

The background image is a faded, sepia-toned photograph of a railroad crossing. In the foreground, there are large, black, circular crossing lights. Behind them, a white 'RAILROAD CROSSING' sign is visible, along with a 'TRACK' sign. In the distance, a train is visible on the tracks, and a multi-story building stands behind the tracks. The overall scene is hazy and has a historical or archival feel.

Long Island Rail Road Expansion Project Floral Park to Hicksville

Final Environmental Impact Statement Appendix 3 Socioeconomic Conditions

April 2017

CONCEPTUAL STAGE RELOCATION PLAN

PIN 0902.ML
LIRR Expansion Project
Nassau County
Notice to Proceed: August 18, 2017

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INTRODUCTION

This is a comparative study of three different location options for improvements to the LIRR at grade crossings in Nassau County. The purpose of this report is to analyze and compare the relocation problems to be created by commercial displacements on the three alternative locations under consideration for the project. This analysis is being made on the basis of a study of general characteristics of the area, a determination of the approximate number and general nature of the necessary displacements and a survey of available commercial relocation facilities in the communities.

THE ALTERNATIVE LOCATIONS

Covert Avenue, Village of New Hyde Park

The four options (further delineated on the attached map – Exhibit #1) are described as follows:

No Build Option – The No Build Option which provides continuous maintenance of the existing highway system was used to gauge the effectiveness of the other potential solution.

Option “1” involves the construction of a two-lane grade separated underpass with a sidewalk and service road on the east side. This option would provide a one-way service road connecting Covert Avenue northbound traffic to Third Avenue and Covert Avenue southbound traffic to Second Avenue. To provide for storm water management at this location, a retention basin would be constructed within property located on the northeast corner of Covert Avenue and 2nd Avenue. This option may use gravity flow or pumping.

Option “2” involves the construction of a two-lane grade separated underpass with a sidewalk and service road on the east side. This option would provide a one-way service road connecting Covert Avenue northbound traffic to Third Avenue and Covert Avenue southbound traffic to Second Avenue. To provide for storm water management at this location, storm water lines would be run under the roadway to an underground recharge chamber system underneath the 3rd Avenue on street parking. This option may use gravity flow or pumping.

Option “3” involves the construction of a two-lane grade separated underpass with a sidewalk and service road on the east side. This option would provide a one-way service road connecting Covert Avenue northbound traffic to Third Avenue and Covert Avenue southbound traffic to Second Avenue. To provide for storm water management at this location, this alternative proposes to connect underpass drainage into an existing Nassau County recharge basin utilizing existing Nassau County drainage systems. These existing drainage systems may require upgrades or replacement as needed. This alternative may require the installation of new sewers (where sewers do not exist), connecting the underpass to existing sewers and may also necessitate pumping.

New Hyde Park Road, Village of New Hyde Park

The three options (further delineated on the attached map – Exhibit #1) are described as follows:

No Build Option - The No Build Option which provides continuous maintenance of the existing highway system was used to gauge the effectiveness of the other potential solutions.

Option “1” involves the construction of a five-lane grade separated underpass with sidewalks on the east and west sides of the underpass. It would provide a dedicated left turn lane from southbound New Hyde Park Road to Clinch Avenue and a dedicated left turn lane from northbound New Hyde Park Road to Plaza Avenue. Under this option a Kiss and Ride, parking and an underground retention basin would be constructed within property located on the northwest corner of New Hyde Park Road and 2nd Avenue. This option may use gravity flow or pumping. Alternatively, the underpass drainage may be connected to an existing Nassau County recharge basin utilizing existing Nassau County drainage systems. These existing drainage systems may require upgrades or replacement as needed. This alternative may require the installation of new sewers (where sewers do not exist), connecting the underpass to existing sewers and may also necessitate pumping.

Option “2” involves the construction of a four-lane grade separated underpass with sidewalks on the east and west sides of the underpass. It would provide a dedicated left turn lane from southbound New Hyde Park Road to Clinch Avenue. The right lane of the southbound New Hyde Park Road will have a shared lane to the Kiss and Ride parking lot on the southwest side of New Hyde Park Road. The left lane of the northbound New Hyde Park Road traffic would be shared with the left turn onto Plaza Avenue. A Kiss and Ride area would be constructed on the southwest side of New Hyde Park Road. To provide for storm water management at this location, this alternative proposes to connect underpass drainage into an existing Nassau County recharge basin utilizing existing Nassau County drainage systems. These existing drainage systems may require upgrades or replacement as needed. This alternative may require the installation of new sewers (where sewers do not exist), connecting the underpass to existing sewers and may also necessitate pumping.

School Street, New Cassel

The two options (further delineated on the attached map – Exhibit #1) are described as follows:

No Build Option - The No Build Option which provides continuous maintenance of the existing highway system was used to gauge the effectiveness of the other potential solutions.

Option “1” involves the construction of a two-lane grade separated underpass with a sidewalk on the east side. Railroad Avenue would be reconstructed to maintain access to School Street. A service road would be constructed on the southeast corner of the intersection of School Street and the LIRR tracks to maintain access to these properties.

Urban Avenue, New Cassel

The two options (further delineated on the attached map – Exhibit #1) are described as follows:

No Build Option - The No Build Option which provides continuous maintenance of the existing highway system was used to gauge the effectiveness of the other potential solutions.

Option “1” involves the construction of a two-lane grade separated underpass with a sidewalk on the west side. Railroad Avenue would bridge over the underpass and remain connected.

DESCRIPTION OF AREA

This project lies within the Towns of Hempstead and North Hempstead. The Town of Hempstead is one of the three towns in Nassau County which occupies the southwest part of the county. At the 2010 Census, Hempstead’s population was 759,757 and there were 252,286 housing units at an average density of 2,103.0 per square mile. The Town of North Hempstead occupies the northwest part of Nassau County. At the 2010 Census, North Hempstead’s population was 226,322 and there were 78,927 housing units at an average density of 1,473.1 per square mile. There are no housing or employment trends/projections which would affect the availability of replacement sites or the employment of the displacees.

RELOCATION ANALYSIS

Covert Avenue

The No Build option will not require any relocations.

Option “1” will require the acquisition of 1 commercial building. This building contains a taxi service/repair shop.

Commercial Unit:

		<u>TRN #</u>	<u>Estimated Value</u>
124 Covert Avenue			
New Hyde Park	Taxi service/repair shop	1	\$1,400,000.00

Market research indicates that there are sufficient replacement properties to accommodate the relocation required for Option “1”. See addendum for market listings.

New Hyde Park Road

The No Build Alternative will not require any relocations.

Option "1" will require the acquisition of 1 commercial building. This building contains a climate controlled self storage facility.

Commercial Unit:

		<u>TRN #</u>	<u>Estimated Value</u>
115 New Hyde Park Road			
New Hyde Park	Self storage facility	9	\$2,400,000.00

Market research indicates that there are sufficient replacement properties to accommodate the relocation required for Option "1". See addendum for market listings.

School Street

The No Build Alternative will not require any relocations.

Option "1" will require the acquisition of 1 commercial building. This building contains a threading manufacturer.

Commercial Unit:

		<u>TRN #</u>	<u>Estimated Value</u>
167 School Street			
New Cassel	Threading manufacturer	20	\$700,000.00

Market research indicates that there are sufficient replacement properties to accommodate the relocation required for Option "1". See addendum for market listings.

Urban Avenue

The No Build Alternative will not require any relocations.

Option "1" will require the acquisition of 1 commercial building. This building contains an auto body/repair shop.

Commercial Unit:

		<u>TRN #</u>	<u>Estimated Value</u>
117 Urban Avenue			
New Cassel	Auto body/repair shop	27	\$800,000.00

Market research indicates that there are sufficient replacement properties to accommodate the relocation required for Option "1". See addendum for market listings.

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 programs 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 New York's Highway Law and implementing Rules and Regulations (Part 101, Title 17, NYCRR).
- 3) All site occupants will be furnished a copy of the State's informational booklet and will be fully informed of all benefits to which they may be entitled.
- 4) No site occupant will be required to move from their 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 relocatees 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 sufficient available commercial offerings on the market to accomplish successful relocation of the commercial displacees for the all options. There is no highway construction or other projects by any public or private agency scheduled which would affect the availability of replacement property.

PROJECT AREA

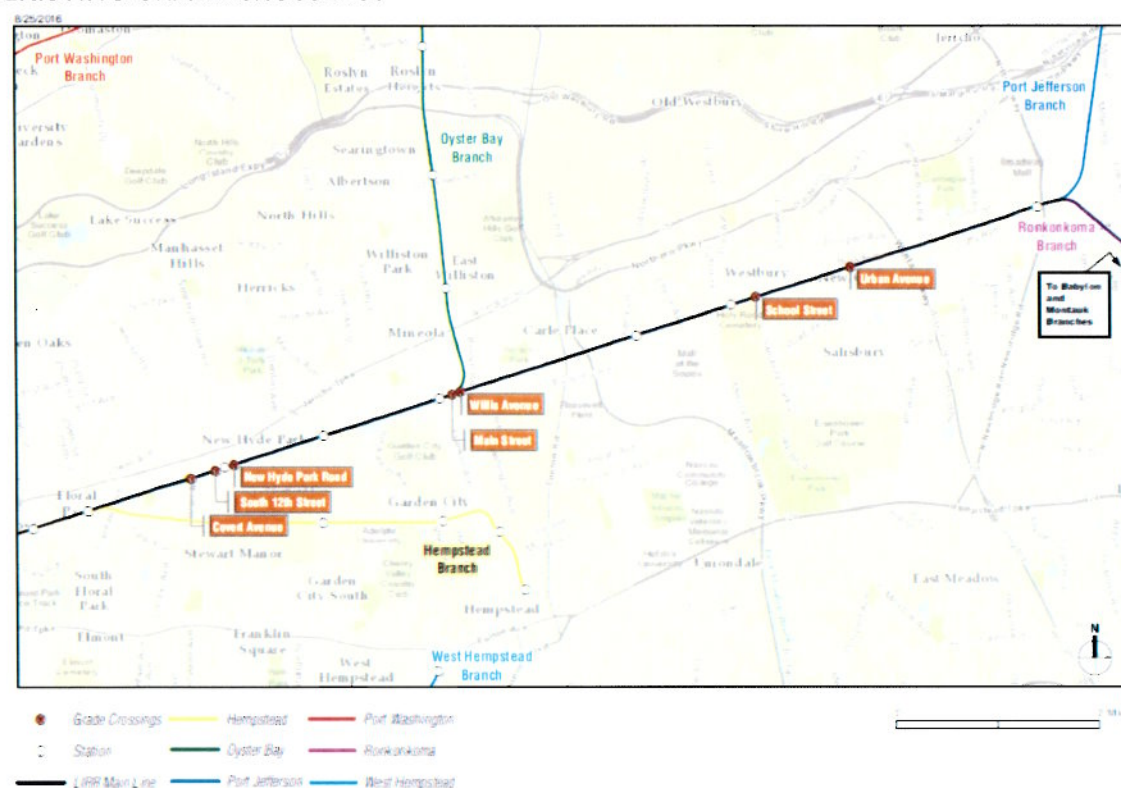


EXHIBIT 2 – NON-RESIDENTIAL NEEDS & MARKET OFFERINGS

Covert Avenue - Option “1”

TRN 1 124 Covert Avenue, New Hyde Park, NY

Property Type	Property Class	Property Size
Taxi Service/Repair Shop	Storage, Warehouse and Dist	.44 acre

MARKET DATA – Commercial Properties for Sale:

Address	Sale Price	Property Class	Property Size
111-117 Swalm St., Westbury, NY	\$1,499,000	Industrial	.50 acre
116 S. 2nd St., New Hyde Park, NY	\$1,100,000	Industrial	.22 acre
19 Chasner St., Hempstead, NY	\$1,350,000	Industrial	.44 acre

New Hyde Park Road – Option “1”

TRN 9 115 New Hyde Park Rd, New Hyde Park, NY

Property Type	Property Class	Property Size
Self Storage Facility	Self Storage	1.3 acres

MARKET DATA – Commercial Properties for Sale:

Address	Sale Price	Property Class	Property Size
1 Herricks Rd, Garden City Park, NY	\$9,125,000	Industrial	2.98 acres
37 Denton Ave, New Hyde Park, NY	\$4,995,000	Industrial	1 acre
195 East Merrick Rd, Freeport, NY	\$3,412,500	Industrial	2.24 acres

School Street – Option “1”

TRN 20 167 School Street, Westbury, NY

Property Type	Property Class	Property Size
Threading Manufacturer	Light Industrial/Manufacturing	.6 acre

MARKET DATA – Commercial Properties for Sale:

Address	Sale Price	Property Class	Property Size
1855 Imperial Avenue, New Hyde Park	\$1,050,000	Industrial	.09 acre
1840 Falmouth Avenue, New Hyde Park	\$1,250,000.	Industrial	.18 acre
159 Lakeville Rd., New Hyde Park, NY	\$1,019,000.	Industrial	.09 acre

Urban Avenue – Option “1”

TRN 27 117 Urban Avenue, Westbury, NY

Property Type	Property Class	Property Size
Auto body/Repair Shop	Light Industrial/Manufacturing	.22 acre

MARKET DATA – Commercial Properties for Sale:

Address	Sale Price	Property Class	Property Size
637 Woodfield Rd, W. Hempstead, NY	\$550,000	Commercial	.26 acre
319 Peninsula Blvd, Hempstead, NY	\$2,000,000	Commercial-Industrial	.34 acre
68 Sewell St, Hempstead, NY	\$1,200,000	Commercial	.23acre

EXHIBIT 3 – RESOURCES

My NY.gov Services (Sales Web)

www.schackerrealty.com

www.mlsli.com

www.Realquest.com

www.Wikipedia.com

<https://toh.li/>

www.northhempstead.com

www.amodernli.com

www.loopnet.com

www.cbcworldwide.com