The Facts About The Clearview Expressway

The information and Relocation Headquarters for the proposed Clearview Expressway Improvement has been opened at 37-11 Francis Lewis Boulevard, Bayside.

This office will be managed by William A. Swarts and Patrick J. McGee, real estate and relocation experts who have been retained by the Triborough Bridge and Tunnel Authority to aid residents whose homes are directly in the path of the expressway.

There are 421 buildings within the route. Most of these can be saved and moved to nearby vacant sites including property of the Bayside Golf Club and Oakland Golf Club.

Misinformation has aroused the fears and doubts of the people affected. The proposed route for the Clearview Expressway is preliminary and will become official only when approved by the City Planning Commission and the Board of Estimate, after required public hearings at which everyone will have an opportunity to voice his opinion.

The expressway will be paid for with State and Federal Highway Aid. These funds can be used for highways only and for no other purpose. It will not cost the City one penny. There will be no assessments upon local property owners. It will not require an allocation of funds in the capital budget and will not reduce the City program for new schools, hospitals, parks and other public services.

The Clearview Expressway will not "divide" the community. The lanes will be depressed most of the way, service roads will be provided to serve adjacent properties and numerous bridges will permit vehicular and pedestrian traffic to cross from one side to the other at convenient locations to existing schools and religious institutions.

We realize that problems are created for some by projects of this magnitude. We take no pleasure in disturbing residents in the path of the improvement. On the contrary, it is our intention to reduce in every way the inconvenience of relocation faced by these families. That is one of the reasons the office at 37-11 Francis Lewis Boulevard is being opened.

Many routes were studied. The one selected is not the conclusion of laymen. It is the studied opinion of veteran engineers, men of vast experience and who, if it was at all possible, would have developed a route designed to avoid all homes. As it is, the proposed route disturbs a minimum number of homes.

This proposed expressway route has two purposes. The first is to serve an additional need for a cross Queens artery, and the second the traffic expected to use the proposed Throgs Neck Bridge. Careful studies indicate that the bridge traffic has its origin and destination mainly in Brooklyn and Central Queens.

Property assessed at about 4 million dollars, and not 40 million dollars as claimed by some opponents of the plan, will be acquired. Most of the homes can be relocated and will be if the owners so desire. No real estate developments will be wiped out, and as a matter of historic fact, land values invariably increase when improved by the construction of nearby carefully designed major highways.

The awards paid for the properties to be taken for the expressway will be based on fair market values which include any improvements made on properties, not on their assessed valuations.

Those home owners who wish to relocate their homes will be provided with comfortable temporary housing in the community during the house moving operation. Their present house will be set on a sound foundation on an adequate plot expertly landscaped in a nearby area of the community and will be turned over to them in tip-top shape. It will be as good, if not better than it was before the transfer. We will absorb the difference if the cost of moving is more than the award fixed by the court. If it is less, the home owner will receive the difference.

To those who do not wish to move the old house to a new site and prefer to obtain entirely new quarters, and to those who are tenants, the Triborough Bridge and Tunnel Authority will allow $100 a room up to $500 if they relocate themselves. This, of course, is in addition to the award made by the City to reimburse the home owner for the value of his property.

The relocation agents will have a list of apartments and other quarters which will have been placed under option by the Authority. These will be made available to those who wish to make use of this service.

Traffic relief has become one of our nation's, not only our City's, major problems. We are rapidly approaching a saturation point. Our motor vehicle population has doubled since World War II, from 30 million to 60 million. It is now anticipated that there will be more than 80 million motor vehicles in this country by 1968. A tremendous, growing percentage is right here in New York City and particularly Queens County where living standards are higher than average.

The route proposed was not arbitrarily selected for this arterial project. As already stated, the choice was made only after careful study. Of course, people so affected cannot be expected to be happy about such an impact on their lives. Unfortunately some must be inconvenienced whenever a large public undertaking is launched for the benefit of all the people. It is our desire and intention to soften this impact as much as humanly possible and to aid those affected to relocate as quickly and efficiently and pleasantly as it is within our power to do so.

You are cordially invited to visit the office at 37-11 Francis Lewis Boulevard where exhibits, including models of the expressway and the area affected, photographs and drawings of new home areas may be viewed; where explanatory literature and courteous staff members are available for further information and assistance.