



A Manhattan Garage Open for Business



BY THE HOUR. Irving LeBow of Lake Success, rather than pull into a garage, sits in his car yesterday on West 45th Street in Manhattan waiting to get a parking spot at a meter. He said that he often waits up to an hour, which is how Manhattan garages, as at left, compute their rates.

Newsday Photos by Sent

Parkers Left on the Spot

By Linda Charlton

New York—By the numbers, it seems, there is enough legal parking space in Manhattan to go around, but those numbers still added up to frustration for drivers in the midtown area yesterday.

"As far as I'm concerned, this is terrible," said George Cofield from his station wagon in the mid-40s yesterday afternoon. "You can't take a chance any more on leaving a car for a few minutes in a 'No Parking' zone." Cofield makes about 10 trips a day to the midtown area as a deliveryman for a Bronx scenery studio. Since the city's war on illegal midtown parking became a towaway blitz last September, he said, "it's gotten so bad, in fact, my boss had to hire an extra man just to ride with me and run up and make the delivery while I drive around the block."

It is persons such as Cofield—deliverymen, salesmen, shoppers, tourists and others who might be described in traffic terms as semi-transient—who comprise the greater part of Manhattan's traffic and parking problem. According to Paul Petrillo, director of traffic engineering for the Automobile Club of New York, about 140,000 of the daily total of about 300,000 cars in the area south of 59th Street come under this heading. About one-third of the total, or about 100,000 vehicles, are simply passing through. Of the remaining 200,000, commuters, persons who drive into the city in the morning and park all day, account for slightly less than 60,000 cars.

The number of legal curbside parking spaces in the towaway zone varies from day to day and street to street, but a Traffic Department spokesman estimates that it ranges from a low of 775 between 8 AM and 9 AM to a high of 15,500 at midnight, with the average number available in the middle of a weekday about 1,600.

In the area below 59th Street, known as the central business district, there are about 120,000 parking spaces, on the street and in off-street lots and garages. Of those, about 60,000 are occupied for the entire day by commuters' cars, but the remaining 60,000 spaces, because of the turnover in short-term parking, can accommodate 2-2½ cars per day, or 150,000 cars daily. "But," says Petrillo, "this doesn't mean there is adequate parking space in Manhattan." The paradox is simply explained: the concentration of legal curb space, parking lots and garages is "poorly located for shoppers and business people." And this inconvenience, inevitably, increases the pressure on the harried driver to park illegally. Since September, for example, when the city declared the area from river to river between 34th and 59th Street off-limits to illegal parkers, the police have towed away 23,731

illegally parked cars from the area, incidentally bringing in \$465,390 for the city's general fund through collection of a \$25 towing charge, \$5 a day storage fee and the \$15 parking fine from every driver who gambled and lost.

To the question of where the displaced drivers are leaving their cars, only vague answers are available. The Long Island Rail Road reports no noticeable increase in its daily passenger traffic since Sept. 9, and the vice president of the Metropolitan Garage Board of Trade says that "there has been a very, very slight increase in the volume of parking" since that time.

His view of the garage situation was not shared by Irving LeBow, of 4 Fieldstone Lane, Lake Success, a salesman who was looking for garage room on West 37th Street yesterday afternoon. "You've got to wait hours now if you want a parking space," LeBow said. "Most parking lots are full . . ." LeBow, who said he makes an average of 10 calls a day in the midtown area, called it "very frustrating now," and so, in different terms, did the doorman at an East 42nd Street residential hotel. Most

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MDs, Diplomats Find Tow Eased

New York—Mayor Lindsay's firm stand on allowing no exceptions to the city's midtown towaway policy buckled a little late yesterday under the weight of three days of protest from the doctors and diplomats, who say they must be able to park illegally in emergencies.

The softening of the city administration's hard line on cars parked between 34th and 66th streets was announced by Transportation Administrator Arthur Palmer Jr. He said the almost-no-exceptions policy would work this way: an illegally parked car bearing DPL diplomatic plates will not be towed away until the police have made every effort to locate the diplomat within a reasonable time which Palmer said might be as much as 15 minutes. The diplomat would then be given time to move his car. Another concession to diplomatic immunity suggested by Palmer was that a special area be designated to receive the towed-away diplomatic vehicles. Some place more convenient than the city garage on 34th Street and the Hudson River, such as UN headquarters.

For the doctors, Palmer said, the city was prepared to

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Franzese Retrial Set for Albany

Brooklyn—The FBI will transfer files, documents and other items relating to the bank-robbery retrial of John (Sonny) Franzese from the U.S. attorney's office here to Albany this week in preparation for the start of the trial Monday.

Federal Judge Jacob Mishler declared a mistrial Tuesday before testimony began and transferred the court action to another city on the grounds that Newsday and the New York Times published material which he had told them not to print because it might prejudice the case against Franzese and his four co-defendants. At first, Mishler said the new trial would be held in Syracuse. Yesterday, however, he said it would be held in Albany instead because that city has better security facilities.

New subpoenas are being prepared for more than 20 witnesses that Assistant U.S. Attorney Michael Gillen plans to call for the trial. Gillen said he would leave for Albany Sunday.

Franzese, 48, a Cosa Nostra underboss who lives at 47 Shrub Hollow Rd., Roslyn Heights, is now free on bail. His co-defendants, however, are still in custody. Federal officials said they were being kept separate from other prisoners whom the state plans to call as witnesses against them.

Franzese and the four others are charged in an eight-count indictment with robbing four banks. On trial with him and the addresses they gave are William D. Crabbe, 41, 114-26 Rockaway Blvd., South Ozone Park, Queens; John (Johnny Irish) Matera, 32, 253-53 149th Ave., Rosedale; Joseph M. (Whitey) Florio, 40, 754 Glenmore Ave., Brooklyn, and Nicholas Potere, 40, 173 Elton St., Brooklyn.

Another Rocky Feller: 6 Lbs., 2 Ounces

New York—Gov. Rockefeller became a new father today. His wife, Margaretta (Happy), gave birth to their second child—a baby boy who weighed in at 6 pounds, 2 ounces—at 5:30 AM.

A Rockefeller family spokesman said the birth was "two or three weeks premature." The mother and son were reported doing "fine" and "both were resting comfortably" at Lying-In Hospital. The child is the second for the Rockefellers in their three years of marriage. The first, Nelson Jr., was born May 30, 1964 at the same hospital. A Rockefeller aide said that

the parents have not yet decided upon a name.

Gov. Rockefeller accompanied his wife to the hospital in a taxi early this morning. He remained there until after doctors told him the birth had been successful. Mrs. Rockefeller has had four other children by a previous marriage to Dr. James Slater Murphy. She lost custody of them in a court battle, however. Gov. Rockefeller's first wife, Mary Todhunter Clark, divorced him in Reno, Nev., after 31 years of marriage 14 months before he wed his second wife. He had five children by his first marriage.