

**APPENDIX H**  
**Right-Of-Way Relocation**  
**Plans**



## **Conceptual Stage Relocation Plan**

**April 16,2002**

**Bronx River Green way**

**PIN: X027.05.201**

### **Introduction:**

The Bronx River between Bronx Park and the East River suffers the same deplorable conditions as many of our nation's most industrialized urban rivers. The water is polluted, views and public access are obstructed by buildings, bridges, and railroad tracks, and the natural banks have been almost completely replaced by bulkheads and rip-rap. As it flows through the South Bronx, the last two miles of the Bronx River are flanked by some of the most densely populated and poorest communities in New York City. At the same time there is a glaring lack of green space and recreational amenities.

In 1896, Bronx River Restoration, a community based organization, published the Bronx River Corridor Preservation and Development Plan, a ten year plan for turning this particularly neglected portion of the Bronx River, from 180<sup>th</sup> Street to the East River, into a linear park. This park would adjoin twelve miles of public land along the Bronx River in Westchester County to create a continuous twenty-mile River front park stretching from Westchester's Kensico Reservoir to the East River. Today, the New York City Department of Parks and Recreation, with the help from its non-profit and public agency partners, is working to create a multi use trail along the shores of the Bronx River. Part of this effort is Land exchange between NYSDOT and NYCDPR. NYSDOT is constructing a trail through this segment and upon completion of this project transfer the ownership to NYCDPR. NYCDPR accepts maintenance for the entire non-motorized transportation trail and surrounding land known as Bronx River Greenway.

The purpose of this plan is to analyze the relocation problem created by the proposed alternatives for the execution of this project.

## **ALTERNATES CONSIDERED**

The Bronx River Greenway project is an attempt to make the River more accessible to the Public.

There are two alternates:

Alternate A:

Bronx River Avenue to Story Avenue to Colgate Avenue to Lafayette. Lafayette and Colgate meet at Soundview park, via local street connection.

Alternate B:

N/E of Westchester Avenue over the Amtrak rail lines, passing through Apex Auto Center, over the bridge on Bronx River at 172<sup>nd</sup> street, going under the 174<sup>th</sup> street, passing through the Parks land and underpass E 177<sup>th</sup> street to East Tremont, passing the state land.

### **Area Description:**

The Borough of the Bronx is one of the five boroughs which together form the municipality of the City of New York. The Borough is located directly North and Northeast of Manhattan, which is effectively the heart of New York City. The Bronx also serves to link Manhattan to the northern surrounding County of Westchester and offers connection to Brooklyn, Queens, and Long Island via the Whitestone, Triborough and Throgs Neck Bridges. The Bronx is served by several expressways including I-87, I-95, and I- 278, as well as Parkways, such as Saw Mill River Parkway, Hutchinson River Parkway, Sprain Brook Parkway, and The Bronx River Parkway. The Borough of Bronx contains 42.5 square miles of land area and over 800 miles of roadways. The entire borough is well served by mass transit, including three subway lines, three commuter railroad lines and extensive service of bus lines. In essence, access to and from the borough is excellent.

The construction site is located within the Bronx County Community Board # 6 & # 10. Community Board 6 boundaries are as follows: To the north, Bedford Park Blvd: to the south, E 174<sup>th</sup> street, Crotona Park North and the Cross Bronx Expressway: to the west, Webster Avenue; and to the east, Morris Park Avenue. Community Board # 10 boundaries extends from Hutchinson River Parkway, New England thruway (East bound), to south East River & includes the community of Co-op City, Pelham Bay, Throgs Neck, Zerega and City Island.

There are no other construction in this area which will affect the availability of replacement sites.

## **Relocation Analysis:**

Alternate A would not require any acquisition.

Alternate B will impact three businesses. One parcel (750 SF) is leased by the Apex Auto, used car dealer located at 123 Bronx River Avenue, for use as a car parking lot. It is envisioned that all or a portion of this parcel will be acquired for trail development.

The second parcel (80,000 SF) is leased by New York City Marshall for use as a car impoundment lot. It is used to park the automobiles.

The 3<sup>rd</sup> parcel is Apex Auto, used for auto parts and used car parts, located at 1235 Bronx River Avenue (60,000 SF).

To accomplish this route both the businesses should be relocated.

We have been in contract with Mr. Marvin of Friedland Realty, NY. He assured us that there is sufficient space available into which these displaced businesses could move. It is estimated that such move could be accomplished within six months of acquisition. A list alternative location are listed in exhibit II.

## **Relocation Assistance and Services:**

In effecting the relocation activities on this project, the following assurances are made:

- 1.) As part of the preparation procedure for the acquisition stage relocation plan, each site occupant will be personally interviewed to determine their specific relocation needs.
- 2.) The acquisition and relocation assistance program will be conducted in accordance with the requirements and standards of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended or as may be amended, as authorized by Section 30 of the New York's Highway Law and implementing Rules and Regulations. (Part 101)
- 3.) All site occupants will be furnished a copy of the State's information booklet and will be fully informed of all benefits to which they maybe entitled.
- 4.) No site occupant will be required to move from his property without at least 90 days written notice.
- 5.) Comparable replacement housing will be available and offered to all residential occupants.
- 6.) The relocation program will be carried out in an orderly, humane and timely fashion.
- 7.) Relocation assistance will be offered to all relocates without discrimination.
- 8.) An on site relocation office will not be established on this project. Staff from the Regional Office will provide relocation assistance at hours convenient to the displacees.

**Conclusion:**

There are no concurrent acquisition programs planned for the Community Board 6 & 10 area which would have an affect of the availability of replacement properties.

We estimate that construction and moving would take approximately twelve months from the date of our acquisition.

## **EXHIBITS**

1. Map
2. Non Residential Needs and Market Offerings
3. Resources



**Exhibit 2.**

Non Residential Needs and Market Offerings:

Alternate A:       None

Alternate B:

<u>Building</u>	<u>Type</u>	<u>Area (SF)</u>	<u>Occupancy</u>
0	Used Car lot	3,750 SF	Tenant - Apex Auto
0	Car impound	80,000 SF	NYC Marshall

Market data for Commercial Properties:

	<u>Type</u>	<u>Sq. Ft</u>	<u>Rent/Sale Price</u>	<u>Address:</u>
#1	garage	9,300 SF	Rent \$8,000/month	East chester Road, Morris Park vicinity
#2	garage	5,000 SF	Sale Price \$260,000 Rent \$4,300/ month	450 coster Street, Bronx New York
#3	garage	6,225 SF	Sale Price \$75,000 Rent \$ 5,225/ month	1171 Worthen St. Bronx New York
#4	Land	84,802 SF	Sale Price \$ 750,000	1098 Shorehaven Ave, Bronx, NY
#5	Land	88,911 SF	Sale Price \$ 930,000	Brush Avenue, Bronx New York
#6	Land	81,774 SF	Sale Price \$1,150,000	Commerce Avenue, Bronx New York

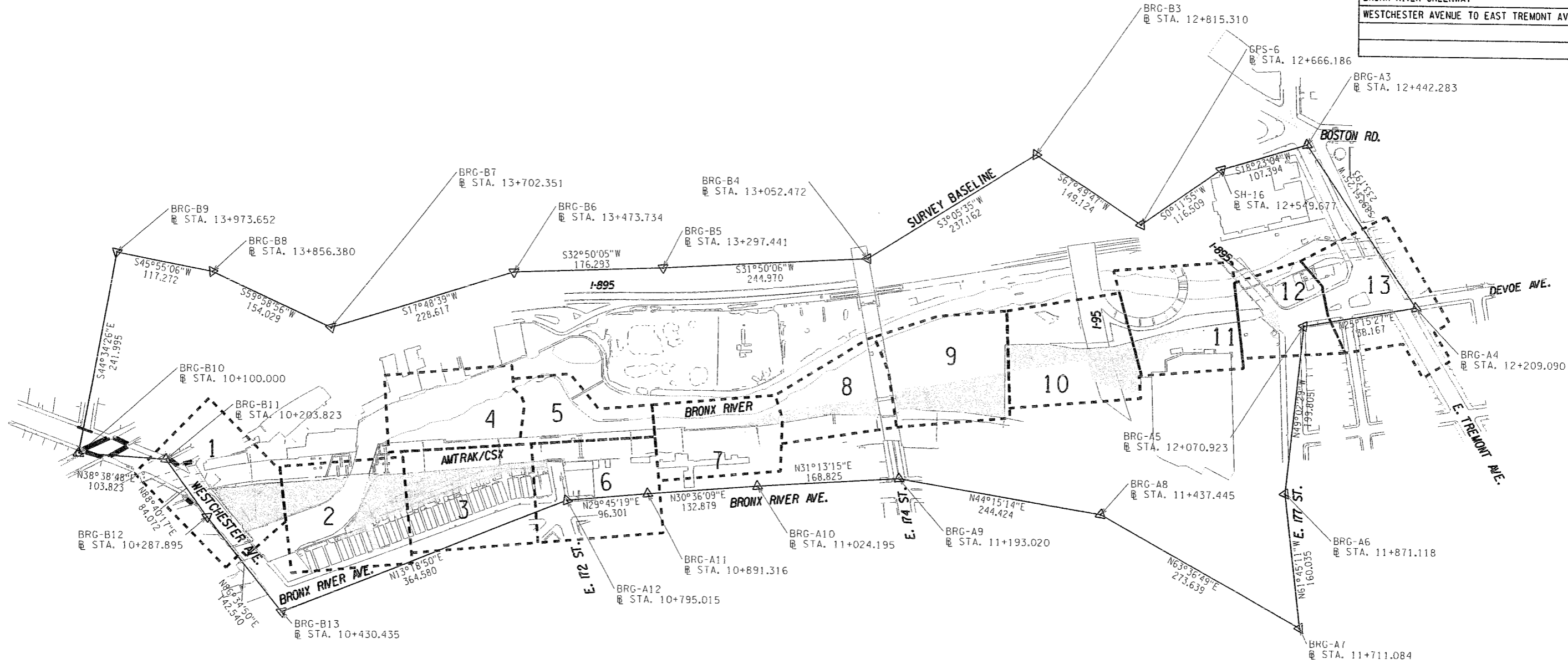
Exhibit 3. Resources

1. Mr. Marvin of Friendly Reality, New York
2. Ms. Susan Collins from Community Board # 6.
3. Mr. Fisher from Community Board # 10

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BRONX RIVER GREENWAY				
WESTCHESTER AVENUE TO EAST TREMONT AVENUE				



- LEGEND**
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  - AREAS WITH ACQUISITIONS

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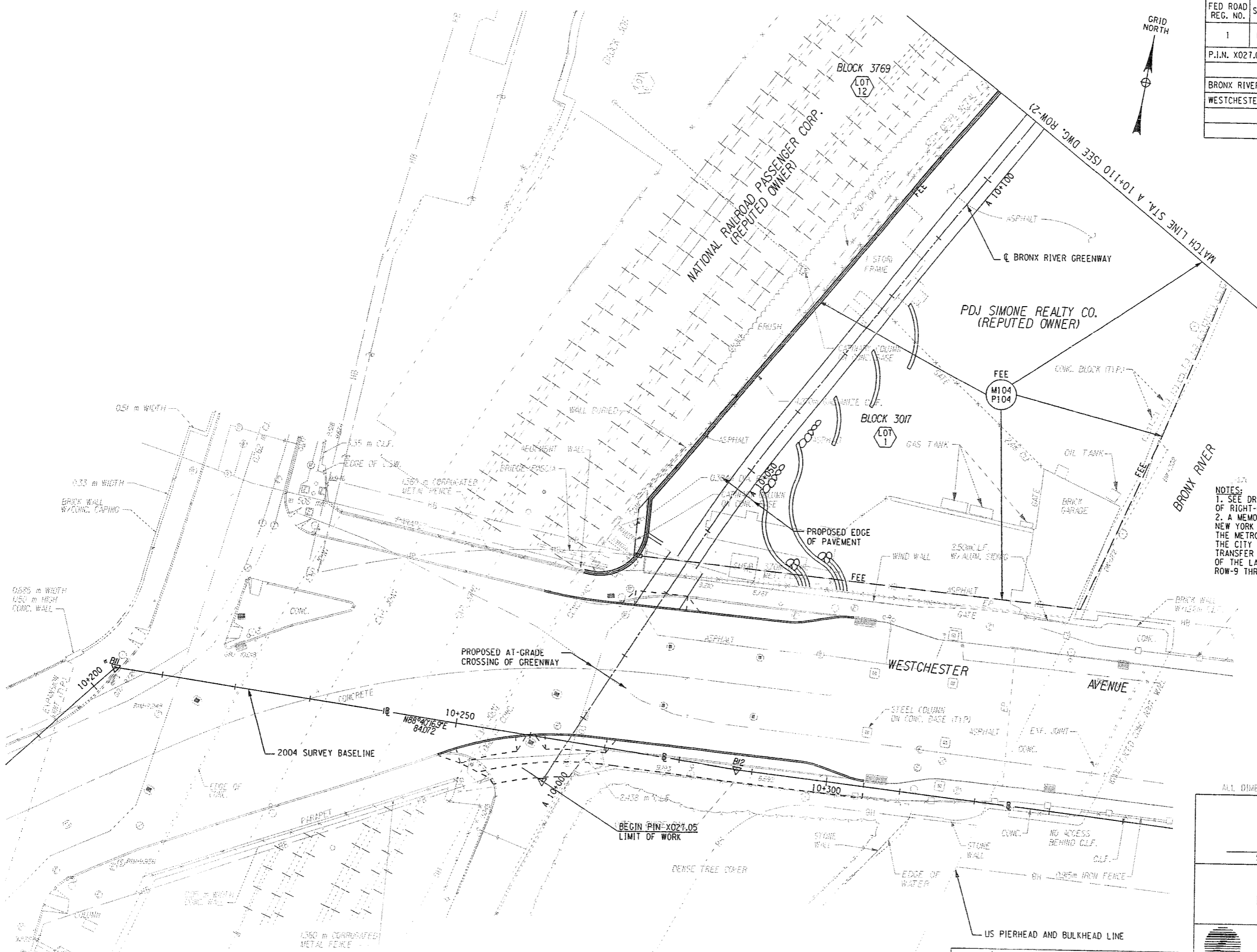
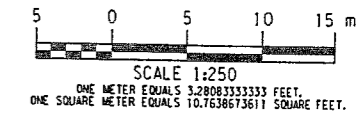
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NOTES:  
 1. SEE DRAWING NO. ROW-14 FOR TABLE OF RIGHT-OF-WAY ACQUISITIONS  
 2. A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT), THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA), AND THE CITY OF NEW YORK HAS BEEN DEVELOPED FOR THE TRANSFER OF PARCELS A, B, C1, C2, D, AND E. THE LIMITS OF THE LAND PARCEL TRANSFERS ARE SHOWN ON DRAWINGS ROW-9 THROUGH ROW-12.

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ROW ACQUISITION PLAN 1



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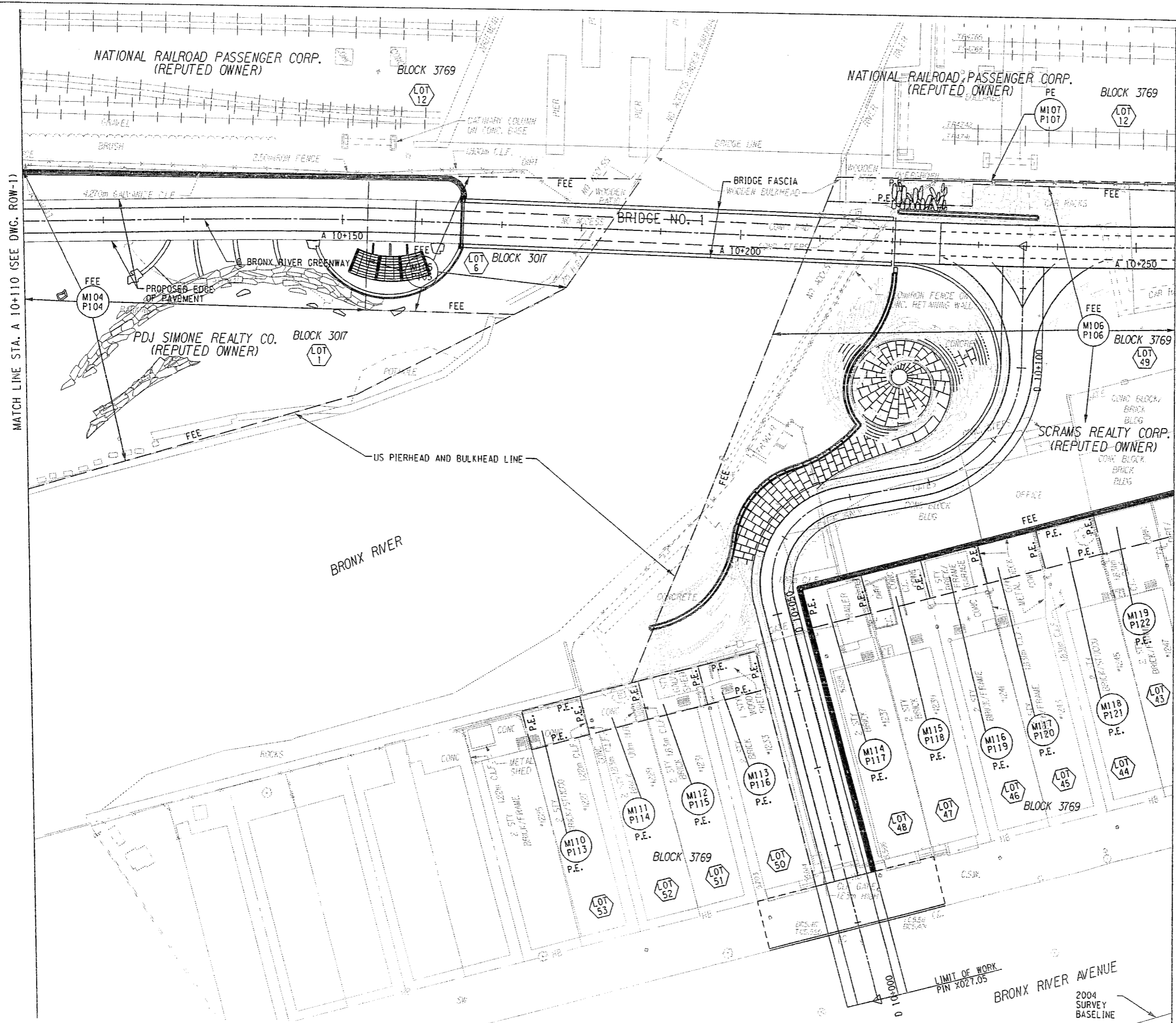
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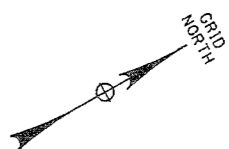
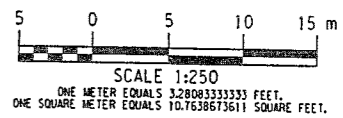
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MATCH LINE STA. A 10+110 (SEE DWG. ROW-1)

MATCH LINE STA. A 10+255 (SEE DWG. ROW-3)

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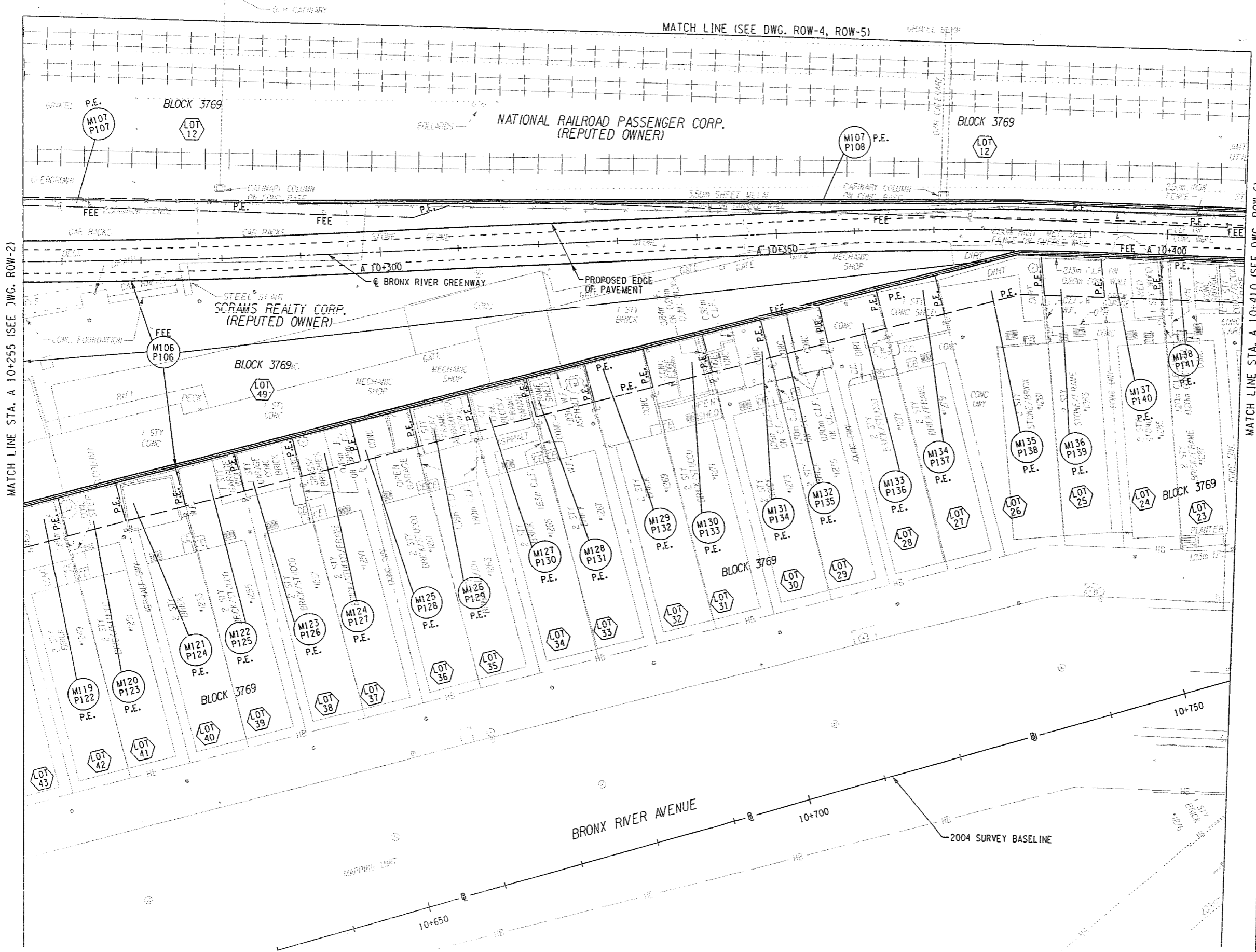
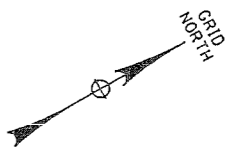
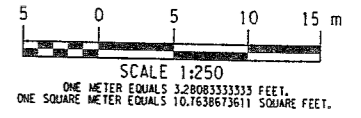
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MATCH LINE STA. A 10+255 (SEE DWG. ROW-2)

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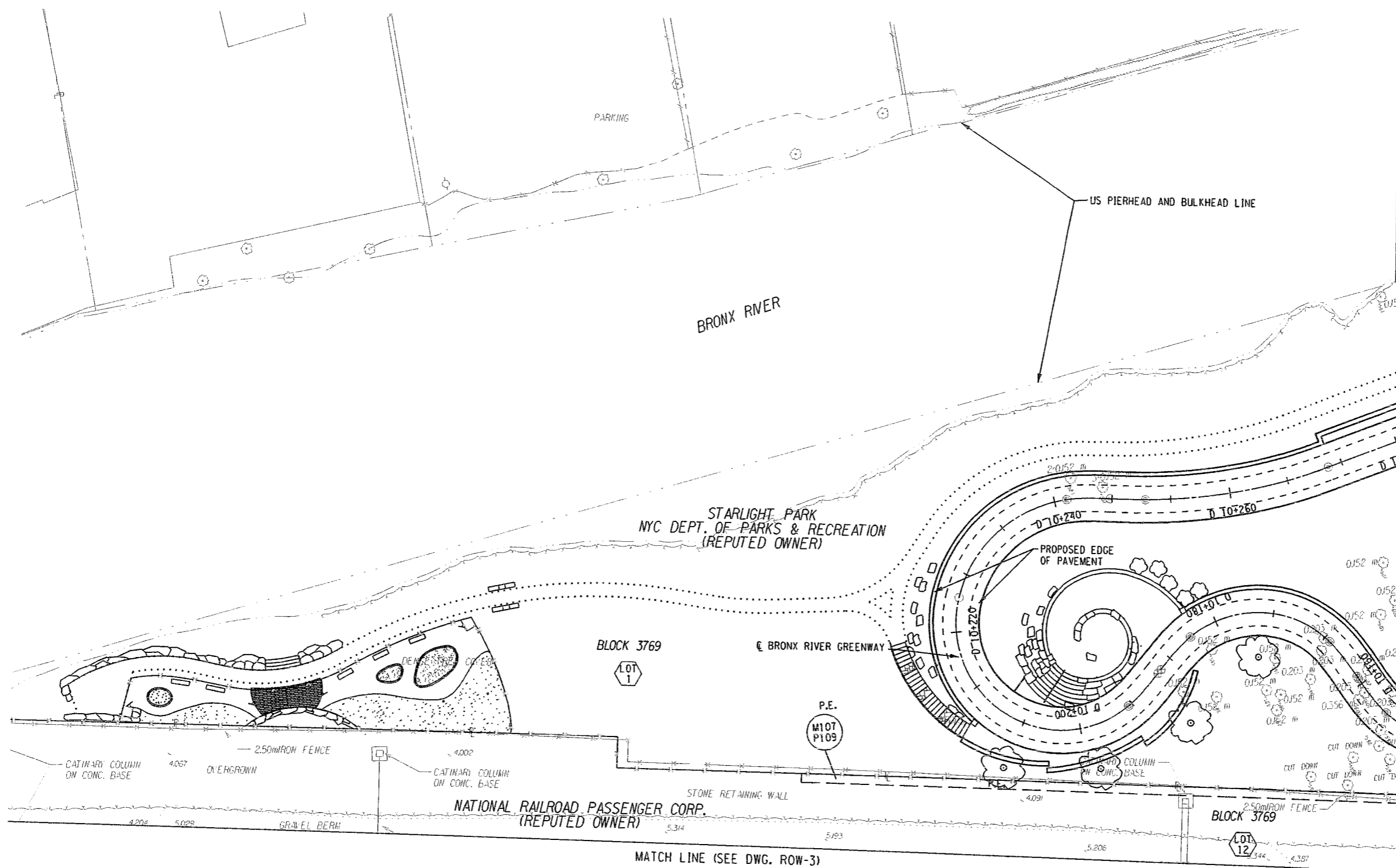
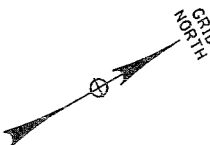
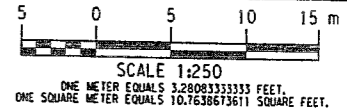
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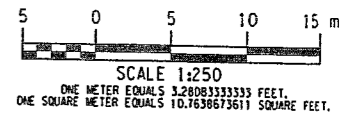
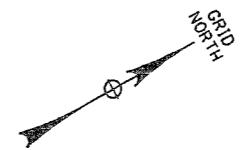
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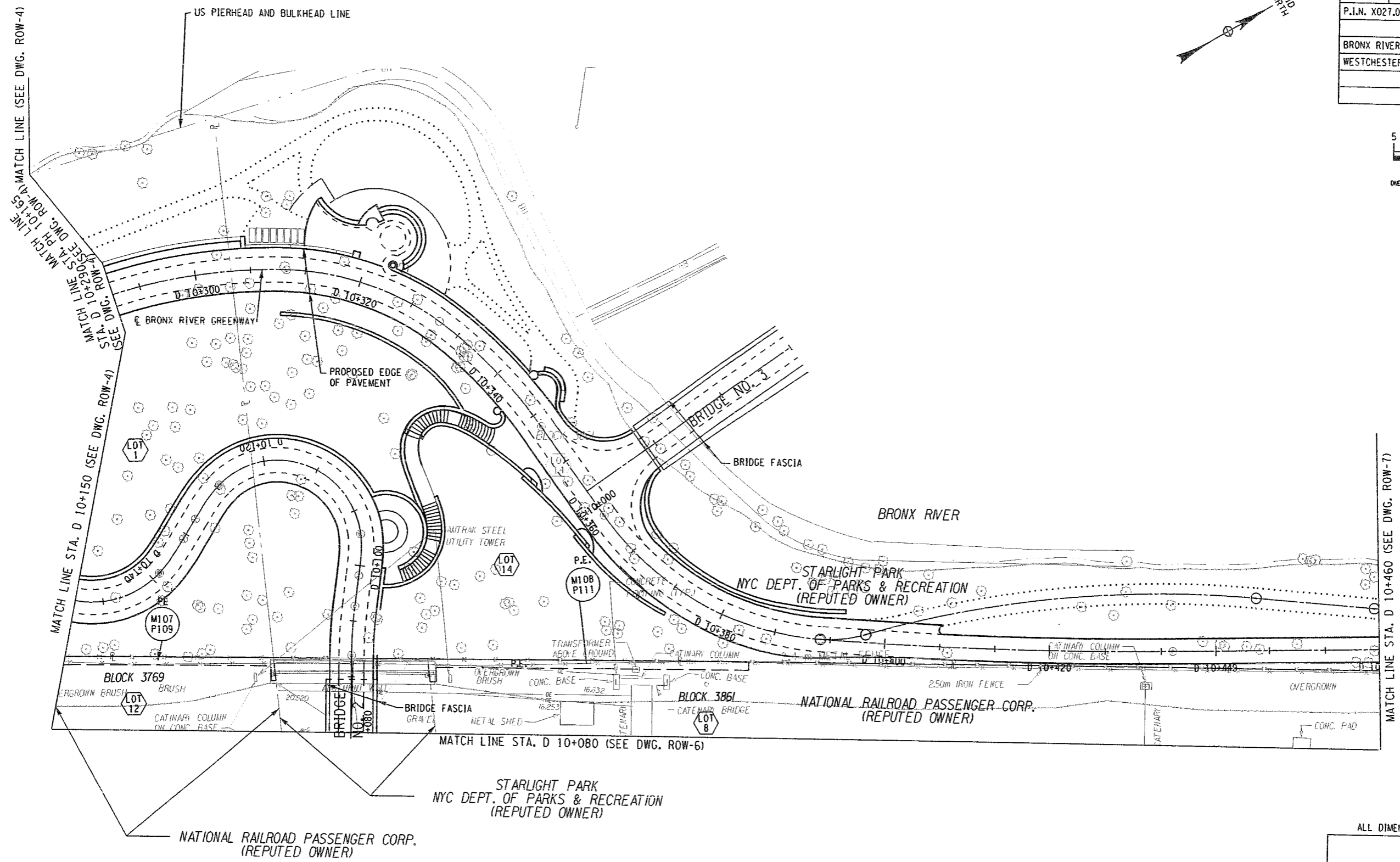
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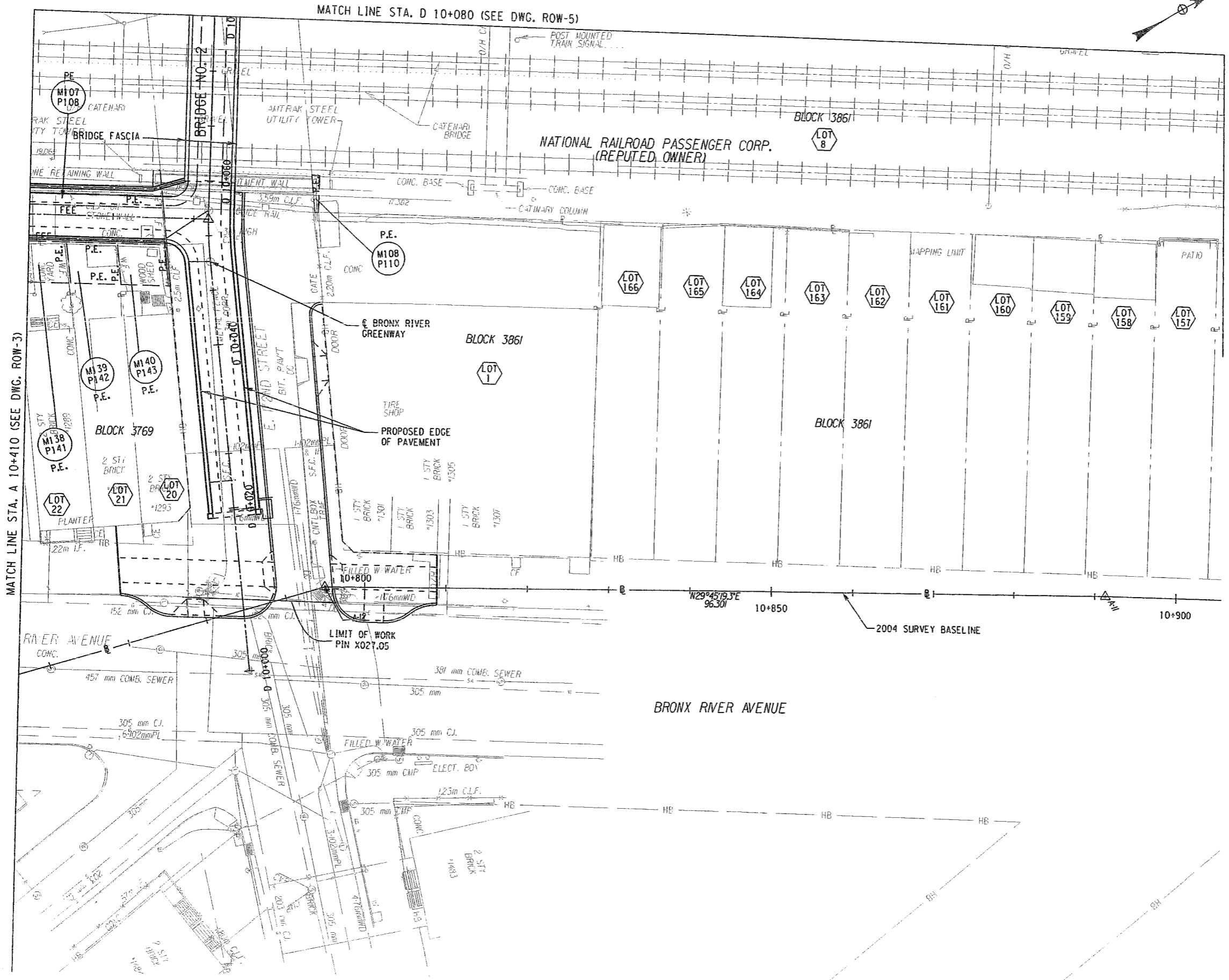
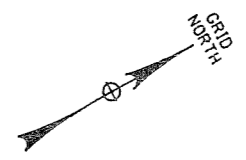
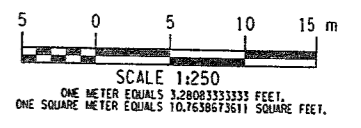

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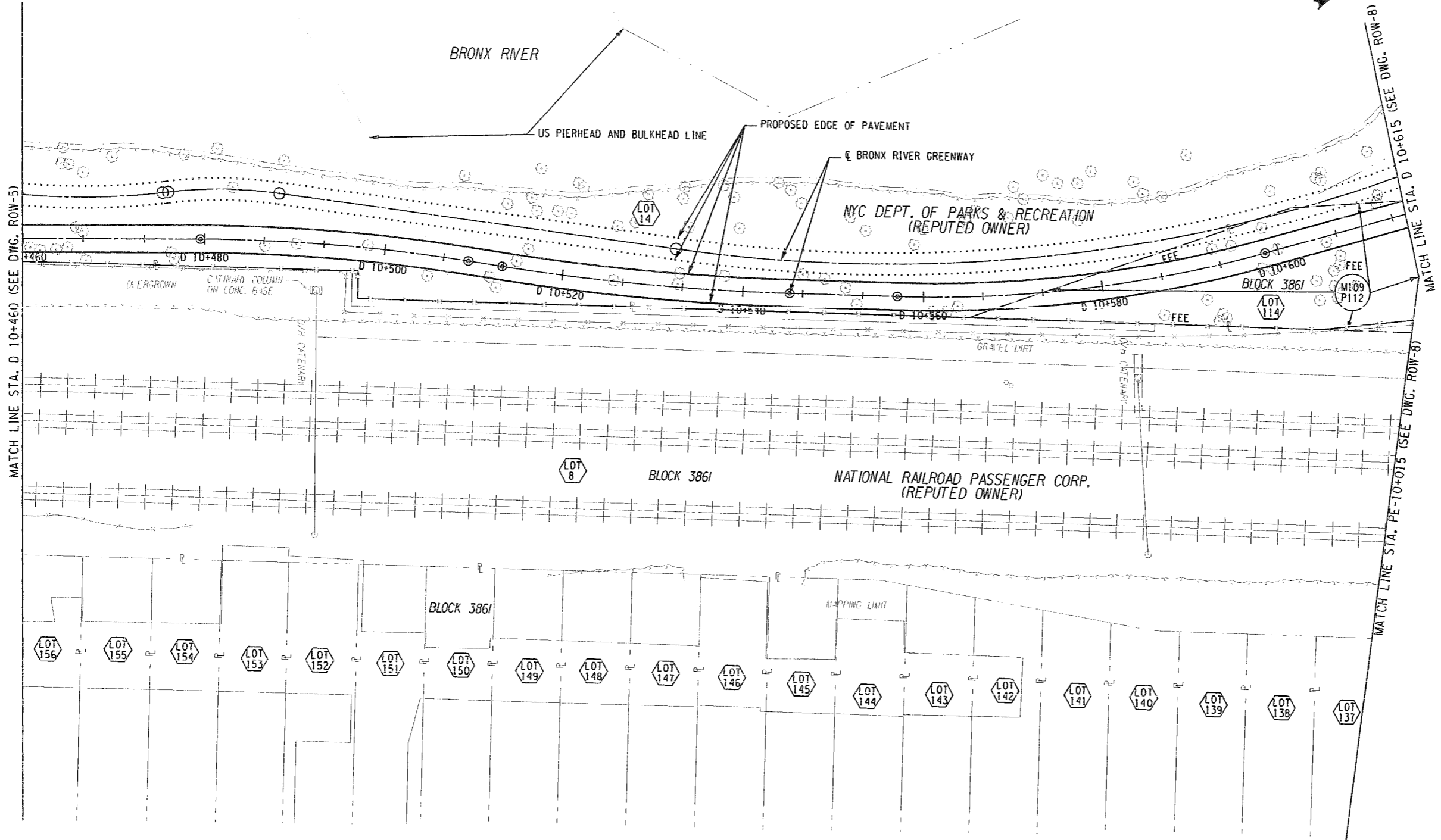
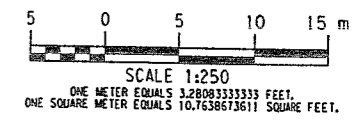
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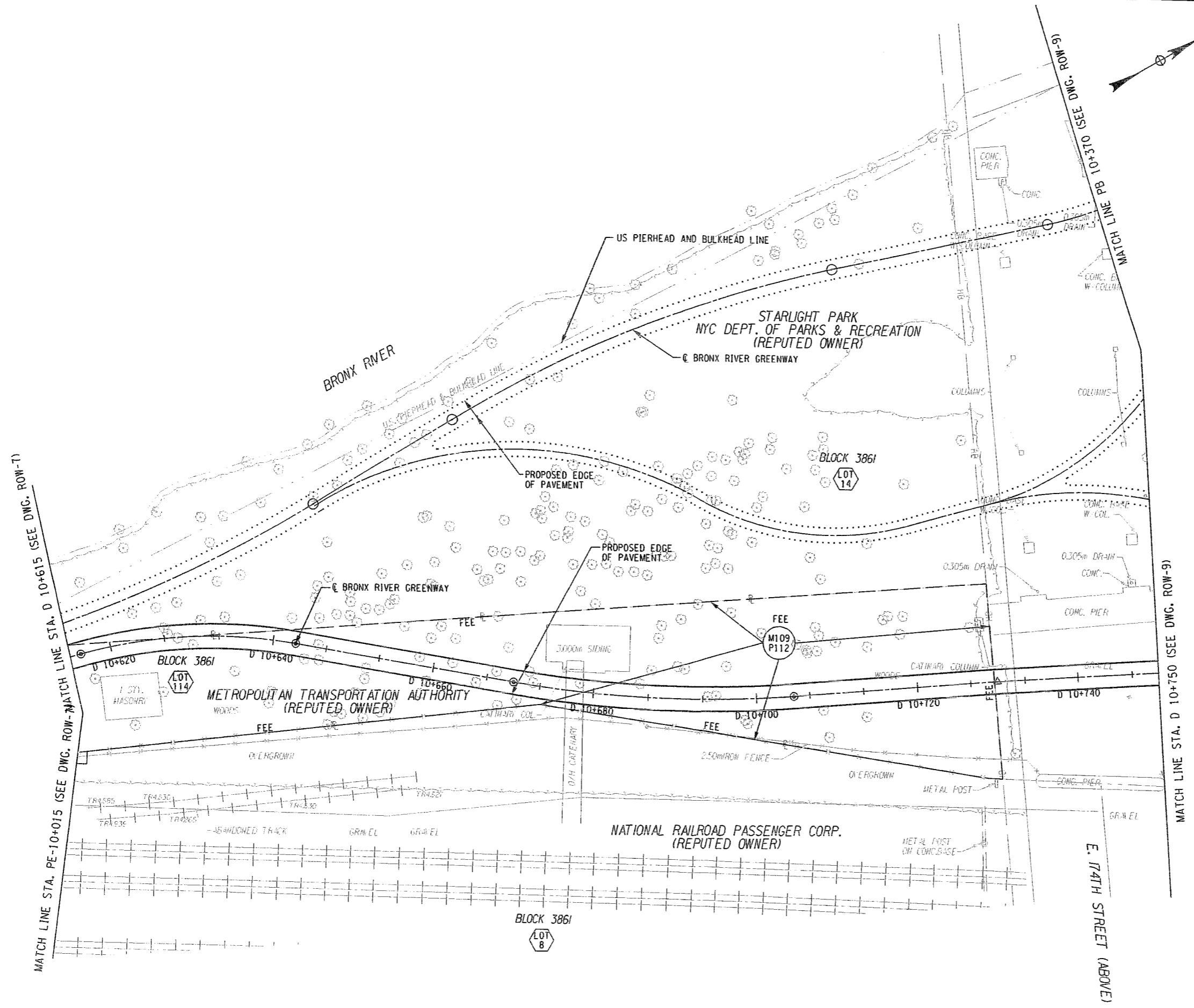
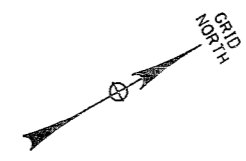
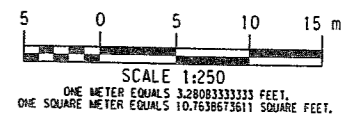
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ROW ACQUISITION PLAN 8

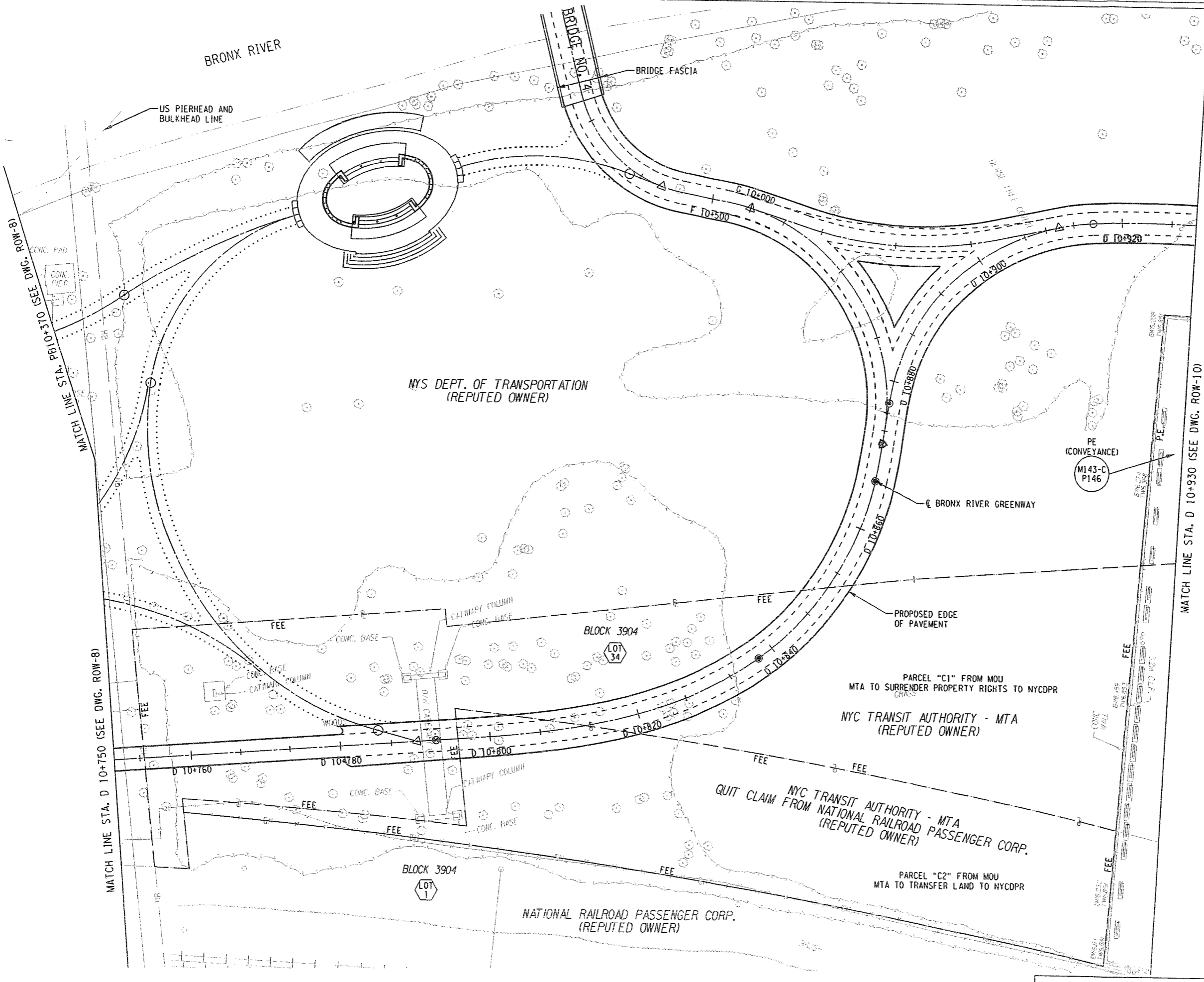
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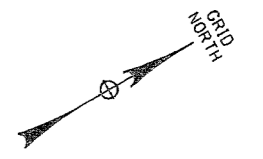
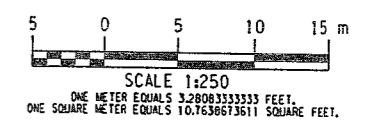
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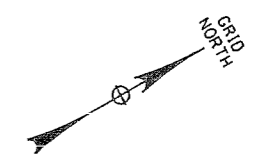
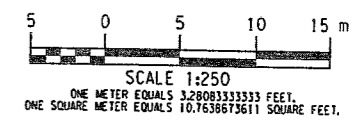
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 REGION 11

**CHAS. H. SELLS, INC.**  
 Consulting Engineers, Surveyors & Photogrammetrists  
 CIVIL, STRUCTURAL AND TRANSPORTATION

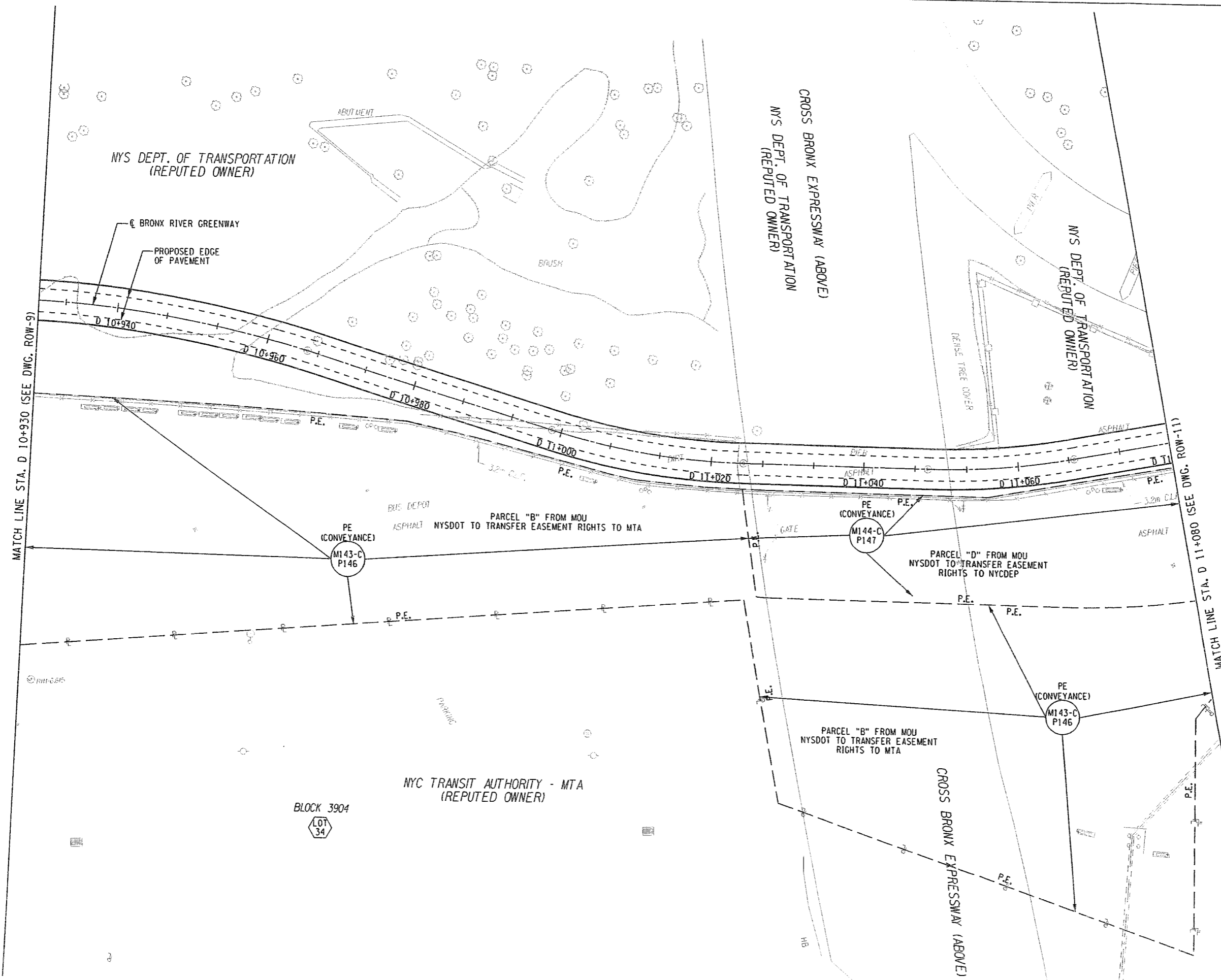
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P.I.N. X027.05		B.I.N.		
BRONX COUNTY				
BRONX RIVER GREENWAY				
WESTCHESTER AVENUE TO EAST TREMONT AVENUE				



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 JOB MANAGER R. WELD  
 DESIGNED BY  
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 CHECKED BY

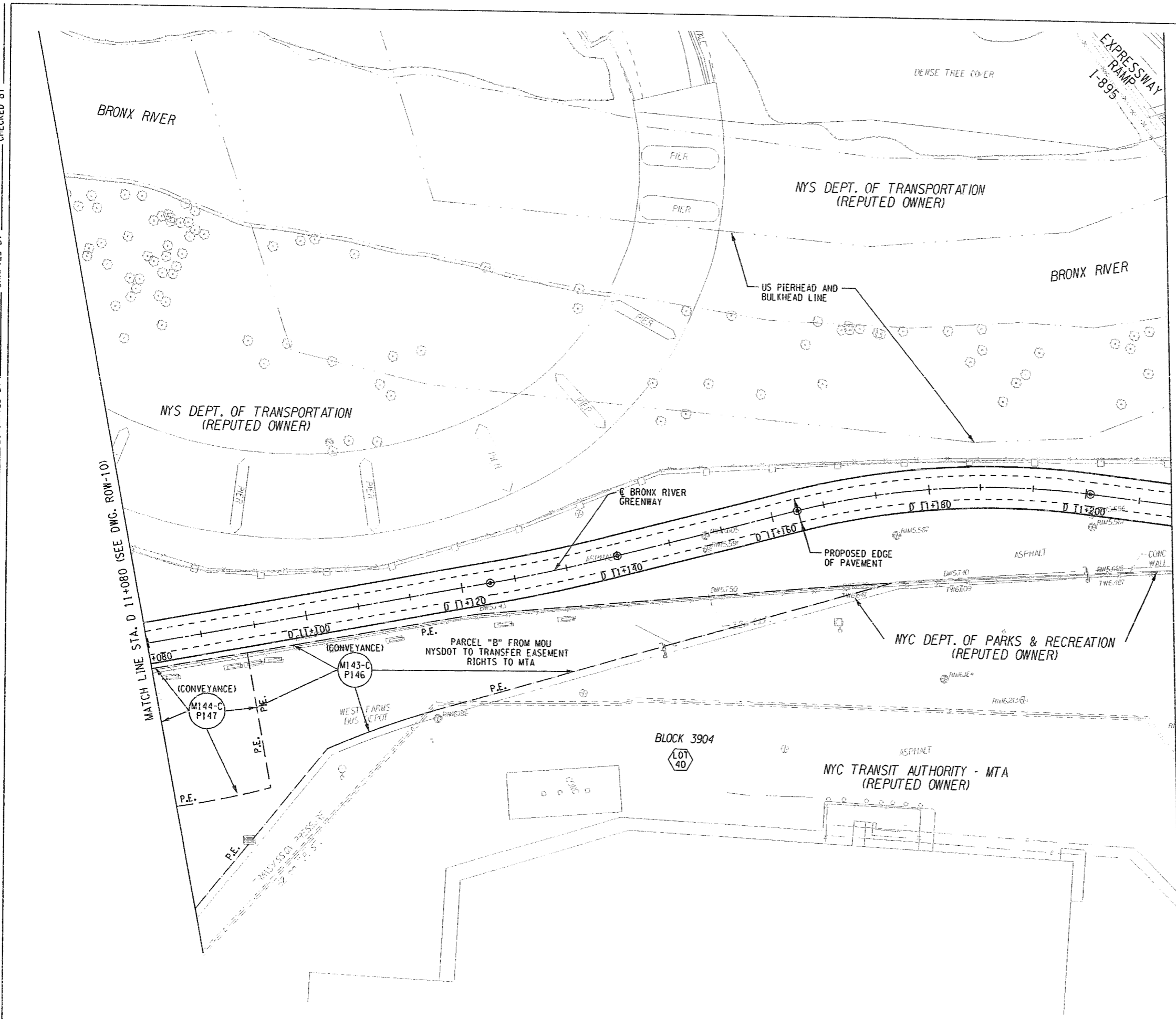


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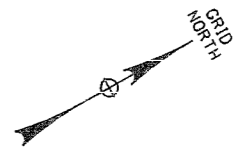
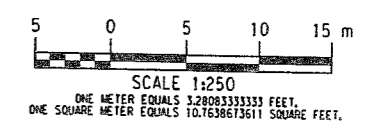
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FED ROAD REG. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEET
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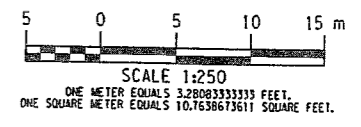
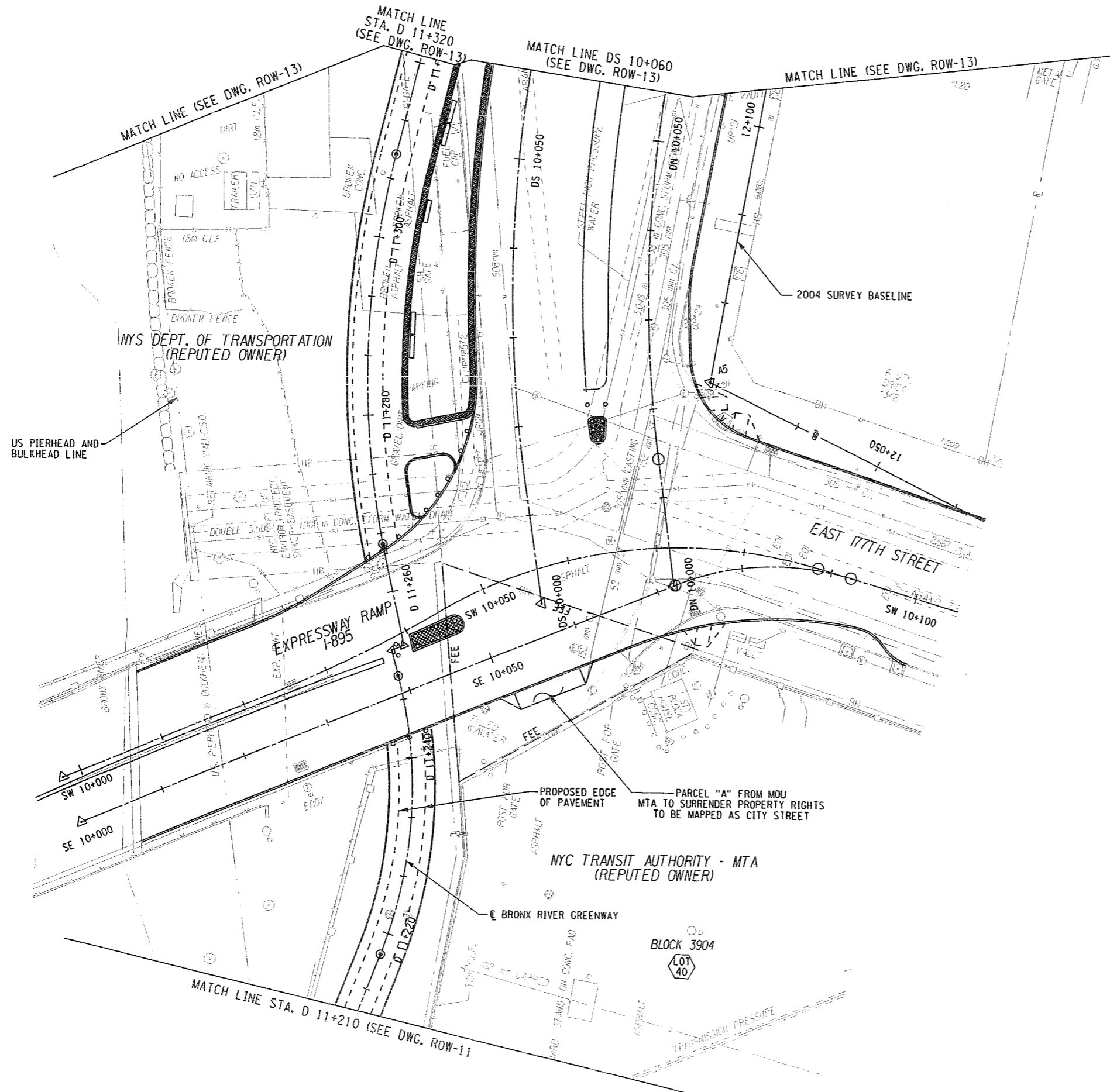


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BRONX COUNTY				
BRONX RIVER GREENWAY				
WESTCHESTER AVENUE TO EAST TREMONT AVENUE				

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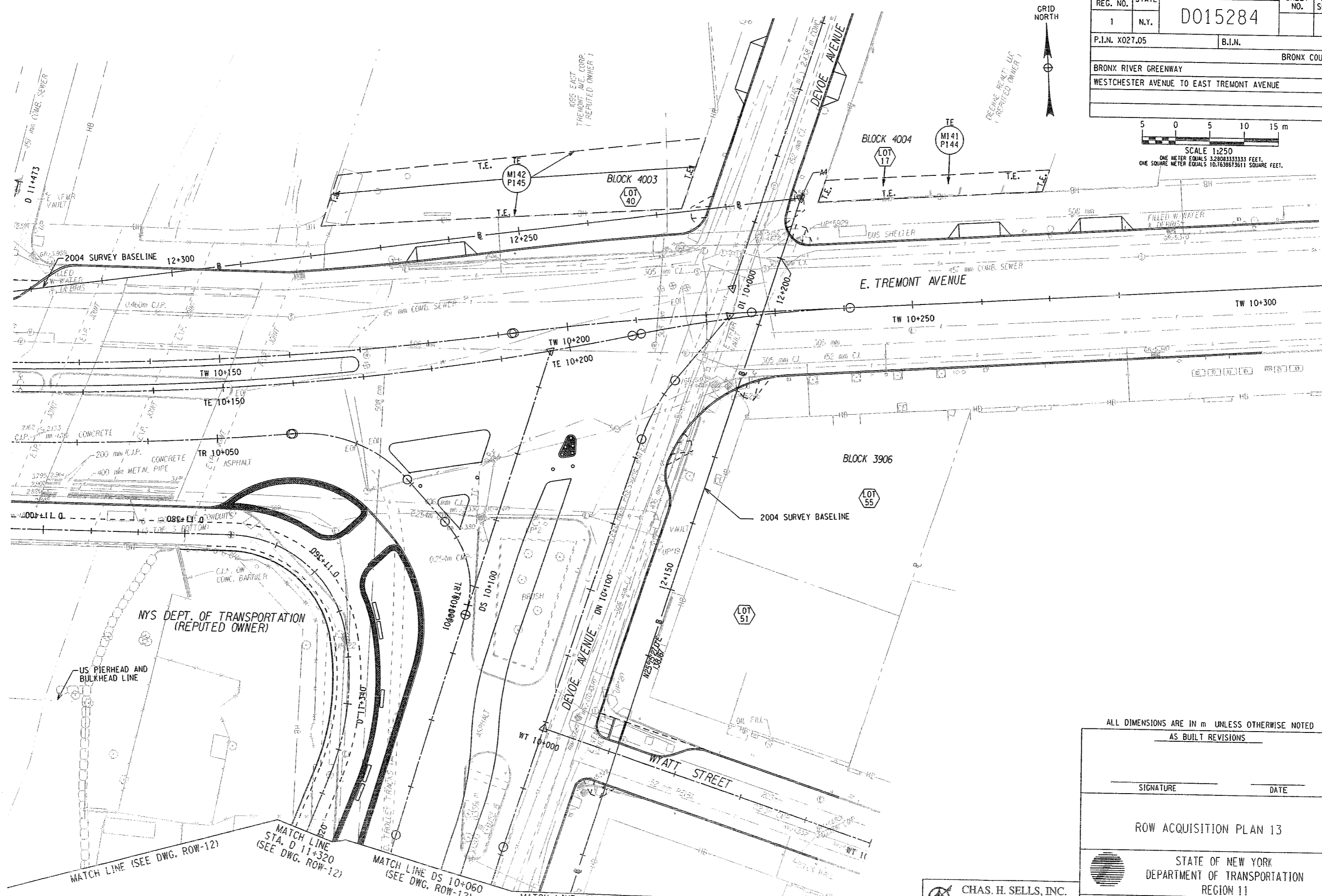
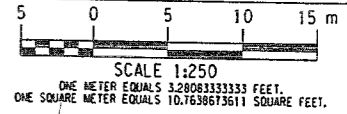
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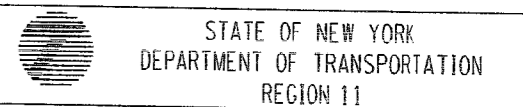
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BRONX RIVER GREENWAY				
WESTCHESTER AVENUE TO EAST TREMONT AVENUE				



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ROW ACQUISITION PLAN 13



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DOCUMENT NAME	DATE	DRAWING NO.
X02705_ROW_PLN.13.DGN	SEPT. 2006	ROW-13