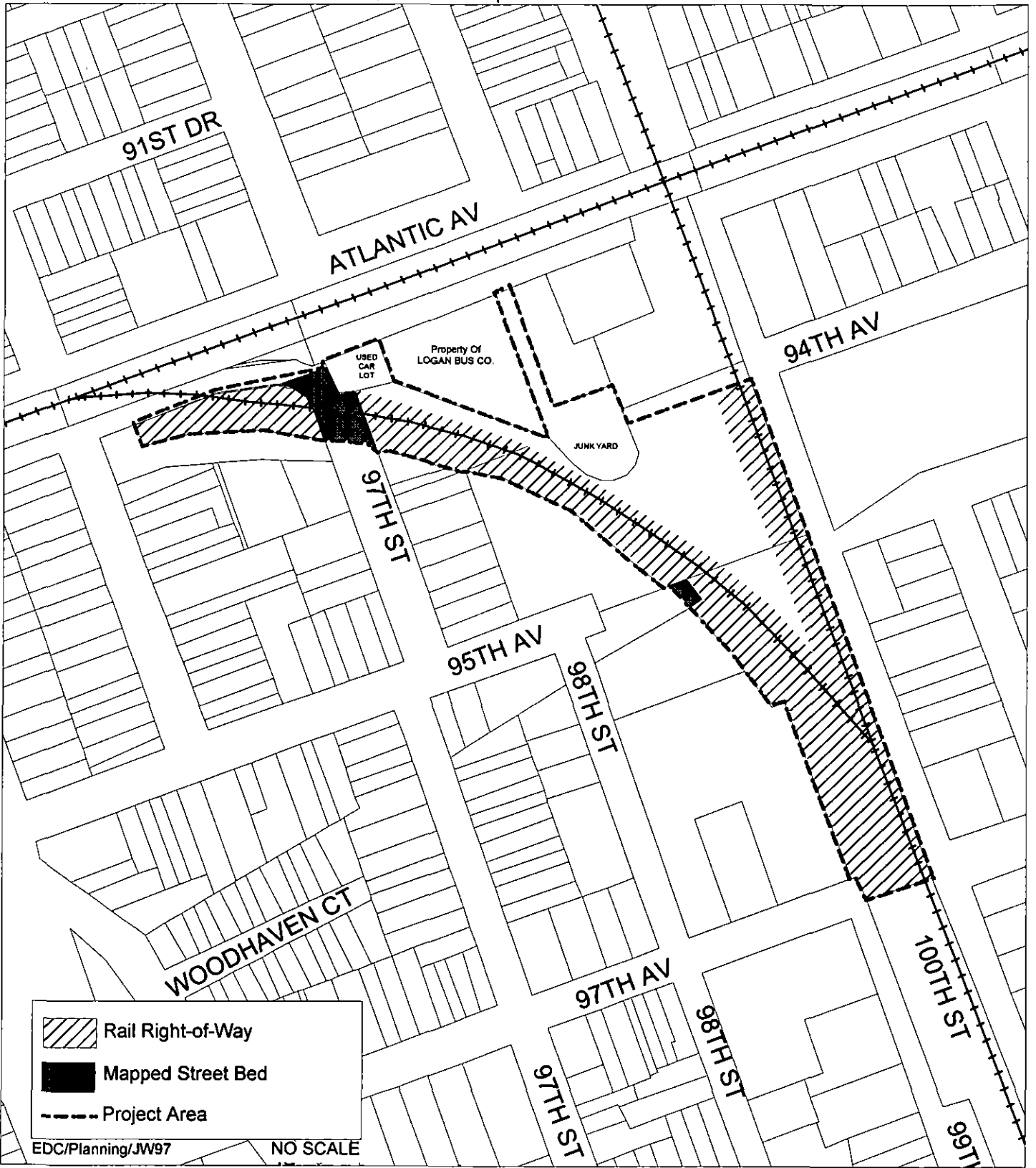
## **ISSUE**

Assemblyman Seminerio is a strong advocate for Logan Bus Company as well as an opponent of the reactivation of the Rockaway Branch right-of-way. Borough President Shulman's primary interest is in reactivating the right-of-way and she expressed strong opposition to the sale and/or permit of any additional property to Logan Bus Company under the premise that it would be more difficult to evict the company in the future. In fact, the Borough President suggested that the City swap the property Logan owns and is leasing for a City-owned parcel near JFK airport and that we leave the Logan site vacant until the right-of-way is reactivated.

If the Mayor wants to assist Logan Bus Company, EDC could issue an occupancy permit, terminable on 30 days notice, for the entire site. Although I have proposed that solution to the Borough President, she is adamant that we not do anything that might increase Logan's claim to the property. You should be aware that the Borough President has reached out to Deputy Mayor Mastro on this issue.

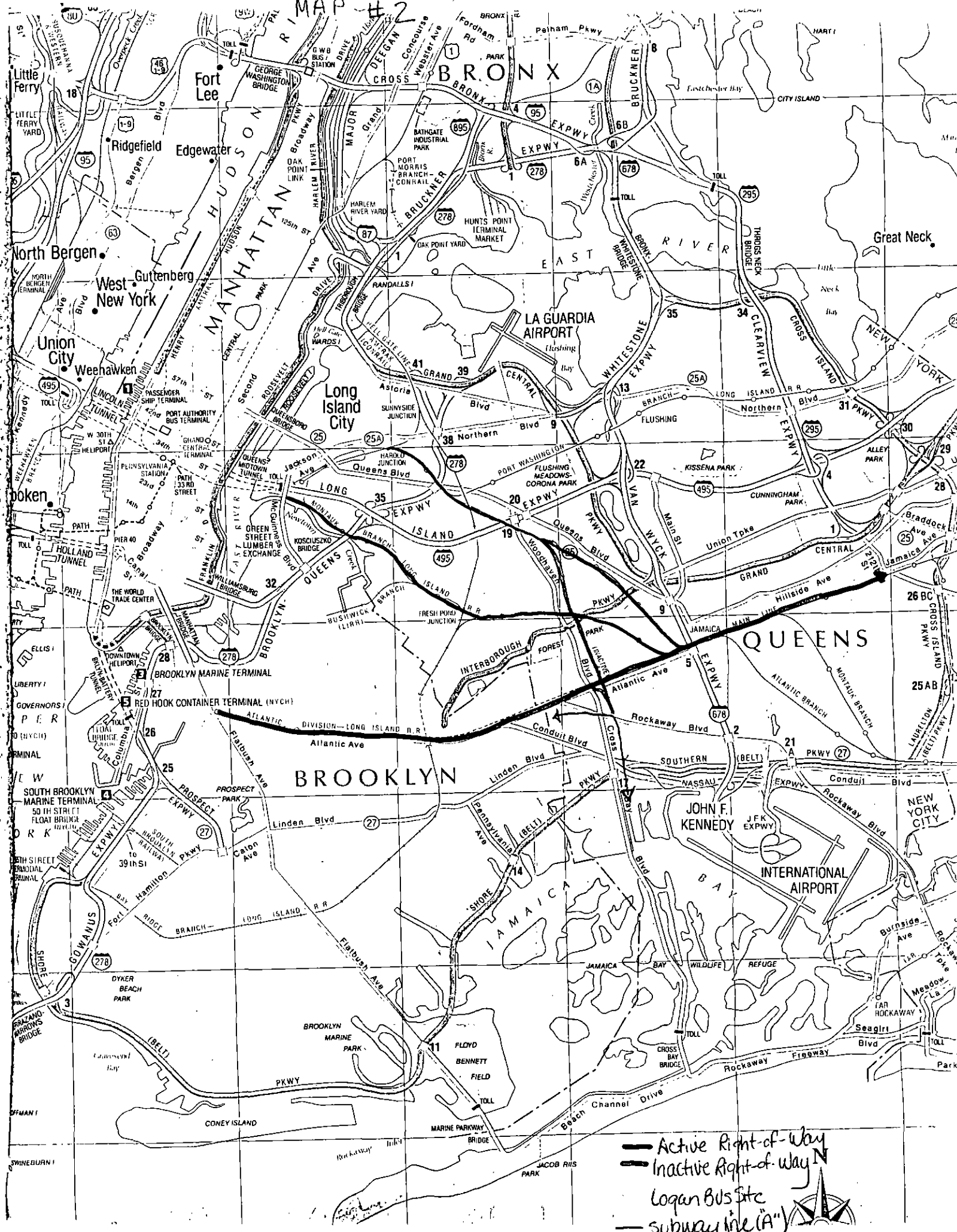
## **Attachments**

MAP # 1



## LOGAN BUS COMPANY SITE

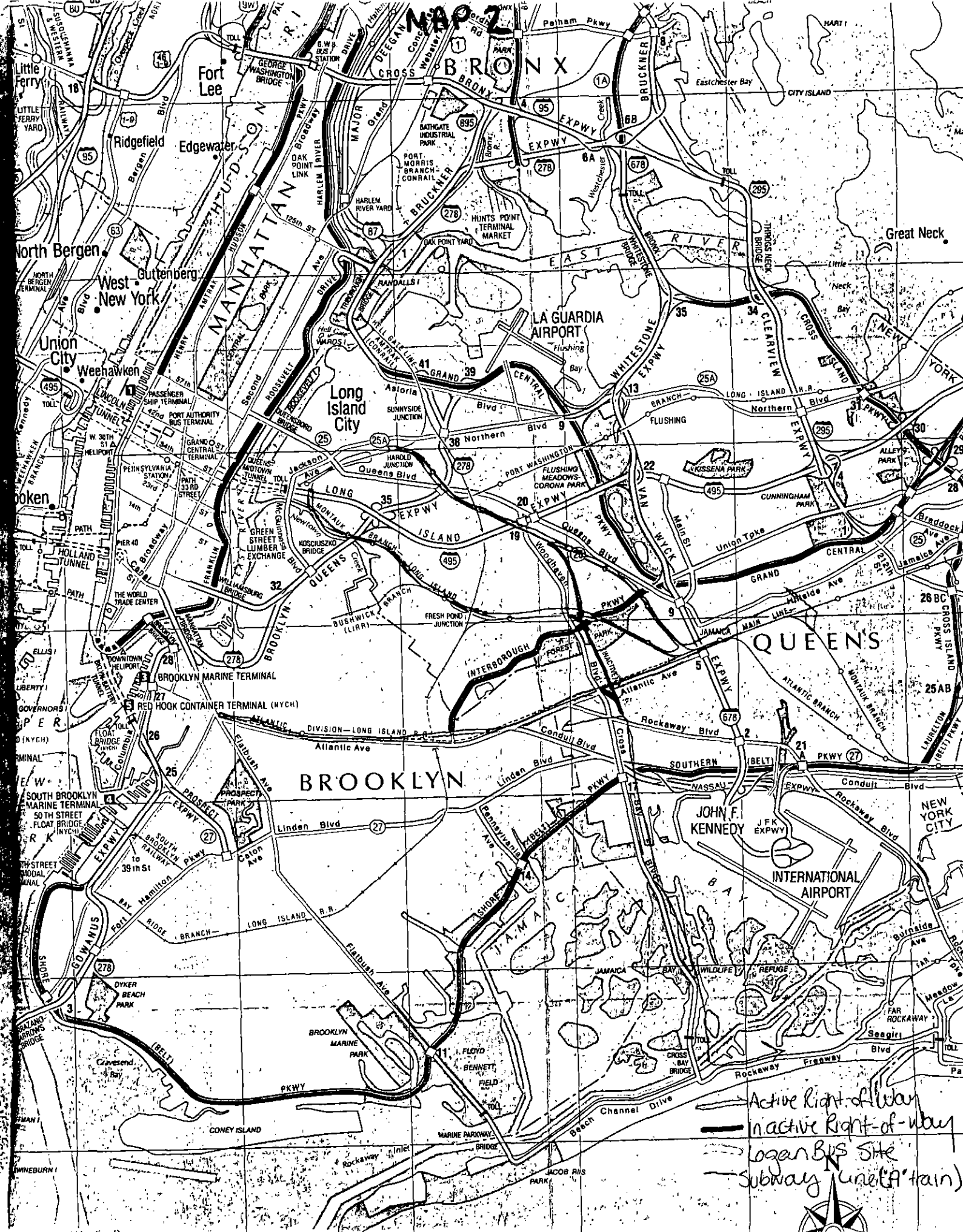
97-14 Atlantic Avenue, Ozone Park, Queens



— Active Right-of-Way  
 — Inactive Right-of-Way  
 ● Logan Bus Site  
 - - - Subway line (A)







— Active Right-of-Way  
 — Inactive Right-of-Way  
 — Logan Bus Site  
 — Subway Line (A train)





THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

ANTHONY S. SEMINERIO  
38th District

PLEASE REPLY TO:  
Room 818  
Legislative Office Building  
Albany, New York 12248  
(518) 455-4621

DISTRICT OFFICES:  
114-19 Jamaica Avenue  
Richmond Hill, New York 11418  
(718) 847-0770

68-28 Myrtle Avenue  
Glendale, New York 11385  
(718) 366-6725

ASSISTANT MAJORITY LEADER

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Governmental Employees  
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Racing & Wagering

*Handwritten notes:*  
Kenny  
Claire  
+ Claire  
RLL  
ASAP

January 28, 1998

Deputy Mayor Randy Levine  
Economic Development & Planning  
City Hall  
New York, New York 10007

Dear Deputy ~~Mayor~~ *Randy* Levine:

Thank you for listening to me about this vital problem in my community. Logan Bus Company is a provider of school transportation services employing about 1400 people. Most of there employees are local, living in my district, many housewives who walk to work.

For many years Logan has rented city property on Atlantic Avenue. They also have tried for many years to purchase this property. Three years ago they lost their bid on the yearly lease. If they had to move, they would incur expenses close to a million dollars. They came to me to save the property and the local jobs. If they moved they were going to Nassau County.

All of us wanted to keep this vital business in New York City.

We started to meet with Economic Development with the assistance of Fran Reider who also had a new open bid for lease of the property. Logan won the lease and we began the process of them purchasing the property. Now two years down the road and \$100,000.00 of Logan money, Clair Shulman is objecting. Part of the land they were to purchase was an old railroad right of way. Logan has agreed not to purchase that part of the property but to continue to leave it.

Claire wants to run a railroad down this right of way from Rockaway across many communities to Manhattan.



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Page 2

Re: Logan Bus Company

The communities around this old railroad right of way- Ozone Park, Woodhaven, Richmond Hill, Glendale and Forest Hills have fought any use of that property successfully for the last fifteen years. In addition the suggested cost of the project is 4 billion dollars. Randy, you know it just isn't going to happen in our life time.

I am asking you to use your good offices to move this project along so that this business can be settled. I appreciate your assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tony", written in black ink.

Anthony Seminerio  
Assistant Majority Leader

AS/jr