SECTION 6.2
SOCIAL CONSIDERATIONS

This section describes the potential social effects of the Project, including considerations related to land use, demographics, and public policy. This section is divided into four major sub-sections:

- Section 6.2.1, Land Use;
- Section 6.2.2, Neighborhoods and Community Cohesion;
- Section 6.2.3, Social Groups Benefited or Harmed/Environmental Justice; and
- Section 6.2.4, Schools and Places of Worship.

SECTION 6.2.1
LAND USE

This section describes land uses in the vicinity of the Project and presents an assessment of the Project's consistency with existing and future development patterns and population characteristics. This section also provides a context for the analyses/evaluations presented in subsequent sections of this Draft EIS.

This assessment of social considerations in this Draft EIS considers the four study areas described in **Section 6.1, Introduction** (the I-81 Viaduct Study Area, I-481 North Study Area, I-481 South Study Area, and I-481 East Study Area). For the assessment of social considerations, each of these study areas generally extends one-quarter mile from the project limits (see **Figure 6.1-1)**. The one-quarter mile area includes the land area in which the proposed changes to the I-81 and/or I-481 right-of-way is most likely to affect land uses, depending on the alternative selected. This includes land directly abutting the right-of-way and land along streets connecting to the right-of-way.

6.2.1.1 AFFECTED ENVIRONMENT

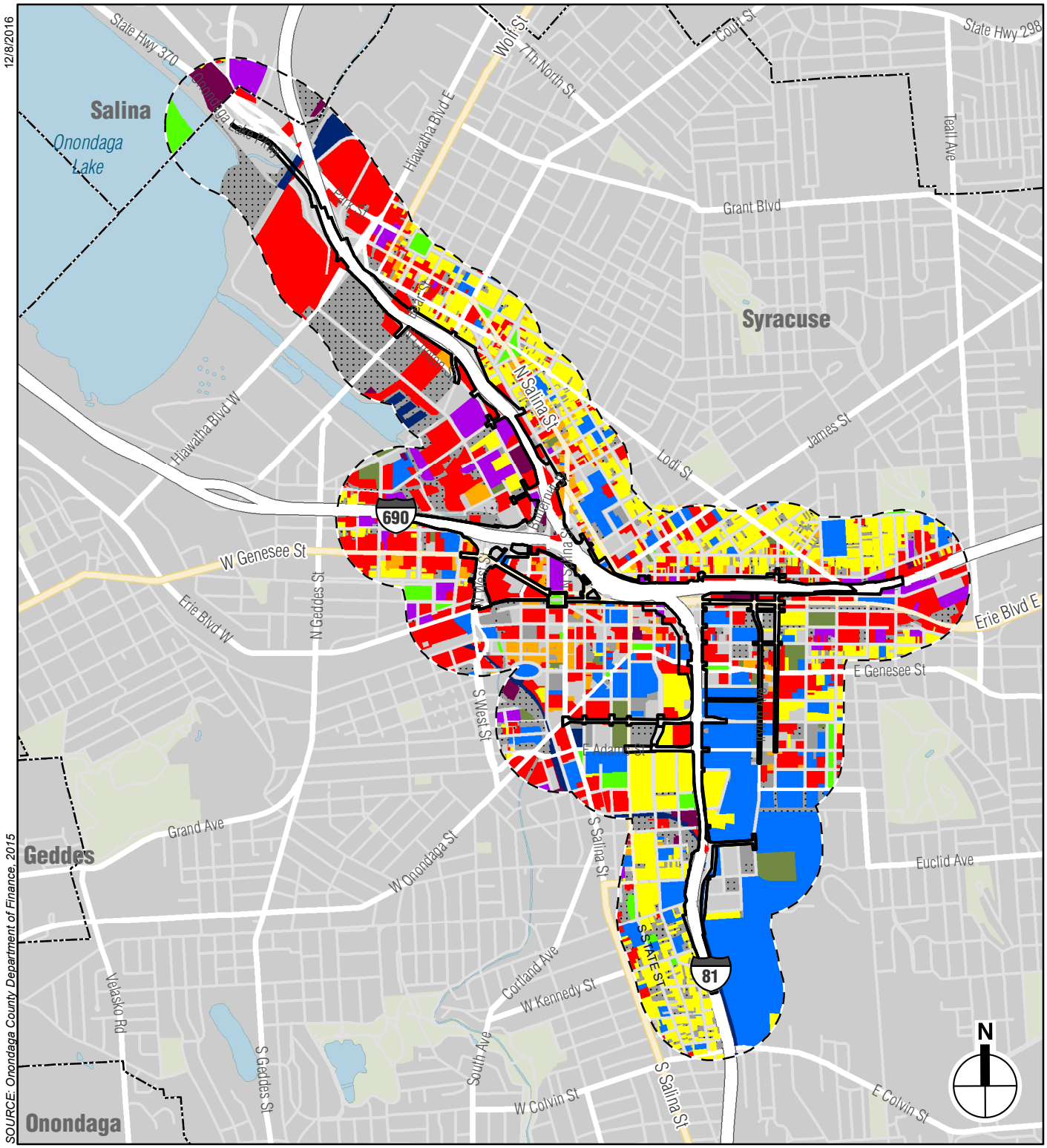
LAND USE

I-81 Viaduct Study Area

The I-81 Viaduct Study Area is characterized by its diverse mix of land uses, including large areas of institutional uses, commercial office and retail space, residential uses, large areas of surface parking and vacant land, and transportation uses (see **Figure 6.2-1**).

Transportation land uses are a defining characteristic of this study area, with I-81 and I-690 running through and, in many sections, above it. I-81 and I-690 act as the limits of Syracuse's neighborhoods. For example, the I-81 viaduct is the eastern limit of the Downtown and Southside neighborhoods and the western limit of the University Hill and Near Eastside neighborhoods. The viaduct and ramp connections at the I-81/I-690 interchange further separate Downtown from neighborhoods to the north including Franklin Square/Lakefront and the Washington Square, Prospect Hill, Hawley-Green, and Lincoln Hill neighborhoods (collectively referred to as the Northside neighborhoods) (see **Figure 6.2-2**). Elevated ramps at West Street connecting to I-690 also serve as a barrier—physically and visually—between Downtown and the Near Westside.

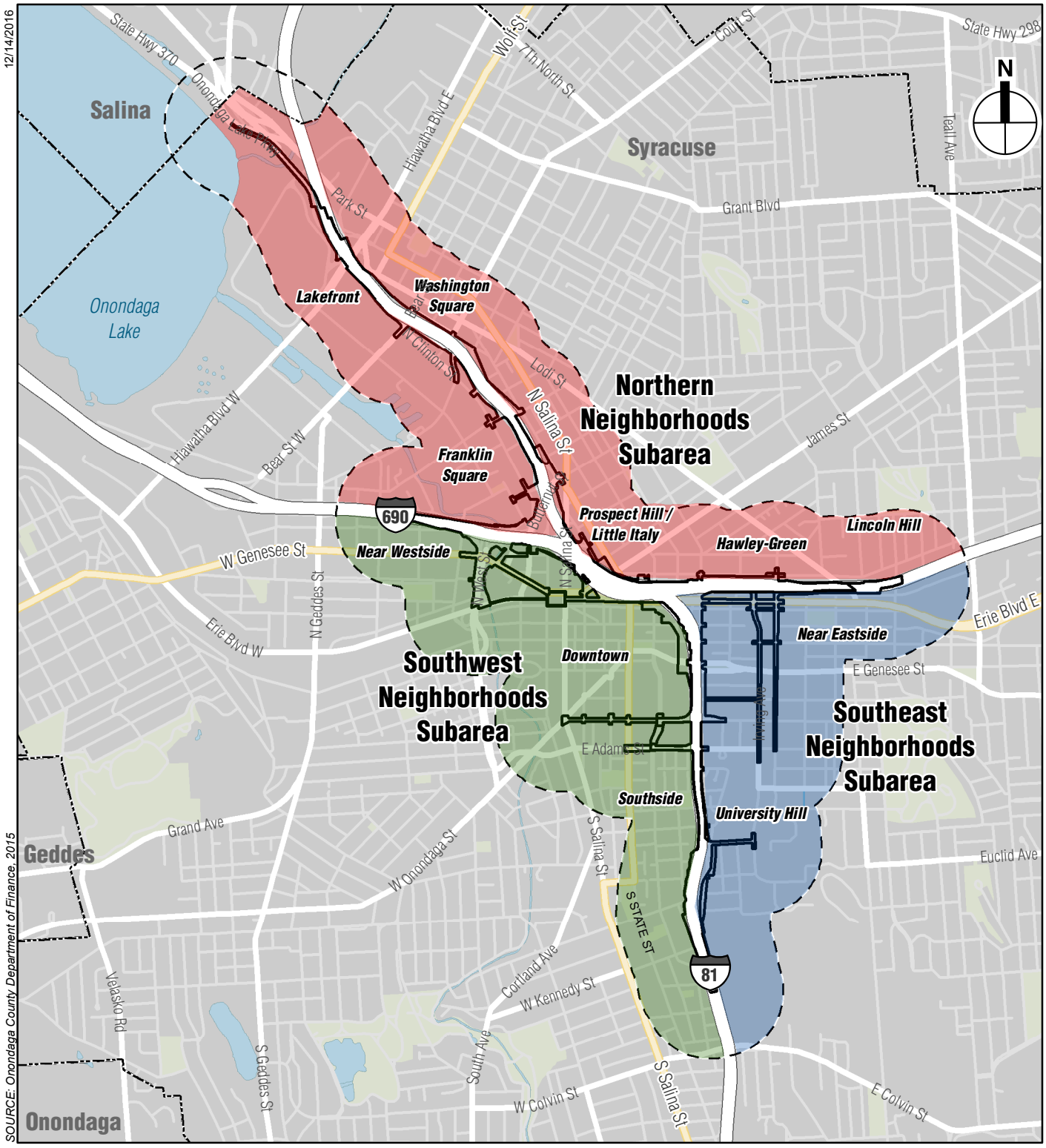
Transportation land uses within the I-81/I-690 right-of-way include both at-grade and elevated roadway segments. I-81 segments south of Renwick Avenue and north of East Willow Street are at grade, whereas elevated segments of I-81 with local roads underneath (i.e., Almond Street) occur from Van Buren Street north to I-690. Numerous cross streets intersect with Almond Street below the viaduct and include (from south to north) Burt Street, East Taylor Street, Jackson Street, East Adams Street, Harrison Street, East Genesee Street, East Fayette Street, East Washington Street, East Water Street, and Erie Boulevard.



I-81 Viaduct Study Area - Land Use

I-81 Viaduct Project

Figure 6.2-1



Note: The neighborhoods north of I-690 and east of I-81 (i.e., Washington Square, Prospect Hill/Little Italy, Hawley-Green, and Lincoln Hill) are collectively referred to as the Northside neighborhoods

I-81 Viaduct Neighborhood Subareas

Other roadways running under I-81 and/or I-690 that connect Downtown with the Northern neighborhoods include McBride Street, Townsend Street, State Street, James Street, East Willow Street, and North Salina Street. Roadways connecting Downtown to Franklin Square and Lakefront neighborhoods that run under I-690 include Clinton and Franklin Streets. To the east of I-81, Crouse Avenue, Lodi Street, and Beech Street connect the Near Eastside and the Hill to Northside neighborhoods. Additionally, surface parking is located under sections of I-81 and I-690 from East Genesee to North Clinton Street.

Land uses within the I-81 Viaduct Study Area differ by neighborhood. For purposes of discussion, land uses are described by the following subareas (see **Figure 6.2-2**):

- The I-81 Southwest Neighborhoods Subarea includes neighborhoods west of I-81 and south of I-690 including Downtown, the Near Westside, and the Southside;
- The I-81 Southeast Neighborhoods Subarea (neighborhoods east of I-81 and south of I-690) includes University Hill and the Near Eastside; and
- The I-81 Northern Neighborhoods Subarea (neighborhoods north of I-690) includes Franklin Square and Lakefront to the west of I-81 and the Northside neighborhoods to the east of I-81.

Southwest Neighborhoods Subarea

Downtown serves as the commercial center of the City of Syracuse and greater Central New York region. Downtown is generally bounded by I-690 to the north, I-81 to the east, East Adams Street to the south, and West Street to the west and includes a mix of land uses typical of a downtown setting. This mix includes commercial uses such as office and retail, residential and mixed use formats (e.g., residential over ground-floor retail); institutional, including government, medical, and educational uses; and recreation, including public parks and entertainment uses. In recent years, vacant and/or underutilized office and industrial buildings have been converted into residential uses, including many in and around Armory Square along Downtown's western edge. Armory Square has become a destination for its live-work-play environment, with upper floor residential uses, restaurants, entertainment, and cultural destinations, including the Museum of Science and Technology (MOST). Armory Square also includes the southern entry to the Onondaga Creekwalk, a popular pedestrian destination that currently ends at Erie Boulevard near Creekwalk Commons, a recent residential adaptive reuse. Institutional and cultural uses include State and local government uses, such as Syracuse City Hall on East Washington Street; the Erie Canal Museum on Erie Boulevard; the Oncenter/Nicholas J. Pirro Convention Center/War Memorial Arena between Madison and East Adams Streets; and Upstate Medical University uses along Harrison Avenue, such as University Health Care Center and Upstate Specialty Services at Harrison Center. Downtown parks and open spaces include Clinton Square, Hanover Square, Firefighter's Memorial Park, and Columbus Circle. A defining land use characteristic of Downtown is the many areas of vacant land and surface parking. In particular, many of these land uses are located adjacent to and/or under portions of I-81 and I-690. Other uses adjacent to I-81/I-690 include structured parking for the Madison Towers,

the Jefferson Tower Apartments, a restaurant supply warehouse, and an office building holding a medical use, ClearPath Diagnostics.

Abutting Downtown and west of I-81, the Southside neighborhood extends from East Adams Street south to Dr. Martin Luther King, Jr. East (MLK, Jr. East). An elevated freight railroad runs through the center of the neighborhood. The predominant land use throughout Southside is residential. North of the railroad, the majority of land is occupied by Syracuse Housing Authority (SHA) properties, including a 75-unit townhouse-style building, McKinney Manor; and 612-unit Pioneer Homes, the first public housing complex in the State of New York and fifth in the nation. When built in the 1960s, I-81 bisected Pioneer Homes, severed local streets, and disconnected residents east of I-81 from the majority of their Southside neighbors. South of the railway is SHA's 183-unit Central Village and 188-unit Almus Olver Towers. Other uses include single- and small multifamily homes and many vacant lots. Commercial uses are limited to a few locations along South Salina Street and include gas stations, fast food establishments, and small office buildings. The area has a lack of nearby grocery stores. Institutional uses concentrate along Salina Street and East Adams Street and include Syracuse City School District's Institute of Technology at Central, Syracuse Community Health Center, Salvation Army Child Care and Early Childhood Educational Services, SUNY Upstate Child Care Center, and SUNY EOC (Syracuse Educational Opportunity Center). The Dr. King Elementary School occupies the block immediately west of I-81 between MLK, Jr. East, Oakwood Avenue, South McBride Street, and East Raynor Avenue. Other uses immediately adjacent to I-81 include Pioneer Homes, Syracuse University's Physical Plant at East Taylor Street, the SHA office at Burt Street and Almond Street, single-family homes south of the New York, Susquehanna and Western Railway, and Wilson Park. Other public recreational spaces include Roesler Park, which is located behind the Institute of Technology, and Billings Park between South Salina, South Warren, and East Adams Streets.

The Near Westside is located west of Downtown and south of I-690 between Onondaga Creek/West Street and South Geddes Street. Land uses along West Belden Avenue just south of I-690 vary, often lot to lot, and include residential abutting automotive uses, commercial, and industrial uses (e.g., an insurance office and Popcorn Supply Company). West Genesee Street is lined with automotive uses, including dealerships for Ford, Chrysler-Jeep, Nissan, Acura, Cadillac, Infiniti, and more, as well as auto repair uses and a car rental company, Enterprise Rent-A-Car, and warehouse uses (City Electric Company and Syracuse Tents and Events). Other commercial and industrial uses in the area include Middle Ages Brewing, the Syracuse Fire Department Federal Credit Union along Wilkinson Street, IRR Supply Centers, and others. Leavenworth Park anchors Park Avenue and surrounding stately homes, some of which are among the oldest in the City. Institutional uses include Mission Church on West Genesee Street. Transportation uses include a railroad right-of-way just north of West Fayette Street, local streets, and West Street's elevated ramps, which provide primary access to and from I-690 for neighborhood and Downtown users. The West Street ramps and sunken roadway act as a physical and visual barrier between the Near Westside and Downtown. Commercial and industrial uses line lower portions of West Street as well as cross streets Erie Boulevard and West Fayette Street.

Southeast Neighborhoods Subarea

The I-81 Southeast Neighborhoods Subarea includes portions of the University Hill and the Near Eastside neighborhoods.

University Hill is located on one of Syracuse's largest hills immediately east of I-81 between Genesee Street and East Colvin Street. As the City's educational and medical district, the area's defining land uses are institutional and include Syracuse University (SU), the State University of New York College of Environmental Science and Forestry (SUNY ESF), SUNY Upstate Medical University and Hospital, Crouse Hospital, Syracuse Veterans Affairs Medical Center, and Richard H. Hutchings Psychiatric Center. The majority of non-institutional commercial and residential uses either support or are affiliated with the institutions and cater primarily to university and medical staff and to students and visitors. Residential uses are primarily large multifamily structures and dormitories. Commercial uses include several hotels (Sheraton Syracuse University Hotel, the Genesee Grande, and Hotel Skylar), and retail primarily along Marshall Street and South Crouse Avenue. Uses closest to I-81 include Upstate Medical University and Hospital, hospital-affiliated surface parking and structures, multifamily residences, including SHA's Toomey Abbott Towers and eastern portions of Pioneer Homes, Syracuse University dorms, and new private apartment buildings for students. Uses abutting and around Crouse and Irving Avenues include Syracuse University academic, residential, administration and parking uses, the three hotels previously stated, private student and resident housing, commercial uses, and vacant parcels.

The Near Eastside is located north of University Hill to the east of I-81 and south of I-690. Land uses closest to I-81 and I-690 are primarily a mix of institutional, commercial, and industrial uses. Commercial uses include the Crowne Plaza Syracuse hotel on East Genesee Street, a Dunkin' Donuts drive-through at Almond Street and East Water Street, and retailers on Erie Boulevard, such as Asia Food Market, PriceRite of Syracuse, and smaller retail strip centers, restaurants, and fast food establishments. Institutional and medical uses include the Syracuse Center for Excellence, the VA Dental Clinic, and Crouse Medical Practice along Erie Boulevard. Industrial and office uses south of I-690 include a U-Haul Moving and Storage location, a flower supply company, and HVAC wholesaler Meier Supply Co. Several blocks of mostly vacant land are located south of I-690 roughly between East Water Street and East Washington Street between Forman Avenue and South Crouse and University Avenues. Portions of East Genesee Street have many large homes, some of which have been converted to office or apartment uses.

Land uses east of I-81 just south of Syracuse University and north of East Colvin Street include Oakwood and Morningside Cemeteries and the Carriage House Apartments.

Northern Neighborhoods Subarea

The I-81 Northern Neighborhoods Subarea includes Franklin Square and the Lakefront neighborhoods to the north and west of I-690 and I-81; and Northside neighborhoods (Washington Square, Prospect Hill, Hawley-Green, and Lincoln Hill) to the north and east.

Franklin Square is located northwest of the I-690 and I-81 interchange just north of Downtown. Elevated entrance and exit ramps on North Franklin Street and Butternut Street

provide access to the two interstates from the neighborhood. The former industrial area—a 19th century production center for salt—has seen considerable reinvestment and is now a mixed-use neighborhood with retail stores, residential lofts and office space, as well as industrial uses. The Onondaga Creekwalk's northern entry is within the neighborhood.

To the north of Franklin Square is the Lakefront neighborhood. Retail uses are a defining characteristic of the neighborhood. The six-story Destiny USA is the nation's sixth-largest shopping center and is accessible from I-81 and Hiawatha Boulevard. The shopping center is surrounded by surface parking lots. To the south of Destiny USA, the Inner Harbor area surrounds a port on the Onondaga Creek. A former industrial site, Inner Harbor now includes marinas, hotels, offices, and retail. A defining characteristic of the area is large areas of vacant land where former industrial and warehouse uses have been demolished.

To the east of I-81 and north of I-690 is Syracuse's Northside. The Northside is notable for its large and culturally diverse population. It encompasses the neighborhoods of Washington Square, Prospect Hill, Hawley-Green, and Lincoln Hill. Washington Square, the oldest neighborhood in Syracuse, is located east of I-81 and contains entrance and ramps to and from I-81 from Sunset Avenue. Notable land uses include the Central New York Regional Market, a regional farmers' market operated by the CNY Regional Market Authority that has been in operation since 1942, and railroad infrastructure around the Intermodal Transportation Center, which includes Syracuse's Amtrak station. Other uses include recently renovated, three-acre Washington Square Park; single-family and multifamily residential uses; and mixed-use properties along North Salina Street. Approximately half of the neighborhood's mixed-use buildings have historic significance, and the 500 to 900 blocks of North Salina Street make up the North Salina Street Historic District.

Bordered by Butternut Street to the northwest, Lodi Street to the northeast, and the I-81 to the South is Prospect Hill. The area is anchored by medical uses including St. Joseph's Hospital, affiliated uses, and surface parking. North Salina Street, Syracuse's "Little Italy," includes a mix of residential, retail, restaurant, and automotive uses. Many of the different uses are housed in mixed-use buildings. The perimeter of the one-quarter-mile study area increasingly becomes residential.

Hawley-Green Historic District is roughly bounded by Lodi Street, James Street, and Burnet Avenue. The National Register Historic District named for its two main streets, Hawley Avenue and Green Street, is just north of I-690 and several blocks east of I-81. Predominant land uses are residential throughout much of the neighborhood; however, James Street includes a mix of retail, office, and other commercial uses. Burnet Avenue, which runs parallel to I-690, holds a diverse mix of industrial, automotive, restaurants, retail, and other uses. Recent revitalization efforts have benefited from the neighborhood's walkability to both Downtown Syracuse and Syracuse University.

East of Hawley-Green is Lincoln Hill. A largely residential neighborhood, it also includes the Dr. Weeks Elementary School, the Northeast Center Community Library, and industrial and automotive uses along Burnet Avenue adjacent to I-690. Lincoln Park, a 19-acre park with baseball, basketball, and tennis facilities, a pool, and wooded patches, is just outside the I-81 Viaduct Study Area.

Transportation land uses are found in many parts of the Northside. Exit and entrance ramps via Teall Avenue service I-690 on the east side of the neighborhood, while entrance and exit ramps to I-81 line its southern and western extremities.

I-481 South Study Area

The I-481 South Study Area contains the one-quarter-mile buffer surrounding the interchange of I-481 and I-81. The majority of the area is located within the City of Syracuse, with a small section in the Town of Onondaga (see **Figure 6.2-3).** Land uses include residential, commercial, and institutional. Directly west of I-81 are several residential and care facilities for the elderly, including Loretto Health and Rehabilitation Center, a 13-floor, 487-bed long-term care facility, and 96-bed short-term rehab facility; the Heritage, an Alzheimer's care facility; and the Bernardine, an assisted care facility on Churchill Avenue. Although the Rehabilitation Center and the Heritage have East Brighton Avenue addresses to the east of I-81, they are located west of I-81 and accessible via the East Glen Avenue bridge. Other uses west of I-81 include single-family neighborhoods and a commercial retail concentration along South Salina Street south of Ballantyne Road. The retail cluster includes fast food establishments, small retail uses, such as Boost Mobile, and the Tops Valley Plaza, which includes a Tops Friendly Market and other chain retailers.

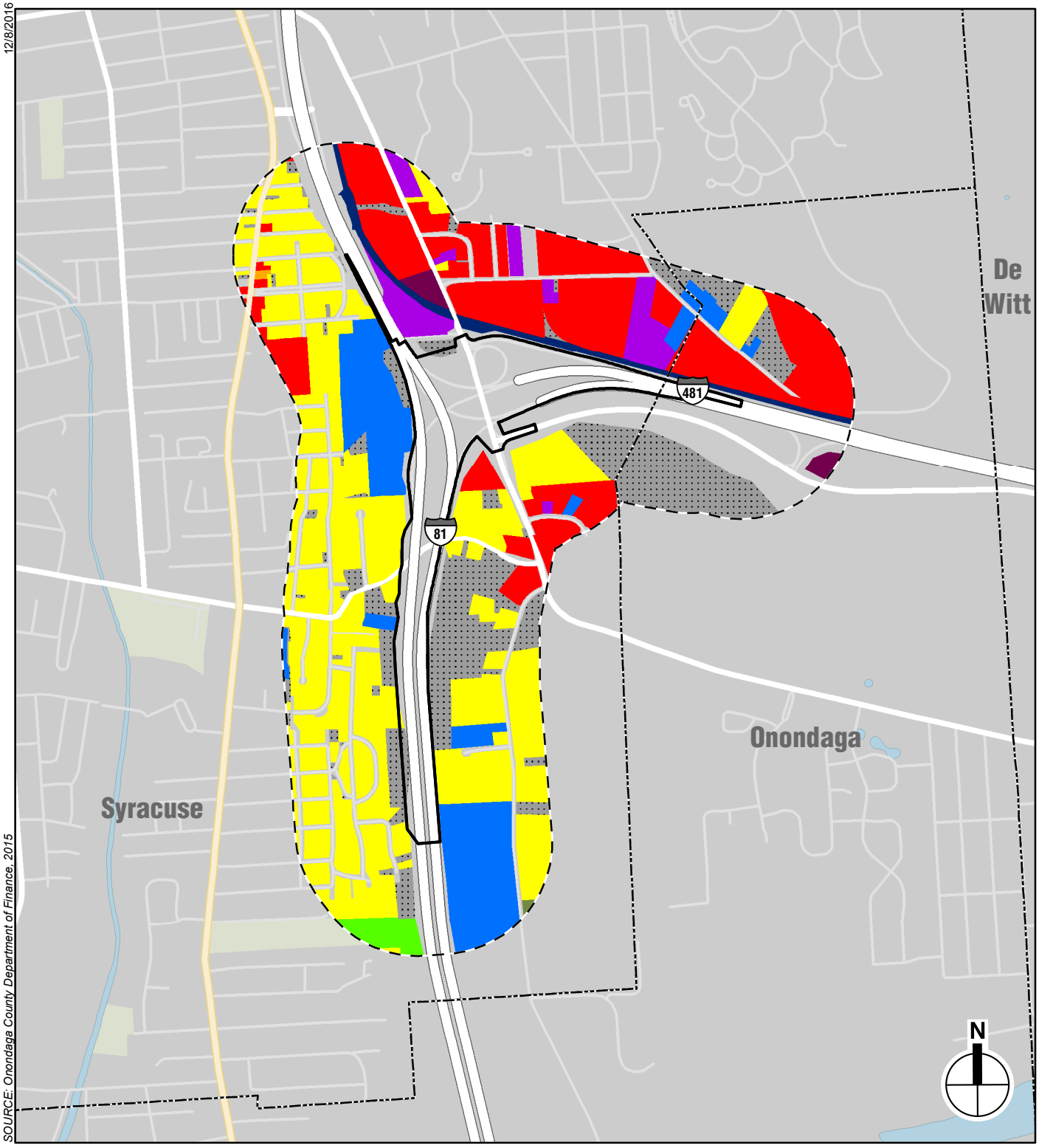
To the north and east of the I-481 and I-81 interchange is a mix of commercial, automotive, and industrial uses, many along East Brighton Avenue and Ainsley Drive. In addition to numerous auto body and repair establishments, uses include the Syracuse University Physical Plant, tech company Arcom, several wholesalers, a kitchen and bath warehouse, the Willow Rock Brewing Company and tasting room, automobile and machinery rentals, and offices for Pro Literacy Worldwide.

South and east of I-481 and I-81, land uses are characterized by large apartment towers and complexes as well as commercial uses. Brighton Towers, which is just south of I-481, is a 591-unit twin, high-rise apartment complex for persons 55 and older. Nob Hill Apartments is located along Lafayette Road, as are single-family homes. Commercial uses include small office and retail, as well as several medical practices. The Lafayette Road Experiment Station, which hosts SUNY College of Environmental Science and Forestry's arboreta, occupies a large parcel of land in the southeast corner of the study area.

I-481 East Study Area

The I-481 East Study Area includes areas of the incorporated village of East Syracuse and the Town of DeWitt within a one-quarter mile of I-481 from approximately I-90 to I-690 (see **Figure 6.2-4)**. The study area comprises two separate sections of land running north to south. Land between the two sections, which is not included in the study area, is mostly right-of-way for circular entrance and exit ramps connecting I-481 to Kirkville Road.

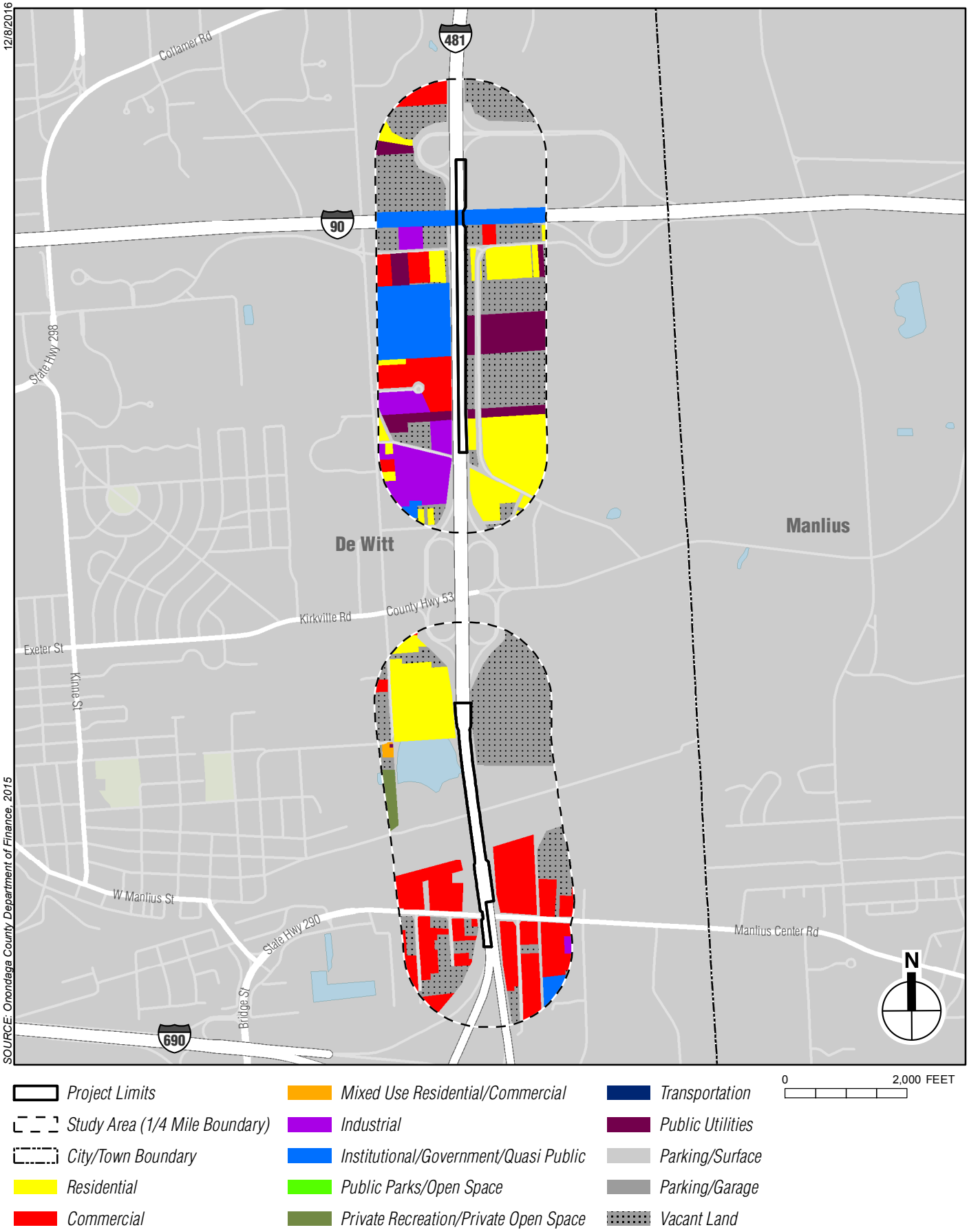
Land use differs between the two sections. In the northern section of the I-481 East Study Area and to the east of I-481, land is primarily vacant with small pockets of residential use along Pheasant Road immediately south of I-90, and north of Kirkland Road. To the west is a commercial park with medical, office, and industrial uses, including Upstate Orthopedics, advanced manufacturing company Inficon, Guardian Life Insurance, and other office uses.



I-481 South Study Area - Land Use

I-81 Viaduct Project

Figure 6.2-3



I-481 East Study Area - Land Use

I-81 Viaduct Project

Figure 6.2-4

The I-481 East Study Area includes the rail yard operated by CSX. Land north and east of the rail infrastructure is primarily vacant and includes a wooded patch around Butternut Creek. Residential uses line Fly Road to the north and west. South of the rail infrastructure, land use along Manlius Center Road is primarily commercial and industrial. This includes office uses, such as broadband services company New Visions Communications, Inc.; retail uses, such as Hearth and Home showroom; Liverpool Pool & Spa Super Center; and a Kia Dealership. Other uses include auto services, freight trucking company Santaro Development, and building supply company 84 Lumber. A Walmart Supercenter is located just to the west and outside of this study area.

I-481 North Study Area

The I-481 North Study Area is located in the Town of Cicero and the Village of North Syracuse near and around the intersection of I-481 and I-81 (see **Figure 6.2-5).** More than half of the study area is made up of single-family residences along suburban streets north and south of I-481 between I-81 and Totman Road, and east of I-81. Commercial uses are located near major interchanges that provide auto access to and from I-81 and I-481. The commercial concentration west of I-81 at the South Bay Road interchange holds multiple automotive uses, including Driver's Village, a former shopping mall that now holds many dealerships. Around the I-481 and Northern Boulevard interchange to the west are industrial, warehouse, and vacant land uses.

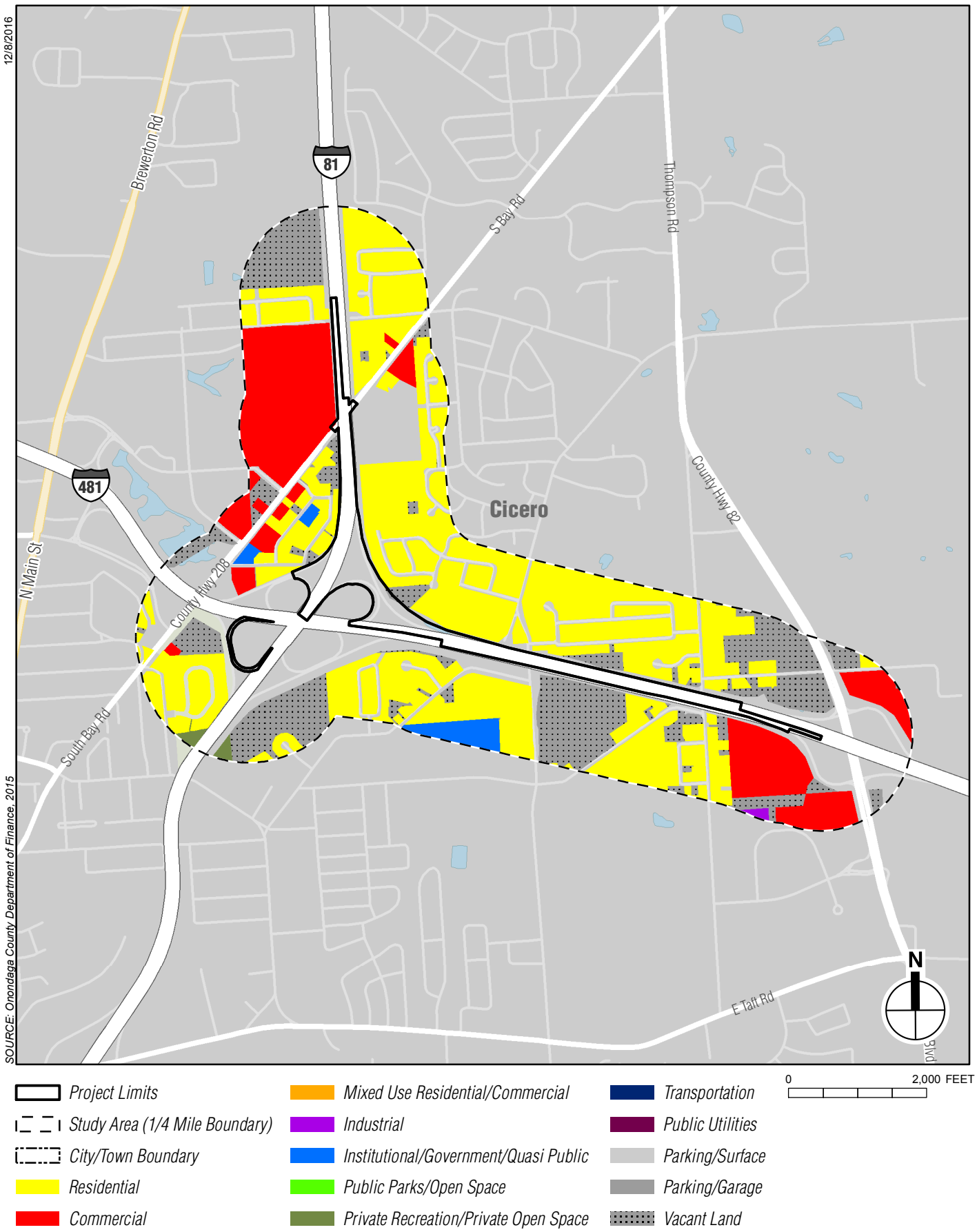
LOCAL PLANS AND ZONING

Land Use, Transportation, and Economic Development Plans

Local and regional long-range plans have established goals for land use, economic development, and regional transportation networks and/or have identified I-81, particularly the I-81 viaduct, as an influential feature within Downtown Syracuse and adjacent neighborhoods. The I-81 viaduct and I-81/I-690 interchange are prominent elevated features that can affect adjacent land uses and connectivity between land uses, thereby influencing the livability, sustainability, and economic vitality of the city.

- **I-81 Corridor Study.** The I-81 Corridor Study—a three-year planning study and public involvement effort ("I-81 Challenge") prepared by NYSDOT in cooperation with the region's metropolitan planning organization (MPO), the Syracuse Metropolitan Transportation Council (SMTC)—evaluated the 12-mile section of I-81 through greater Syracuse between its interchanges with I-481. The plan identified the I-81 viaduct priority area (I-81 priority area) as an area with substantial structural and geometric deficiencies, thereby prompting the I-81 Viaduct Project. The I-81 Corridor Study included engineering evaluation of highway infrastructure conditions and public outreach initiatives. The engineering studies, along with the extensive public input, provided the initial basis for developing potential alternatives for the I-81 Viaduct Project to address these deficiencies (see **Chapter 3, Alternatives**).

  The I-81 Corridor Study was guided by a set of goals and objectives grouped into four broad categories, which informed the goals and objectives established for the I-81



I-481 North Study Area - Land Use

I-81 Viaduct Project

Figure 6.2-5

Viaduct Project (see **Chapter 1, Introduction**). The goals presented in the I-81 Corridor Study included:

- Transportation: Enhance the Transportation Network; Enhance Region-wide Mobility; and Improve Public Safety;
- Economic Competitiveness: Maintain or Improve Economic Opportunities; and Exercise Fiscal Responsibility;
- Social Equity/Quality of Life: Support Community Quality of Life; and Share Burdens and Benefits; and
- Environmental Stewardship: Preserve or Enhance Environmental Health.

- **SMTC Long-Range Transportation Plan (LRTP).** SMTC is responsible for transportation planning in the Syracuse metropolitan area and develops a Long-Range Transportation Plan (LRTP) to guide development and evolution of the region's transportation system. The current 2050 LRTP (approved September 2015) identifies goals for the region's transportation system, both in terms of how it operates and how it affects the surrounding communities. Key goals in the LRTP include:
  - To support smart growth development patterns while supporting economic development and minimizing impacts to historic resources and community landmarks;
  - To provide convenient connections to intercity transportation facilities;
  - To maintain adequate infrastructure on primary freight corridors and to maintain existing pavement and bridges;
  - To reduce serious injuries and fatalities from vehicle, bicycle, and pedestrian crashes;
  - To improve the reliability of the transportation system, with an emphasis on primary commuter routes;
  - To enhance the existing transit system and expand the regional trail network; and
  - To advance a solution that addresses the transportation needs within the priority area identified in the I-81 Corridor Study (July 2013) that supports the goals of the LRTP.

  SMTC also states that the 2050 LRTP does not determine an outcome for the I-81 Viaduct Project, but rather that the plan will be updated once NYSDOT identifies a Preferred Alternative for the Project.

- **City of Syracuse Comprehensive Plan 2040.** The City of Syracuse adopted its Comprehensive Plan 2040, which includes the Land Use and Development Plan 2040, to establish policies to meet its vision for the future. The role of transportation and land use in Downtown Syracuse is identified as an important consideration in the Comprehensive Plan. Key priorities of the City of Syracuse Comprehensive Plan 2040 include:

- Establishing future land uses and zoning that expand Syracuse's Urban Core beyond Downtown to the Near Eastside and portions of University Hill east of I-81, and to the Southside.
- Smoothing transitions and improving connectivity between Downtown and the surrounding neighborhoods by removing, minimizing, or mitigating visual barriers and barriers to circulation—for example, physical barriers such as the highways and major arterials and visual barriers such as large expanses of surface parking;
- Reinforcing and prioritizing University Hill and Downtown for economic growth as the core of regional employment and business;
- Facilitating revitalization of Syracuse's neighborhood business corridors;
- Ensuring that transportation options Downtown are compatible with its function as the regional urban core; and
- Providing predictability and clarity for new and expanding business ventures.

The Comprehensive Plan also includes the Syracuse Bicycle Plan, which indicates continued efforts to promote non-motorized modes of transportation in the City of Syracuse. This plan identifies various roadway treatments and improvements needed in the City to enhance bicycle travel, including on some streets that pass under I-81.

- **ReZone Syracuse.** The City of Syracuse is in the process of updating its zoning ordinance and map to reflect the goals of its Comprehensive Plan 2040. The citywide zoning update, "ReZone Syracuse," includes the following objectives that relate to transportation:
  - Implement the recommendations from the Comprehensive Plan 2040, including the Land Use and Development Plan 2040;
  - Transition from the use-focused, Euclidean Zoning Ordinance to an updated ordinance that incorporates principals of Form Based Codes, Smart Growth, Traditional Neighborhood Development, and Transit Oriented Development, among other current best practices;
  - Develop and/or improve standards regulating urban design, urban agriculture, lighting, signage, landscaping, parking, site design, infill development, and vacant land management;
  - Increase protection of natural resources, including open space, water bodies, topography, and tree protection; and
  - Facilitate increased public awareness of, and participation in zoning review and processes.

  The City plans to implement ReZone Syracuse in 2017.

- **Central New York Regional Economic Development Corporation (CNYREDC) Five Year Strategic Plan: 2012-2016.** The Central New York Regional Economic Development Corporation (CNYREDC) developed its Five Year Strategic Plan: 2012-

2016 as an economic strategy to build a solid foundation for sustainable growth and prosperity in the region. The goals of the Strategic Plan are to:

- Improve competitiveness in, and connections to, the regional, national, and global economies;
- Invest in outdated infrastructure to support economic drivers;
- Strengthen targeted industry concentrations that leverage unique economic assets;
- Revitalize the region's urban core;
- Increase density and create vibrant main streets; and
- Preserve and enhance municipal centers for future growth

The Strategic Plan identifies building 21st century infrastructure—including air service, port access, roads and railways—as one of the critical mechanisms to fuel economic growth and improve connectivity between regional goods and wider markets. The Strategic Plan states that economic development efforts must include regional infrastructure projects, such as waterfront revitalization and the I-81 Viaduct Project in Downtown Syracuse to help Central New York achieve its vision.

- **Vision CNY Regional Sustainability Plan.** Led by the Central New York Regional Planning and Development Board (CNY RPDB), the Central New York Regional Sustainability Plan (VisionCNY, June 2013) was developed to serve as a foundation for investments to advance a sustainable future in the Central New York region. The plan promotes expansion of the region's pedestrian and bicycle infrastructure; implementation of green infrastructure for stormwater management; improved connectivity between parks and other public spaces; a decrease in the number of roads and bridges that are rated "deficient" or "poor"; infrastructure that revitalizes existing communities and improves the quality of life; and reductions in greenhouse gas emissions to support the State's long-term goals. VisionCNY highlights I-81 as a structure nearing the end of its useful life, where innovative solutions will need to be implemented to redefine the Downtown area and create an iconic image for the community.
- **Fast Forward Syracuse Campus Framework.** Syracuse University released its draft 20-year campus plan overview in June of 2016. The purpose of the plan is to reinvigorate the University with "a more robust, connected academic core campus offering many different experiences." The plan identifies the following to create a higher density, more connected, urban campus:
  - Adding 3,600 beds of student housing to Main Campus, including relocating South Campus undergraduate housing (approximately 2,700 beds) and adding 900 additional beds;
  - Focusing major new academic investments (e.g., academic buildings) around the main campus;

- Re-centering student and residential life (e.g., dormitories, athletic and recreational amenities) around the academic heart of the University (e.g., the main campus);
- Anchoring the University's presence near medical and veterans institutions (Upstate Medical University, VA Hospital, Crouse Hospital) and Downtown; and
- Improving connections between main campus and the growing West Campus Area, and to surrounding neighborhoods and Downtown.

The plan calls for a "New Row" along Waverly Avenue between South Crouse Avenue and Comstock Avenue, which would include new student housing, a new Student Services Hub, and the National Veterans Resource Complex on the corner of South Crouse Avenue.

The plan also calls for a "reimagined West Campus" by adding more residential and recreational amenities adjacent to I-81 and near existing dormitories and residential apartments. Additionally, an expansion of the University's Energy Plant adjacent to I-81 in the Southside neighborhood is highlighted.

- **Syracuse Housing Authority Master Plan**. The Syracuse Housing Authority is developing a master plan for its facilities, including approximately 20 city blocks that abut either side of I-81. The plan will identify a program of housing development over the next several years as well as new administrative spaces, retail and medical space, community facilities, and parkland and recreational buildings for residents. The plan also seeks to establish a street grid where one does not currently exist, and improve vehicular and non-vehicular (bicycle and pedestrian) circulation and mobility within the master plan area and in adjacent parts of the City of Syracuse. The Syracuse Housing Authority is considering alternatives for the I-81 Viaduct Project as part of its planning efforts.
- **University Hill Transportation Plan.** The University Hill Corporation, a consortium of businesses and institutions aimed at guiding growth and development in University Hill, released final recommendations of the University Hill Transportation Study in September 2007. The study was the first to specifically recommend the I-81 Corridor boulevard concept and notes that replacing the viaduct with a surface boulevard would improve accessibility of all transportation modes, increase connectivity between Downtown and areas east of I-81 (e.g., University Hill and Near Eastside), and create opportunities to improve the neighborhood landscape. The plan specifically calls for integration of land use planning with transportation decision making and investments, and recommends mixed-use development to improve mobility and connections.
- **Onondaga County Settlement Plan.** The Onondaga County Settlement Plan (2001) was developed by the Syracuse-Onondaga County Planning Agency (SOCPA) and stresses the importance of improving quality of life within the 35 municipalities of Onondaga County through an emphasis on neighborhoods. To achieve a higher quality of life, the Settlement Plan describes several transportation policies with an emphasis on transportation infrastructure that supports healthy neighborhoods through the encouragement of pedestrian life. Some of the Settlement Plan's regional transportation policies focus on attaining a healthy balance between transportation modes; improving

pedestrian and bicycle accessibility; and minimizing effects of highways and roadways on neighborhood character.

- **Onondaga County Sustainable Development Plan.** Onondaga County is currently developing a new Sustainable Development Plan. Focusing on nine areas of interest, the draft Sustainable Development Plan provides a basis from which sustainable development decisions can be made through recommended policies and practices. One of these areas of interest includes transportation and land use, where the plan points towards Complete Streets policy and practice to incorporate multi-modal design and function for social, economic and environmental community benefits.

A number of municipalities and community planning organizations have established visions for neighborhoods and communities near the I-81, I-690, and I-481 corridors. These include the Northside Urban Partnership (Northside UP), the Downtown Committee of Syracuse, and the Town of DeWitt. Aspects of these organizations or their plans include:

- **Northside Urban Partnership:** A collaboration of businesses and community organizations, Northside UP's mission is to improve the quality of life for residents of Syracuse, particularly those within the Near Northside neighborhoods. The focus area of Northside UP generally forms a triangle bounded by I-81 to the west, I-690 to the south, and Lodi Street to the north/east, and includes St. Joseph's Hospital Health Center. The Northside Tomorrow's Neighborhoods Today (TNT) Five-Year Plan (2010-2015) mentions the I-81 redesign in its transportation goals, which states "redesign I-81 to incorporate Northside into the urban fabric."
- **Downtown Committee:** The Downtown Committee of Syracuse represents property owners and tenants in the Downtown area. It promotes growth and economic development through planning and local programs. Its 2015 Annual Report lists goals for the future of I-81, which include the following:
  - Restore connections to Downtown Syracuse and University Hill neighborhoods by eliminating physical and visual barriers;
  - Create a vibrant and new neighborhood that improves the quality of life for all who work, live and visit our community;
  - Disperse traffic onto multiple routes by ensuring this is not a one-road solution to present a functional, safe and efficient solution; and
  - Generate tax revenue for the city of Syracuse and Onondaga County to ensure long term sustainability.
- **Town of DeWitt:** The Town of DeWitt 2014 Sustainability Plan identifies concerns with respect to the I-81 Viaduct Project. Specifically, it states that motorists could potentially be diverted along I-481 and I-690 through DeWitt if I-81 were removed through Downtown.

Pedestrian and Bicycle Infrastructure Planning

While pedestrian and bicycle facilities are common considerations in the long-range vision plans noted above, more near-term efforts have also focused on identifying the existing conditions of pedestrian and bicycle infrastructure in and near the I-81 corridor and improvements to those facilities.

SMTC has conducted pedestrian and bicycle-related studies to identify existing conditions and to look for solutions to improve pedestrian and bicycle facilities.

- As part of its work on the University Hill Transportation Study (2006/2007), SMTC studied connectivity between University Hill and Downtown. I-81 was identified as a barrier to pedestrian and bicyclist mobility, noting the width of Almond Street, inadequate pedestrian infrastructure, and multiple vehicular turning movements on the street.
- SMTC's Almond Street Corridor Pedestrian Study (2010) addressed expected increased pedestrian activity crossing Almond Street between East Genesee Street and Adams Street (under I-81). The study identified constraints, such as incomplete or inadequate pedestrian infrastructure, uninviting pedestrian environment, and dangerous pedestrian and vehicle conflicts. In addition, the study noted that there are no designated bike lanes along Almond Street, requiring bicyclists to use general travel lanes.

Several initiatives have been underway in the City of Syracuse to enhance bicycle and pedestrian connectivity (see **Figure 1-5**). Designated bicycle infrastructure has been established (or is planned) throughout the City. Some of these routes are part of local bicycle and pedestrian initiatives, such as the City/SMTC Bikeway and Creekwalk, while others are part of larger regional routes, such as the New York State Bicycle Route 11 and the Erie Canalway Trail.

Syracuse University has also worked to enhance bicycle and pedestrian infrastructure by developing the Connective Corridor between University Hill and Downtown with designated bike lanes on local streets, including Genesee Street, which passes under the I-81 viaduct.

With respect to enhanced connectivity and safety, NYSDOT has identified the need to address the following:

- Incomplete routes, missing or inadequate crosswalks, and pedestrian signals under and near the I-81 viaduct, and compliance with the Americans with Disabilities Act (ADA);
- A lack of connectivity between pedestrian and bicycle generators and their destinations; and
- Inadequate lighting and pedestrian refuge locations under and near the I-81 viaduct.

Zoning Ordinances

Zoning ordinances are the principal tool for implementing a municipality's adopted comprehensive plan and defining the site plan and subdivision requirements for each land use. Zoning ordinances establish districts that classify, regulate, and restrict uses, as well as

combine uses, and encourage the location of compatible land uses close to one another. District regulations provide development standards pertaining to the intensity of land uses and development, height and bulk of buildings and structures, and area of yards and other open areas between buildings and structures.

Jurisdictions within the I-81 Viaduct Study Area and the I-481 North, South, and East Study Areas have zoning ordinances that regulate land use. While each community uses the similar general district categories (e.g., residential, commercial, industrial), the specific designations of these districts differ in each ordinance.

- **City of Syracuse Zoning**: Zoning varies within the I-81 Viaduct Study Area. The Southwest Neighborhoods Subarea includes nine Central Business District (CBD) zoning districts in Downtown. Land adjacent to I-81 is largely zoned for office and service uses only with the exception of the area just north of Harrison Street where residential use is allowed (e.g. Madison Towers). Other residential uses Downtown are allowed several blocks from existing highway infrastructure. The Southside is primarily zoned for residential adjacent to I-81, with local business zoning along South Salina Street.

  Zoning in the Southeast Neighborhoods Subarea allows for industrial uses on blocks south of I-690, business uses north of East Genesee Street, and moderate density residential and neighborhood businesses south of East Genesee Street. Syracuse University and surrounding blocks are zoned as a Planned Institutional District.

  The Northern Neighborhoods Subarea includes Lakefront Zoning Districts that allow for dense, mixed-use development in Franklin Square and the Inner Harbor Area, and industrial and retail uses in areas closest to Onondaga Lake. Zoning in Northside neighborhoods east of I-81 allow primarily for commercial and/or industrial uses adjacent to I-81 and I-690, neighborhood business uses a few blocks from the highways, and lower density residential 4 to 5 blocks from the highway.

  Zoning in the I-481 South Study Area is also governed by the City of Syracuse and allows for industrial and commercial uses in most areas abutting I-81, with low density residential the primary allowed use west of I-81, and higher density residential allowed south and east of the I-81 and I-481 interchange.

  The City of Syracuse is in the process of updating its zoning ordinance in all areas of the city, including within the I-81 Viaduct Study Area and I-481 South Study Area, and new zoning regulations will determine what can be built, including the use types and massing.

  As related to future land use patterns within the I-81 Viaduct Study Area, the zoning ordinance update is intended to implement the City's Land Use and Development Plan 2040, which calls for an expanded Urban Core that would include Downtown, the Near Eastside and Southside, which includes land abutting I-81 on either side. As of July 2016, new zoning districts, and their allowable uses and requirements, were under development. Preliminary discussions with the City of Syracuse Planning Department indicate that all or much of the Urban Core will fall under one zoning district that would allow for a greater variety and density of uses, including office, retail, residential, and

mixed uses, with the intent of creating a better connected and walkable mixed-use environment that will encourage development in the Urban Core through predictable regulations and an efficient approval process. The new zoning is expected to be adopted in 2017.

- **Town of Cicero Zoning:** Zoning in the I-481 North Study Area allows for industrial and commercial around I-481 Exit 8, residential and agricultural uses in many areas north or south of I-481 and east of I-81, and regional retail and commercial uses north of I-481 and west of I-81.
- **Town of DeWitt Zoning:** Zoning in the I-481 East Study Area is for Hi-Tech which allows for many difference uses including office, industrial (manufacturing and distribution), mixed-use residential, and retail.

DEMOGRAPHICS AND AFFECTED POPULATION

This section describes the population and housing characteristics within the larger I-81 Viaduct Study Area and its Southwest, Southeast, and Northern Neighborhood subareas, as well as the I-481 North, South, and East Study Areas. The section outlines trends in data since 2000 of the census tracts within one-quarter mile of the project limits. In cases where census tract or block group boundaries changed between 2000 and 2014, blocks or block groups were combined to reflect the same geographies for comparison. Study area characteristics were also compared to those of the City of Syracuse, Onondaga County, and the 5-County Region comprising Onondaga, Oswego, Cayuga, Cortland, and Madison Counties.

Information used in the demographic analysis includes data from the U.S. Census Bureau's 2000 Census and 2010-2014 American Community Survey (ACS). The data obtained were used to develop a profile of the locally affected environment as well as an understanding of the regional context of the study area.

- **I-81 Viaduct Study Area:** Census tracts analyzed for the I-81 Viaduct Study Area from Census 2000 includes 1, 2, 5, 6, 13, 14, 16, 17.01, 21, 22, 23, 24, 30, 32, 34, 35, 40, 42, 43, 53, 54, and 55. Census tracts analyzed from ACS 2010-2014 includes 1, 2, 5.01, 6, 14, 16, 17.01, 21.01, 23, 24, 30, 32, 34, 35, 40, 42, 43.01, and 43.02, 53, 54, and 55.
  - The Southwest Neighborhoods Subarea includes Census Tracts 21, 22, 30, 32, 40, 42, 53, and 54 from Census 2000; and Census Tracts 21.01, 30, 32, 40, 42, 53 and 54 from ACS 2010-2014.
  - The Southeast Neighborhoods Subarea includes Census Tracts 34, 35, 43, and 55 from Census 2000; and Census Tracts 34, 35, 43.01, 43.02 and 55 from ACS 2010-2014.
  - The Northern Neighborhoods Subarea includes Census Tracts 1, 2, 5, 6, 13, 14, 16, 17.01, 23, and 24 from Census 2000; and Census Tracts 1, 2, 5.01, 6, 14, 16, 17.01, 23, and 24 from ACS 2010-2014.

- **I-481 South Study Area:** Census block groups analyzed for the I-481 North Study Area includes Block Group(s) 2, 3 and 4 in Census Tract (CT) 103.01; 1 in CT 104; 9 in CT 105; 1 in CT 106; and 1 and 2 in CT 107 from Census 2000. Block Group(s) analyzed from ACS 2010-2014 includes 2, 3, and 4 in CT 103.01; 1 in CT 104; 1 in CT 105; 1 in CT 106; and 1 and 2 in CT 107.
- **I-481 East Study Area:** Census block groups analyzed for the I-481 South Study Area includes Block Group(s) 3 in Census Tract (CT) 55; 2 in CT 59; 1, 2, and 3 in CT 61.01; 1 and 2 in CT 61.02; 1 in CT 61.03; and 1 in CT 161 from Census 2000. Block Group(s) analyzed from ACS 2010-2014 includes 3 in CT 55; 2 in CT 59; 1, 2, and 3 in CT 61.01; 2 in CT 61.03; and 1 in CT 161.
- **I-481 North Study Area:** Census block groups analyzed for the I-481 East Study Area include Block Group(s) 1 in Census Tract (CT) 143; 1, 2, and 9 in CT 145; and 3 in CT 146 from Census 2000. Block Group(s) analyzed from ACS 2010-2014 includes 1 in CT 143; 1 and 2 in CT 145; and 3 in CT146 from ACS 2010-2014.

Population

Table 6.2-1 highlights population change between 2000 and 2014 in the I-81 Viaduct Study Area and its neighborhood subareas, and in the I-481 North, South, and East Study Areas.

In 2014, there were 54,686 people living in the Viaduct Study Area, a 1.3 percent increase since 2000. Within the Viaduct Study Area, the Northern Neighborhoods Subarea was responsible for nearly all population growth, and had higher increases (9.3 percent) over the time period compared to the Southwest Neighborhoods Subarea (0.4 percent increase) or Southeast Neighborhoods Subarea, which decreased in population (-7.6 percent).

Table 6.2-1
Population in the Project Area

Geography	2000 Decennial Census	2010-2014 American Community Survey (ACS)	% Change
I-81 Viaduct Study Area	53,993	54,686	1.3%
Southwest Neighborhoods Subarea	16,305	16,376	0.4%
Southeast Neighborhoods Subarea	17,007	15,716	-7.6%
Northern Neighborhoods Subarea	20,681	22,594	9.3%
I-481 North Study Area	9,434	10,287	9.0%
I-481 South Study Area	12,454	12,429	-0.2%
I-481 East Study Area	5,892	6,171	4.7%
City of Syracuse	147,306	144,648	-1.8%
Onondaga County	458,336	467,846	2.1%
5-County Region[1]	780,716	790,948	1.3%

Notes: [1]The 5-County Region includes Onondaga, Oswego, Cayuga, Cortland, and Madison Counties.
Source: Sources: US Census 2000, Summary File 1; American Community Survey (ACS) 2010-2014 Estimates

Over the same timeframe, the I-481 North Study Area population increased by 9 percent, and the I-481 South Study Area population decreased by 0.2 percent. Population in the I-481 East Study Area in DeWitt and East Syracuse grew by nearly 5 percent.

Over the same timeframe, population within the City of Syracuse, which includes the I-81 Viaduct and I-481 South Study Areas, decreased nearly 2 percent. Population in Onondaga County, which includes all study areas, and in the 5-County Region increased 2.1 percent and 1.3 percent, respectively.

Age Distribution

Table 6.2-2 shows the age distribution for the study areas. Between 2000 and 2014, the I-81 Viaduct Study Area and its three neighborhood subareas all had decreases in population 65 years and over. The Southwest and Northern Neighborhoods subareas had an increase in the total number of 18- to 64-year olds, generally considered the working age population; however, in the Southeast Neighborhoods Subarea, which includes Syracuse University, the number of 18- to 64-year olds decreased slightly. The number of school-aged children (under 18 years old) increased in the overall I-81 Viaduct Study Area; however, all growth in the cohort occurred in the Northern Neighborhoods Subarea (+1,486 persons or a 30 percent increase). The number of school-aged children decreased in both the Southwest and Southeast Neighborhoods subareas.

In the I-481 North Study Area, working age population (persons 18 to 64 years old) and population 65 years and older increased while the school age population decreased. In the I-481 East and I-481 South Study Areas, there were decreases in school age population and population 65 years and older, but there was an increase in working age a population.

Households

Table 6.2-3 displays the number of households and the average household size in the I-81 Viaduct Study Area and the I-481 North, South, and East Study Areas.

Table 6.2-2
Age Distribution in the Project Area

Geography	School Age (Under 18)		Working Age (18-64)		Over 65	
	2000	2014	2000	2014	2000	2014
I-81 Viaduct Study Area	12,905	13,632	34,871	36,092	6,217	4,962
Southwest Neighborhoods Subarea	5,453	5,356	9,322	9,868	1,530	1,152
Southeast Neighborhoods Subarea	2,479	1,817	13,063	12,938	1,465	961
Northern Neighborhoods Subarea	4,973	6,459	12,486	13,286	3222	2,849
I-481 North Study Area	2,403	2,206	5,733	6,333	1,298	1,748
I-481 South Study Area	2,760	2,335	6,567	7,815	3,127	2,279
I-481 East Study Area	1,290	1,178	3,497	3,902	1,105	1,091
City of Syracuse	36,785	32,967	91,573	95,876	18,948	15,805
Onondaga County	118,081	104,545	276,961	294,884	63,294	68,417
5-County Region	200,205	173,535	476,816	502,113	103,695	115,300

Source: Sources: US Census 2000, American Community Survey (ACS) 2010-2014 Estimates

Table 6.2-3
Households and Average Household Size

Geography	Households			Avg Household Size	
	2000	2014	% Change	2000	2014
I-81 Viaduct Study Area	21,293	19,594	-8.0%	2.1	2.4
Southwest Neighborhoods Subarea	6,382	5,862	-8.1%	2.1	2.6
Southeast Neighborhoods Subarea	5,191	4,363	-16.0%	2.0	2.0
Northern Neighborhoods Subarea	9,620	9,369	-2.6%	2.1	2.6
I-481 North Study Area	4,150	4,322	4.1%	2.6	2.4
I-481 South Study Area	5,421	5,426	0.1%	2.1	2.1
I-481 East Study Area	2,363	2,791	5.9%	2.3	2.2
City of Syracuse	59,482	55,279	-7.1%	2.3	2.4
Onondaga County	181,153	185,089	2.2%	2.5	2.4
5-County Region	300,811	305,748	1.6%	2.5	2.5

Source: US Census 2000, American Community Survey (ACS) 2010-2014 Estimates

Between 2000 and 2014, the total number of households in the I-81 Viaduct Study Area decreased by 8 percent, with losses occurring in each of the neighborhood subareas. The Southeast Neighborhoods Subarea, which includes areas of Syracuse University, experienced the greatest decline in households (-16.0 percent). Households in the Southwest Neighborhoods Subarea, which includes Downtown and Southside, decreased by 8.1 percent, and the Northern Neighborhoods Subarea decreased by 2.6 percent. However, average household sizes in each area held steady or increased over the timeframe, resulting in the previously discussed population increase. In particular, in the I-81 Viaduct Northern Neighborhoods Subarea, average household size increased from 2.1 to 2.6, reflecting the large increase in school age children described previously. Overall, I-81 Viaduct Study Area average household sizes increased from 2.1 persons per household in 2000 to 2.4 persons in

2014. This likely indicates more young families with children have chosen to stay in the area or have moved into the area.

Total number of households increased in each of the I-481 Study Areas. The largest increase occurred in the I-481 North and East Study Areas—up 4.1 percent and 5.9 percent, respectively—both of which are in Onondaga County, but outside of the City of Syracuse. Households within Onondaga County increased 2.2 percent over the timeframe, whereas households in the City of Syracuse decreased 7.1 percent. Total households in the I-481 South Study Area, which falls within the City of Syracuse, were essentially unchanged.

Median Household Income and Poverty Status

Table 6.2-4 presents median household income and poverty status for the I-81 Viaduct Study Area, its neighborhood subareas, and the I-481 North, South, and East Study Areas.

Table 6.2-4
Household Income and Poverty Status

Geography	Median Household Income			Poverty Status	
	2000	2014	% Change	2000	2014
I-81 Viaduct Study Area	$17,893	$21,734	21.5%	37.2%	48.9%
Southwest Neighborhoods Subarea	$14,022	$18,004	28.4%	43.8%	53.6%
Southeast Neighborhoods Subarea	$15,865	$19,247	21.3%	42.9%	49.6%
Northern Neighborhoods Subarea	$21,535	$25,074	16.4%	29.0%	45.3%
I-481 North Study Area	$45,092	$55,318	22.7%	6.1%	9.2%
I-481 South Study Area	$24,671	$36,415	47.6%	19.0%	23.9%
I-481 East Study Area	$36,562	$46,393	26.9%	6.2%	9.5%
City of Syracuse	$25,000	$31,566	26.3%	27.3%	35.1%
Onondaga County	$40,847	$54,598	33.7%	12.2%	15.2%
5-County Region	$39,361	$52,539	33.5%	12.3%	15.0%

Source: US Census 2000, American Community Survey (ACS) 2010-2014 Estimates

Year 2014 median household income within the I-81 Viaduct Study Area was $21,734, increasing by over 21 percent since 2000. Although the Southwest Neighborhoods Subarea had the lowest median income at $18,004, it experienced the highest growth by percentage, increasing by 28.4 percent. In particular, incomes increased in the Downtown, census tract 32, up 168.5 percent over the timeframe. This suggests higher income households have moved into recent residential conversions within the Downtown area. Additionally, the median income provided in the ACS may be somewhat lower than current incomes in the tract given that 2014 ACS income figures are a 5-year average (2010 to 2014). The Northern Neighborhoods Subarea had the highest median income within the I-81 Viaduct Study Area at $25,074, but lowest increase by percentage, increasing by 16.4 percent. Median income in the Southeast Neighborhoods Subarea increased by 21.3 percent over the timeframe. Median income in the I-81 Viaduct Study Area and in each of its neighborhood subareas was lower than the City of Syracuse ($31,566), and substantially lower than all of Onondaga County ($54,598) and the 5-County Region ($52,539). Median incomes also increased by a lower percentage over the timeframe in the I-81 Viaduct Study Area.

Median income in the I-481 North Study Area ($55,318) was higher than in the City of Syracuse, Onondaga County, and the Region, but it increased by a lower percentage. Median income in the I-481 South Study Area ($36,415), which is located in the City of Syracuse, was higher than the citywide figure, and at 47.6 percent, increased more than in any of the study areas. Incomes in the I-481 East Study Area ($46,393) were lower than in Onondaga County and the Region, but increased by nearly 27 percent.

Nearly half of all persons in the I-81 Viaduct Study Area lived in poverty in 2014, 11.7 percentage points higher than in 2000. Poverty increased in all but two census tracts within the I-81 Viaduct Study Area. The highest poverty levels were in the Southwest Neighborhoods Subarea, which includes SHA properties. However, poverty levels in the Southeast and Northern neighborhoods subareas were also high—both above 40 percent in 2014—and increased since 2000. Poverty levels in all I-81 Viaduct Neighborhoods Subareas were higher than in the City of Syracuse as a whole, and considerably higher compared to Onondaga County and the 5-County Region.

Poverty levels in both the I-481 North and East Study Areas (9.2 percent and 9.5 percent, respectively) were lower compared with Onondaga County and the Region, and substantially lower than in the City of Syracuse. Poverty levels increased by approximately 3 percentage points since 2000 in both study areas. Poverty levels in the I-481 South Study Area in 2014 exceeded those in both Onondaga County and the Region, but were lower than those in the City of Syracuse and I-81 Viaduct Study Area.

Housing Unit Characteristics

Table 6.2-5 presents housing unit characteristics for the I-81 Viaduct Study Area and its neighborhoods subareas, and the I-481 North, South, and East Study Areas. From 2000 to 2014, the I-81 Viaduct Study Area experienced a decrease of more than 1,000 housing units (-4.9 percent).

While the number of housing units in the I-81 Northern Neighborhoods Subarea remained relatively steady (decreasing by 0.5 percent), the Southwest and Southeast Neighborhood Subareas decreased 8.0 percent and 9.4 percent, respectively. Only four census tracts in the entire I-81 Viaduct Study Area (three of which are in the Northern Neighborhoods Subarea) experienced an increase in housing units during the time period analyzed. Decreases are consistent with the City of Syracuse overall; however, the number of housing units increased in Onondaga County overall and in the Region. Vacancy rates in the I-81 Viaduct Study Area and all neighborhood subareas were higher compared to the City of Syracuse, Onondaga County, and the Region. There were also considerably more renter-occupied households in the I-81 Viaduct Study Area and neighborhoods subareas compared to the City of Syracuse, Onondaga County and the Region.

The number of housing units increased in each of the I-481 Study Areas. The number of housing units in the I-481 North Study Area increased by 4.9 percent; whereas the number of units increased by 2.8 percent in the I-481 South Study Area, and 3.7 percent in the I-481

Table 6.2-5
Housing Unit Characteristics

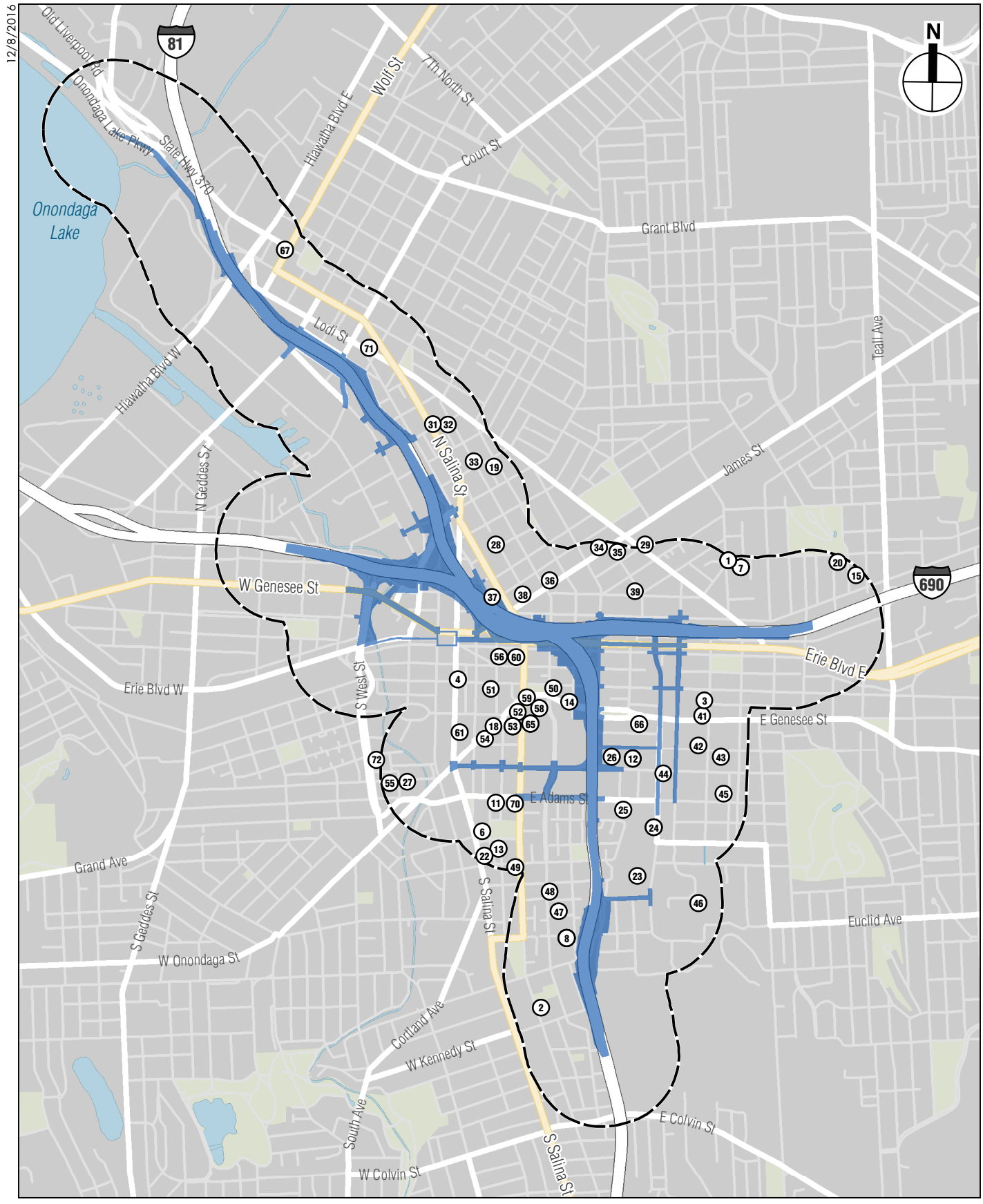
Geography	Housing Units			Occupancy Status 2014	Tenure (Occupied Units, 2014)	
	2000	2014	% Change	% Vacant	% Owner	% Renter
I-81 Viaduct Study Area	25,578	24,327	-4.9%	19.5%	18.0%	82.0%
Southwest Neighborhoods Subarea	8,024	7,382	-8.0%	20.6%	17.9%	82.1%
Southeast Neighborhoods Subarea	5,916	5,360	-9.4%	18.6%	16.9%	83.1%
Northern Neighborhoods Subarea	11,647	11,585	-0.5%	19.1%	18.6%	81.4%
I-481 North Study Area	4,294	4,504	4.9%	4.0%	69.4%	30.6%
I-481 South Study Area	5,964	6,130	2.8%	11.5%	39.0%	61.0%
I-481 East Study Area	2,768	2,870	3.7%	2.7%	61.6%	38.4%
City of Syracuse	68,192	64,938	-4.8%	14.9%	38.5%	61.5%
Onondaga County	196,633	203,496	3.5%	9.1%	65.2%	34.8%
5-County Region	333,703	345,912	3.7%	11.6%	67.9%	32.1%

Notes:
The I-81 Southeast Neighborhoods Subarea includes Census Tracts 34, 35, 43.01, 43.02 and 55;the Southwest Neighborhoods Subarea 21.01, 30, 32, 40, 42, 53, 54; and Northern Neighborhoods Subarea 1, 2, 5.01, 6, 14, 16, 17.01, 23, and 24.
The 5-County Region includes Onondaga, Cayuga, Oswego, Madison, and Cortland Counties.
Source: US Census 2000, American Community Survey (ACS) 2010-2014 Estimates

East Study Area. Housing unit increases were consistent by percentage with Onondaga County and the Region; however, 2014 vacancy rates were lower in the I-481 North and East Study Areas (4.0 and 2.7 percent, respectively). I-481 South Study Area vacancy rate (11.5 percent) was similar to that of the Region. The majority of housing units in the I-481 North and East Study Areas were occupied by owners, similar to all of Onondaga County and the Region, whereas the majority of housing units in the I-481 South Study Area were renter-occupied, similar to the City of Syracuse.

COMMUNITY FACILITIES

Community facilities include public and private education facilities, libraries, community centers and religious institutions, government facilities, and emergency and health care facilities and services. No community facilities were identified in the I-481 North, South or East Study Areas. **Table 6.2-6** identifies community facilities within the I-81 Viaduct Study Area. The facilities are mapped in **Figure 6.2-6**. Section **6.2.4, Schools and Places of Worship** and Section **6.4.2, Parklands and Recreational Resources** provide an evaluation of schools, places of worship, and parks within the study areas.



I-81 Viaduct Project

Community Facilities in the I-81 Viaduct Study Area

Figure 6.2-6

Table 6.2-6
Community Facilities in the I-81 Viaduct Study Area

Map #	Community Facility	Location	Description	Type
1	Syracuse Northeast Community Center	716 Hawley Ave. Syracuse, NY	Community Center offering youth, teen, and senior programs, and a basic needs pantry.	Community Center
2	P.E.A.C.E., Inc. - Dunbar Head Start	1453 S. State St. Syracuse, NY	Youth center with programs for all ages.	Education/ Early Education
3	P.E.A.C.E, Inc. - UUMC - Early Head Start	324 University Ave. Syracuse, NY	Youth programs.	Education/ Early Education
4	P.E.A.C.E., Inc. - Head Start / Early Head Start	217 S. Salina St. Syracuse, NY	Early childhood education program.	Education/ Early Education
5	Hawley Youth Center	716 Hawley Ave. Syracuse, NY	Catholic youth center that includes pre-kindergarten education and after-school programs.	Education/ Early Education
6	Salvation Army Cab Horse Commons	677 S. Salina St. Syracuse, NY	Child care center on South Salina Street, west of the I-81 Viaduct.	Education/ Early Education
7	Dr. Edwin E Weeks Elementary School	710 Hawley Ave. Syracuse, NY	Northside elementary school - reopened in 2013 after large renovation project.	Education/ Public Elementary
8	Dr. King Magnet Elementary School	416 E. Raynor Ave. Syracuse, NY	Southside elementary school.	Education/ Public Elementary
11	The Institute of Technology at Central	258 E. Adams S.t Syracuse, NY	Technical high school. Part of the Syracuse City School District	Education/ Public High School
12	Syracuse Special Education	725 Harrison St. Syracuse, NY	Syracuse City School District center for students with disabilities.	Education/ Public Special Ed
13	Education Opportunity Center	100 New St. Syracuse, NY	Statewide network of centers providing academic programs in higher education and vocational training.	Education/ Vocational
14	Johnson Vocational Center	573 E Genesee St. Syracuse, NY	Provides students with vocational skills to support them and gain employment. Offers GED preparation programs/resources.	Education/ Vocational
15	Saint Vincent DePaul Day Care	1103 Burnet Ave. Syracuse, NY	Day care and K-12 private school that largely serves Northside residents.	Education/ Private
16	Syracuse School Superintendent	725 Harrison St. Syracuse, NY	Office of the superintendent	Education/ Public Administrative
17	Syracuse City School District	725 Harrison St. Syracuse, NY	School district headquarters.	Education/ Public Administrative
18	Catholic School Office	240 E Onondaga St. Syracuse, NY	Administrative and educational resource hub for Catholic Diocese of Syracuse	Education/ Administrative-Private
19	Catholic Charities Academy at Pompeii	923 N. McBride St. Syracuse NY	Private school.	Education/ Non-profit
20	St. Vincent DePaul Religious Education	342 Vine St. Syracuse, NY	Religious Sunday school education for students in pre-k through ninth grade.	Education/ Faith-based
21	Dr. King Elementary School-Based Health Center	416 East Raynor Ave. Syracuse, NY	Provides primary medical and mental health services to students.	Health Care
22	Syracuse Community Health Center, Salina	819 S. Salina St. Syracuse, NY	Provides health care to those who may not be covered by insurance or cannot access health care.	Health Care
23	Veteran's Administration Medical Center	800 Irving Center Syracuse, NY	General hospital with more than 160 beds, and rehabilitation facility, and surgical center.	Health Care

Table 6.2-6 (cont'd)
Community Facilities in the I-81 Viaduct Study Area

Map #	Community Facility	Location	Description	Type
24	Crouse Hospital	736 Irving Ave. Syracuse, NY	Private non-profit hospital, holds 506 beds and serves more than 23,000 inpatients annually.	Health Care
25	University Hospital	750 E. Adams St. Syracuse, NY	Large SUNY medical school and hospital that includes a Level-I trauma center and region's only children's hospital.	Health Care
26	Hutchings Psychiatric Center	620 Madison St. Syracuse, NY	Community-based mental health facility on a 12-building campus on University Hill. Includes 105 inpatient beds for adult services. Also includes 30 inpatient beds for children under 18.	Health Care
27	Rescue Mission Health Care Center	155 Gifford St. Syracuse, NY	The Alice C. Barber Day Center and Kiesewetter Emergency Shelter at the Rescue Mission offers health services to those in need.	Health Care
28	St. Joseph's Hospital	301 Prospect Ave. Syracuse, NY	Non-profit regional hospital, employs more than 5,000 and, in 2014, discharged more than 27,500 inpatient visits.	Health Care
29	Ross Towers Health Care Center	712 Lodi St. Syracuse, NY	Satellite health care center of the Syracuse Community Health Center, Inc. system providing routine health care services.	Health Care
30	Dr. Weeks Elementary School-Based Health Center	710 Hawley Ave. Syracuse, NY	Provides primary medical and mental health services to students.	Health Care
31	Assumption Church	812 N. Salina St. Syracuse, NY	Located in Northern Neighborhoods Subarea	Place of Worship
32	Christian Life Assembly UPC	1025 N. Townsend St. Syracuse, NY	Multicultural Christian worship center.	Place of Worship
33	Our Lady of Pompei Church	301 Ash St. Syracuse, NY	Located near both Assumption Church and Christian Life Assembly UPC north of viaduct.	Place of Worship
34	Presbytery of Cayuga-Syracuse	731 James St. Syracuse, NY	Located in Northern Neighborhoods Subarea	Place of Worship
35	River of Life Church	750 James St. Syracuse, NY	Church and inner-city outreach center.	Place of Worship
36	First English Lutheran Church	501 James St. Syracuse, NY	Added to the National Register of Historic Places in 1998, founded in 1879.	Place of Worship
37	Rangrig Yeshe	313 E. Willow St. Syracuse, NY	Tibetan Buddhist practice group.	Place of Worship
38	Church of the Savior	437 James St. Syracuse, NY	Chapel with notable architecture, designed in Gothic Revival style. Part of the Episcopal Diocese of Central New York.	Place of Worship
39	Immanuel Baptist Church	329 Hawley Ave. Syracuse, NY	Church on the Northside.	Place of Worship
40	St. Vincent DePaul Church	342 Vine St. Syracuse, NY	Church on the Northside.	Place of Worship
41	University United Methodist Church	1085 E. Genesee St. Syracuse, NY	Church located in the Near Eastside	Place of Worship
42	Grace Episcopal Church	819 Madison St. Syracuse, NY	Built in 1876, the church was placed on the National Register of Historic Places in 1973.	Place of Worship

Table 6.2-6 (cont'd)
Community Facilities in the I-81 Viaduct Study Area

Map #	Community Facility	Location	Description	Type
43	Temple Society of Concord	910 Madison St. Syracuse, NY	One of the oldest Jewish congregations in the county, founded in 1839.	Place of Worship
44	New Beth Israel	601 Irving Ave. Syracuse, NY	Messianic Jewish Synagogue located just north of Syracuse University.	Place of Worship
45	Alibrandi Catholic Center	110 Walnut Place Syracuse, NY	Catholic Center on Syracuse University.	Place of Worship
46	Hendricks Chapel	Syracuse University Syracuse, NY	Worship center on Syracuse University	Place of Worship
47	Heavenly Vision Apostolic Church	121 Rose Ave. Syracuse, NY	Medium-sized church associated with the Pentecostal Assemblies of the World.	Place of Worship
48	Church House of Levites	215 Oakwood Ave. Syracuse, NY	Study center for Levites.	Place of Worship
49	Hopps Memorial CME Church	1100 S. State St. Syracuse, NY	Church located along South State Street.	Place of Worship
50	Park Central Presbyterian Church	504 E. Fayette St. Syracuse, NY	Downtown Syracuse church located between I-81 and Firefighter's Memorial Park.	Place of Worship
51	Saint Paul's Episcopal Church	310 Montgomery St. Syracuse, NY	Church is on the National Register of Historic Places.	Place of Worship
52	Prince of Peace Missionary	317 E. Jefferson St. Syracuse, NY	Downtown church.	Place of Worship
53	Syracuse Ephphatha Parish	401 Montgomery St. Syracuse, NY	Parish for the deaf in Downtown Syracuse.	Place of Worship
54	Plymouth Congregational Church	232 E. Onondaga St. Syracuse, NY	National Register of Historic Places church built in 1858.	Place of Worship
55	Gethsemane Holiness Church	201 Gifford St. Syracuse, NY		Place of Worship
56	Syracuse City Hall	233 E. Washington St. Syracuse, NY	Hosts a variety of government offices as well as the mayor in an historic 19th century building that is listed on the National Register of Historic Places. Located Downtown near the project viaduct.	Government
57	Onondaga County Courts	401 Montgomery St. Syracuse, NY	Judicial center for Onondaga County, located Downtown next to other government buildings across from Columbus Circle.	Government
58	Syracuse City Court	505 S. State St. Syracuse, NY	City court with, among others, criminal, traffic, civil, and small claims division located Downtown near Columbus Circle.	Government
59	Onondaga County Sheriff's Office	407 S. State St. Syracuse, NY	Home of the Onondaga County Sheriff, located Downtown across from the Syracuse City Court, near other government facilities.	Government
60	New York State Office Building	301 E. Washington St. Syracuse, NY	Office building for various state departments located across from City Hall.	Government
61	Central Library, Onondaga County Public Library	441 S. Salina St. Syracuse, NY	Main library branch of Onondaga County system. Located Downtown.	Library
62	Beauchamp Branch Library, OCPL	2111 S. Salina St. Syracuse, NY	Public library branch in Southside	Library
63	Northeast Community Center Library, OCPL	716 Hawley Ave. Syracuse, NY	Public library branch in Hawley-Green neighborhood	Library

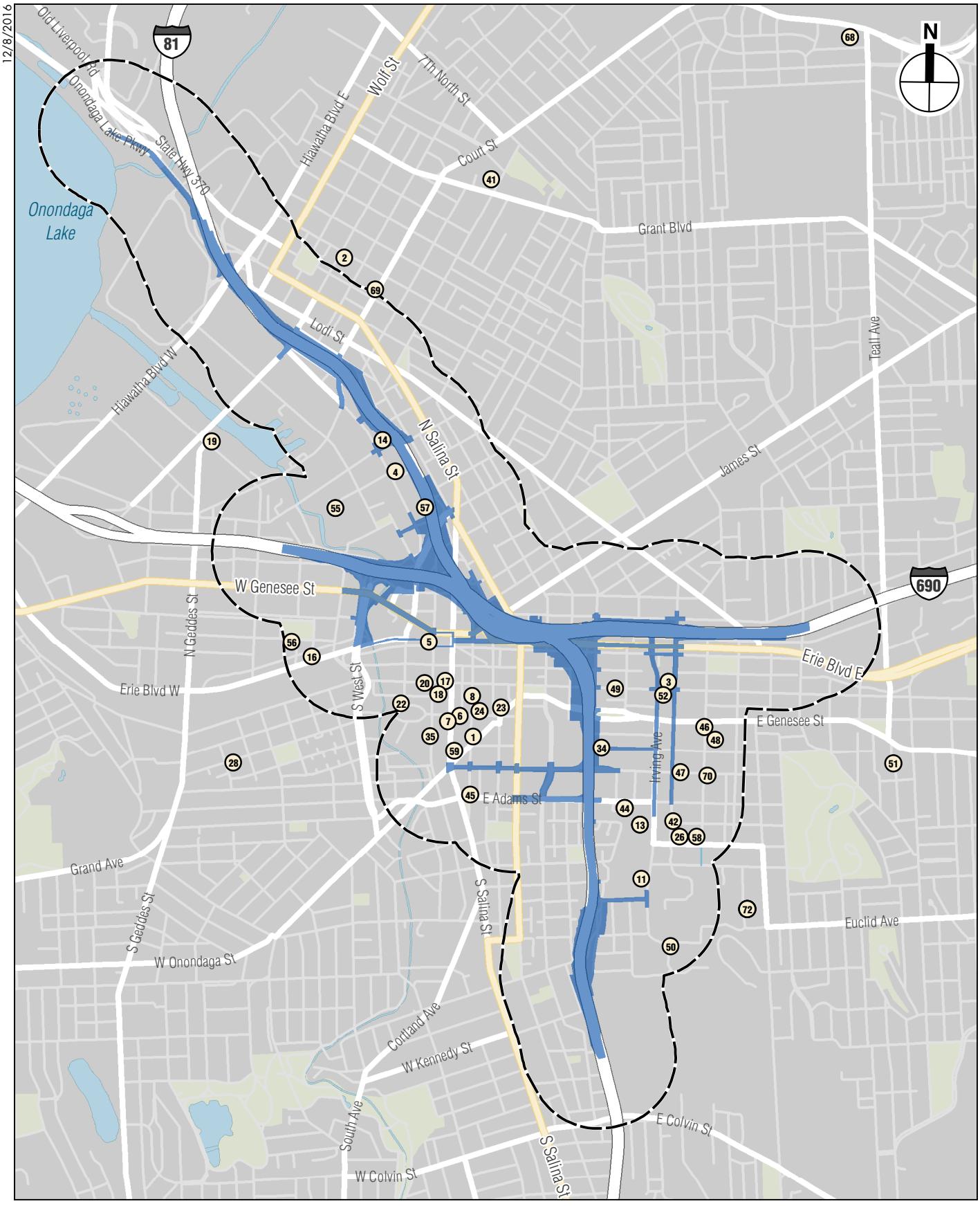
Table 6.2-6 (cont'd)
Community Facilities in the I-81 Viaduct Study Area

Map #	Community Facility	Location	Description	Type
64	White Branch Library, OCPL	763 Butternut St. Syracuse, NY	Public library branch in Hawley-Green neighborhood within Northside neighborhood	Library
65	Syracuse City Police Department	511 S. State St. Syracuse, NY	Offices and headquarters for the Syracuse Police Department.	Public Safety/ Emergency
66	East Genesee Street Community Police Center	800 E. Genesee St Syracuse, NY	Provides public safety through the Eastside community policing center	Public Safety/ Emergency
67	Northside Community Police Center	255 Wolf St. Syracuse, NY	Provides public safety services to the residents and businesses in Washington Square and Northside neighborhoods.	Public Safety/ Emergency
68	University Hill Public Safety Association	736 Irving Ave. Syracuse, NY	UHPSA includes representatives of law enforcement, security and public safety agencies with a mission to maintain and improve public safety on University Hill.	Public Safety/ Emergency
69	Syracuse Fire Department	511 S. State St. Syracuse, NY	Main office for Syracuse Fire Department	Public Safety/ Emergency
70	Station 1, Syracuse Fire Dept	900 S. State St. Syracuse, NY	Fire station in Northside neighborhood.	Public Safety/ Emergency
71	Station 2, Syracuse Fire Dept	2300 Lodi Street Syracuse, NY	Fire station in Washington Square neighborhood	Public Safety/ Emergency
72	Station 6, Syracuse Fire Dept	601 S. West St. Syracuse, NY	Fire station in Near Westside along I-81 Viaduct Study Area boundary	Public Safety/ Emergency
73	Station 8, Syracuse Fire Dept	2412 S. Salina St. Syracuse, NY	Fire station in Southside just outside of I-81 Viaduct Study Area	Public Safety/Emergency

Sources:
City of Syracuse Police Department, City of Syracuse Fire Department, Syracuse City School District, University Hill Corporation, online research.

PLANNED DEVELOPMENTS

A number of projects are planned in the I-81 Project Study Area. The larger projects in various stages of review that are in the vicinity of the Project are listed in **Table 6.2-7** and displayed in **Figure 6.2-7.** Some of the projects listed below fall outside the Project Area used for this land use assessment, but are included because they are part of the traffic analysis for the Project (see **Chapter 5, Transportation and Engineering Considerations**).



I-81 Viaduct Project

Planned Development in the I-81 Viaduct Study Area

Figure 6.2-7

Table 6.2-7
Recent and Planned Developments in and near the I-81 Project Study Area

No.	Project Name/Location	Land Use and Size	Status (Est. Completion)
1	Marriott Downtown Syracuse 500 South Warren Street, Syracuse, NY	Hotel – 261 Rooms	Completed August 2016
2	Inner Harbor West Bear Street, Solar Street, West Kirkpatrick Street, North Geddes Street	West Shore- Mixed Use Residential—350 units (120,000 sf) Commercial—40,000 sf South Shore Hotel—257 rooms East Shore Office—120,000 sf Retail—50,000 sf	West Shore: Spring, 2017. South and East Shore: 2016 and later
3	Loguen Crossing Erie Boulevard, University Avenue, East Fayette Street, East Forman Street	Residential—280 units Office—230,000 sf Retail—140,000 sf	Proposed
4	Nabisco 706-716 North Clinton Street, Syracuse, NY	Office—56,675 sf	Completed 2015
5	Amos Building 206 West Water Street, Syracuse, NY	Residential—24 units Retail—6,321 sf	Under construction
6	Dey's Plaza 401 South Salina Street, Syracuse, NY	Residential—16 units (61 total – the 16 are new)	Under construction
7	City Center 400 South Salina Street, Syracuse, NY	Total—240,000 sf Office— 200,000 sf Retail—20,000 sf Arts Center—20,000 sf	Under construction
8	Excellus Building 344 South Warren Street, Syracuse, NY	Residential—89 units Office—17,500 sf Commercial—17,500 sf	Under construction. April 2017 completion
9	Copper Beech Commons (National Guard Armory Redevelopment) 1055 East Genesee St, Syracuse, NY	133 units	Planned
10	Seneca Meadows 1786 Salcman Road, Waterloo, NY	2011-year contract for 24 to 36 railcar loads per day; replaces current truck hauling	TBD
11	VA Hospital Irving Avenue and University Place, Syracuse, NY	Medical Facility—12.000 sf	2020
12	Crouse Hospital 736 Irving Avenue, Syracuse, NY	ER Facility—35,000 sf Convert existing ER Facility to Urgent Care Center, critical decision unit, and ER	ER Facility—2017 Urgent Care—2018
13	Crouse Hospital 736 Irving Avenue, Syracuse, NY	Urgent Care Facility	Planned
14	Destiny Arms 800 North Clinton Street, Syracuse, NY	Residential—62 units Retail—1,500 sf	Under construction
15	JDC Magna 6600 New Venture Gear Drive, DeWitt, NY	Distribution—150,000 sf	2017
16	538 / CG Meaker Redevelopment 538 Erie Boulevard West, Syracuse, NY	Commercial—10,000 sf Residential—33 units	Completed June 2016
17	Northside Training and Entrepreneurship Center	TBD	TBD
18	Phase II SKY Armory 351 S Clinton Street, Syracuse, NY	Renovation of ground floor as additional ballroom	Under Construction
19	Inner Harbor Veterans Center Van Renesselear and North Geddes Street, Syracuse, NY	Residential—80 units Commercial—15,000 sf	Planned

Table 6.2-7 (cont'd)
Recent and Planned Developments in and near the I-81 Project Study Area

No.	Project Name/Location	Land Use and Size	Status (Est. Completion)
20	Hurbson Office Equipment Co. 215 West Fayette Street, Syracuse, NY	Residential—14 units Retail—4,500 sf	Planned
21	Canalway Trail	TBD	Planned
22	Onondaga Creek Public Access Improvements	TBD	Planned
23	Carnegie Building Rehab 335 Montgomery St., Syracuse, NY	Office: TBD	Planned
24	East Jefferson Street Bldg. 201 East Jefferson St. Syracuse, NY	Residential—21 units	2016
26	DCC, LLC New Facility Development	TBD	Planned
27	Field of Dreams Rt 635, Dewitt, NY	Parkland: 20.43 acres	2016
28	Syracuse Smart Regrowth Sustainable Corners Ontario and Otisco Streets, Syracuse, NY	Redevelopment of small houses Residential—10 units Commercial—2 stores Community Use—Police Station	2017
29	Collamer Crossing Business Park DeWitt, NY	Manufacturing—100,000 sf	Planned
30	Homewood Suites DeWitt 6006 Fair Lakes Road East Syracuse, New York	Hotel—101 rooms	Complete
31	Marriot Fairfield DeWitt Weighlock Drive, East Syracuse, NY	Hotel—108 rooms	Complete
32	Ultra Dairy 6750 West Benedict Road, DeWitt, NY	Manufacturing—100,000 sf	Planned
33	Soraa Collamer Rd DeWitt, NY	Manufacturing—82,500 sf	2016
34	Hutchings Psychiatric Center Expansion Phase II 620 Madison Street, Syracuse, NY	Hospital—50 Beds	2018
35	Rescue Mission 22 Dickerson Street, Syracuse, NY	Residential—183 units	Complete
36	Loop the Lake	Recreational trail	Planned
37	Honeywell	Onondaga Lake access improvements	Dredging complete; cleanup in progress
38	State Fair	TBD	Planned
39	Hampton Inn and Suites 1305-1333 Buckley Road North Syracuse, NY	Hotel—124 Rooms	2016
41	Kimberly Enterprise Center Kimberly at Grand Boulevard, Syracuse, NY	TBD	Planned
42	Varsity BLVD 732 and 802 S. Crouse Avenue, Syracuse, NY	TBD	Plans being amended.
43	SUNY Upstate College of Nursing 750 E Adams Street, Syracuse, NY	Educational—72,000 sf	Planned
44	SUNY Upstate Emergency Department Expansion 750 E Adams Street, Syracuse, NY	Medical—250,000 sf	Planned
45	University Area Apartments 1011 East Adams Street, Syracuse, NY	Dormitory—200 Beds	2016
46	Orange Grove, LLC Project 404 University Avenue, Syracuse, NY	Residential—54 units	August 2016

Table 6.2-7 (cont'd)
Recent and Planned Developments in and near the I-81 Project Study Area

No.	Project Name/Location	Land Use and Size	Status (Est. Completion)
47	Skylar Commons 908 Harrison Street, Syracuse, NY	Residential—80 units	Complete
48	Ronald McDonald House 1100 East Genesee Street, Syracuse, NY	Residential—17 Beds	Complete
49	Fayette Place 712 East Fayette Street, Syracuse, NY	Residential—39 units	Under Construction
50	SUNY ESF Biological Sciences Bldg 1 Forestry Drive, Syracuse, NY	Educational—52,000 sf	2017
51	Stickley House 438 Columbus Avenue Syracuse, NY	Museum—approx. 6,000 sf	Exterior—2017 Interior—2019
52	Sylvester Building 900 East Fayette Street Syracuse, NY	Commercial—13,900 sf Residential—42 units	Planned
53	White Pines Industrial Park Route 31 and Caughdenoy Road Clay, NY	Agricultural—100 acres -- OR -- Manufacturing—2.5M sf Laboratory—210,000 sf Warehousing—235,000 sf Office—50,000 sf	Planned
54	Near West Side Initiative Inc.	Performance Center—1.7 acre	December 2016
55	Rapid Response Monitoring Inc. 400 West Division Street, Syracuse, NY	Office, apartment, and retail 41,000 sf	August 2017
56	The Dietz at Leavenworth Park 225 Wilkinson Street, Syracuse, NY	Residential—74 units Office + retail—36,000 sf	March 2017
57	Syracuse Lighting Company 311 Genant Drive, Syracuse, NY	Residential—4 units Office—10,000 sf	April 2017
58	Veterans Resource Center 111 Waverly Avenue, Syracuse, NY	Community Facility—74,000 sf Auditorium—1,000 Seats Event Space—4,000 sf	Planned
59	Whitlock Building 476-480 South Salina Street, Syracuse, NY	Office and retail sf TBD.	Planned
60	O'Brien & Gere Development 547 East Genesee Street, Fayetteville, NY	Residential—250 units	Planned
61	Associated Group Services, Inc. 3652-3720 Route 51, Clay, NY	Commercial—96,820 Ssf	2016/2017
62	Sonic 3808 Route 11, Mattydale, NY	Retail—2,655 sf (Fast Food)	2015
63	Distribution Facility 720-730 Van Buren Road, Van Buren, NY	Industrial—TBD sf	2017
64	Syracuse University Promenade University Place, Syracuse, NY	Recreational	2016
65	Electronics Business Park 136 Transistor Parkway, Liverpool, NY	Manufacturing—17,100 sf	Planned
66	Maplewood Inn and Suites 400 North 7th Street, Liverpool, NY	Restaurant—6,100 sf	Planned
67	Old Liverpool Point 706 Old Liverpool Road, Liverpool, NY	Residential—28 units	Planned
68	Retail Development 2301 Teall Avenue, Syracuse, NY	Commercial—4,500 sf	Planned
69	Farone and Son Funeral Home Lot 9, Salina Meadows Parkway, Liverpool, NY	Commercial—10,000 sf	Planned

Table 6.2-7 (cont'd)
Recent and Planned Developments in and near the I-81 Project Study Area

No.	Project Name/Location	Land Use and Size	Status (Est. Completion)
70	The Standard at Syracuse 610-614 University Avenue, Syracuse, NY	Residential—256 units Commercial—8,400 sf	Plans being amended.
71	Fast Forward Syracuse Syracuse University Master Plan	Syracuse University 20 year master plan. Includes new academic, residential and recreation development. Details TBD.	Planned
72	Syracuse University Irving Garage	Add two floors to existing parking facility	Planned
77	NYNEX Building 300 East Washington Street, Syracuse NY	Residential—132 units Retail—40,000 sf Office—120,000 sf	Planned
78	Syracuse Community Health Center 930 South Salina Street, Syracuse, NY	Medical—50,000 sf	Planned
79	Mixed Use Hotel (near St. Joseph's Hospital) 400 Prospect Avenue, Syracuse, NY (Butternut St and Prospect Ave)	Hotel: 53,673 sf (93 rooms) Residential: 13 units Medical Offices: 36,787 Parking: 207 spaces (lower level)	Planned
81	Thurber Street and Brighton Residential Building Thurber and Brighton, Syracuse, NY	Residential: 166 units (560 beds)	Planned
80	Tower Proposal (lot near Hotel Syracuse—Marriott Syracuse Downtown) West Onondaga and S Salina, Syracuse, NY	Extended Stay Hotel: 120 Rooms	Planned
82	Upstate Medical Center - Townsend Project 513-27 Harrison Street, Syracuse, NY (Harrison & Townsend)	Office Lab: 112,000 sf	Planned
83	State Tower Building 109 S. Warren Street, Syracuse, NY 13202	Office/Lab: 150,000 sf Residential: 57 units	Planned
84	Syracuse Herald Redevelopment 220 Herald Place, Syracuse, NY (Herald Pl at Franklin St)	Residential: 27 units	Planned

6.2.1.2 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

The Viaduct Alternative would involve the reconstruction of all highway elements within the I-81 Viaduct Study Area as well as interchange improvements and local street enhancements. It would also improve connections between I-81 and I-690 through new and rebuilt flyover ramps. No changes would occur outside of the I-81 Viaduct Study Area under the Viaduct Alternative, thus, no analysis of permanent/operational impacts was performed in the I-481 South, East, or North Study Areas.

I-81 Viaduct Study Area

The Viaduct Alternative would alter approximately 29 acres of land throughout the I-81 Viaduct Study Area for a new transportation right-of-way and to provide sufficient area around the viaduct for construction. (Construction impacts of the Project are addressed below.) The majority of permanent land use change would occur adjacent to the I-81/I-690 interchange where additional right-of-way would be required to accommodate design

improvements for highway realignment, increased highway width, and the I-81/I-690 ramp connections. The majority of land use impacts would occur in Downtown to the south and west, Franklin Square and Prospect Hill/Little Italy to the north, and the Near Eastside to the east; however, as described below, minor changes in land use would occur in other areas as well. Twenty-four (24) buildings and one partial building (a smokestack) would be acquired in the I-81 Viaduct Study Area.

Although property along the viaduct and I-690 would be affected by new highway right-of-way acquisition, these acquisitions would not meaningfully alter the balance of land uses in the study area, nor would they have an adverse effect on surrounding land uses. The land to be acquired would not substantially reduce the physical size of neighborhoods surrounding the highway. Since the existing highways have been in place for decades and have shaped land use patterns throughout the area, the replacement of the viaduct is not expected to result in substantive changes in land use patterns, uses, or densities beyond what could be achieved through existing and ongoing planning and/or policies.

The Viaduct Alternative is consistent with many local or regional plans that call for a replacement of the existing I-81 viaduct, but is inconsistent with plans that call for the removal of the viaduct to better connect neighborhoods and to provide pedestrian and bicycle improvements. Plans that recommended the latter include the University Hill Transportation Plan and the SHA Master Plan (currently under-development), which aim to reconnect areas east and west of Almond Street.

Although the Federal and State governments are exempt from local zoning, NYSDOT has evaluated the Comprehensive Plans and local zoning ordinances to determine potential future land uses within the vicinity of the study areas. NYSDOT has also been coordinating and will continue to coordinate with the affected municipalities within the study areas.

I-81 Southwest Neighborhoods Subarea

The Viaduct Alternative would alter approximately 13 acres of land within the I-81 Southwest Neighborhoods Subarea. This includes up to 13 property acquisitions of existing buildings, as well as vacant lots or surface parking lots. As noted previously, the majority of change will occur in Downtown with some change in the Southside. No land use change is expected in the Near Westside.

Roughly 12.5 acres of land would be converted to right-of-way in Downtown as part of the Viaduct Alternative. Most land use changes would occur in two areas. In the area south of the interchange and roughly bounded by Almond Street/I-81 to the east, Erie Boulevard to the north, South McBride/Townsend Streets to the west, and Madison Towers to the south, the Viaduct Alternative would convert the following land uses to transportation right-of-way: a commercial office and retail, institutional, and surface parking uses east of McBride Street north of East Genesee Street; and commercial and industrial uses west of McBride Street north of East Washington Street. Up to ten buildings would be acquired, including a bank, a restaurant supply business, two medical office uses, three social services uses (child advocacy office), a storage use, a parking structure, and a vacant building. Five of the properties have a historical designation. (For more on building acquisitions, see Section

6.3.1, Land Acquisition, Displacement, and Relocation, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.)

In the area along Downtown's northern boundary with eastbound I-690 between approximately North State Street and East Genesee Street/Onondaga Creek, the Viaduct Alternative would alter several areas of surface parking and mixed-use (residential over commercial), a religious use (Thekchen Choling Buddha Relic Temple), and a vacant commercial use—the former Herald Building on Herald Place. North and south of East Genesee along Onondaga Creek, the Viaduct Alternative would alter a portion of institutional land and a stretch of vacant land to potentially extend the Onondaga Creekwalk. Three building acquisitions would be required in this area, including a mixed use building with retail and residential uses, a religious use (a Buddhist relic temple in a row-style building, and a vacant office building. The mixed use building is listed on the local Syracuse Historic Properties List and the National Register of Historic Places. (For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.)

An area of existing commercial land use would be altered near Downtown's southern reaches—less than ¼-acre of a surface parking lot supporting Upstate Medical Center Specialty Services—south of Harrison Street at the intersection with Almond Street. The remainder of the parking area would remain.

Although 13 buildings within the I-81 Southwest Neighborhoods Subarea would be acquired for the Viaduct Alternative, much of the altered land in Downtown holds surface parking—including areas of the commercial, industrial, institutional, and mixed-use uses that would be converted to right-of-way. As such, the changes in land use to construct the Viaduct Alternative would not alter the overall balance of land uses within Downtown Syracuse. Furthermore, land uses that would be closer to the wider viaduct and reconstructed I-81/I-690 interchange, including residential, commercial, and parking uses, are already influenced by the presence of the existing viaduct and interchange. As such, changes that would result from the Viaduct Alternative are not anticipated to result in substantial adverse land use impacts in Downtown Syracuse or in the larger I-81 Viaduct Study Area.

In the Southside, less than ¼ acre of land would be altered as part of the Viaduct Alternative. This includes a small portion of an existing vacant lot where Oakwood Avenue meets Garfield Avenue, and a wooded portion of residential parcels at Garfield Avenue and Glass Terrace. No buildings would require demolition in the Southside. Given the minimal land use change, the Viaduct Alternative would not meaningfully alter the balance of land uses within the Southside or the larger I-81 Viaduct Study Area.

I-81 Southeast Neighborhoods Subarea

The Viaduct Alternative would alter approximately 3.5 acres of land in the Southeast Neighborhoods Subarea. Two properties with buildings would be acquired.

In the Near Eastside, the Viaduct Alternative would convert several land uses to right-of-way east of Almond Street to accommodate the viaduct replacement. This includes a small privately owned open space adjacent to surface parking south of Erie Boulevard, a drive-thru

restaurant with surface parking between East Water and East Washington Streets, and a surface parking lot south of East Washington Street.

The Viaduct Alternative would alter land use on several lots in the University Hill area, including areas of surface parking for Hutchings Psychiatric Center to the east of Almond Street south of East Genesee Street. This includes a portion of Hutchings Psychiatric Center's large surface parking lot between East Genesee and Cedar Streets and two narrow areas of surface parking between Almond Street and Harrison Avenue. Farther south, a maintenance garage on Renwick Avenue, which is used by the SHA, would be acquired.

Given that much of the land use change would affect surface parking areas, of which there is a large supply within the I-81 Viaduct Study Area, the Viaduct Alternative is not anticipated to alter the balance of land uses or result in substantial adverse land use impacts within the Southeast Neighborhoods Subarea or in the larger I-81 Viaduct Study Area. In addition, although some land uses—notably medical uses, including Upstate Medical University and Hospital, and residential uses, such as SHA's Pioneer Homes—would be closer to the wider replacement viaduct, these uses are already influenced by the presence of the existing highway.

I-81 Northern Neighborhoods Subarea

The Viaduct Alternative would alter approximately 13 acres of land within the I-81 Northern Neighborhoods Subarea. The majority of land use change—8 acres—would occur in the Franklin Square and Prospect Hill neighborhoods adjacent to the I-81/I-690 interchange. The Viaduct Alternative would also alter land uses near Hawley-Green and Washington Square, but none in Lincoln Hill. Up to 10 buildings would be acquired in the Northern Neighborhoods Subarea under the Viaduct Alternative and include a retail/residential mixed use, three office uses, a health services facility, a wholesale use, an industrial use, two storage uses, and a utility. Four of the structures have historic designations. Three are listed on the State and National Register of Historic Places, and one is on the Syracuse Historic Properties List. (For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.)

In Franklin Square, the Viaduct Alternative would alter vacant land between Evans Street and Butternut Street to the east and west of North Franklin Street. Surface parking, public utility (sewage treatment), and commercial land uses would be altered or converted along Webster's Landing just north of existing westbound I-690, including an office use that is on the State and National Register of Historic Places. The Viaduct Alternative would also alter industrial and commercial lots near Genant Drive at North Clinton and Spencer Streets.

East of I-81 in Prospect Hill, the Viaduct Alternative would alter a cluster of mixed-use (residential and retail), medical/office, wholesale, and parking uses in the Little Italy area roughly bounded by I-81, North Salina Street to the south, and Salt Street or North State Street to the east. Seven buildings would be acquired in this area, two of which—the mixed-use building and office building—have historical designations. For historic effects, see **Section 6.4.1, Historic and Cultural Resources**. The removal of the commercial and

mixed use buildings are not anticipated to result in adverse land use impacts in the surrounding neighborhood. Immediately to the north of these structures, North Salina Street is lined with many mixed-use buildings that would not be altered as a result of the Viaduct Alternative. The removal of the medical/office use would not meaningfully impact the larger concentration of medical uses around St. Joseph's Hospital one block to the east, along with nearby medical uses on University Hill. Other uses to be acquired are either vacant, surface parking, or industrial/storage, and given their existing separation from neighborhood concentrations, acquisition would not meaningfully alter the balance of uses within the I-81 Viaduct Study Area. For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**.

In Hawley-Green, the Viaduct Alternative would acquire a commercial warehouse use between Burnet Avenue and I-690 to the east of Catherine Street. A small linear area of vacant land would also be converted to right-of-way in Washington Square near the intersection of Lodi Street and Bear Street.

Much of the land that would be altered is either vacant or used for surface parking, for which there is a sufficient supply within the neighborhood. The Viaduct Alternative would require the acquisition of 11 buildings. The removal of the uses within these buildings would not result in substantive adverse land use impacts within the neighborhoods. As such, the Viaduct Alternative is not expected to adversely impact land uses within the neighborhood or the larger I-81 Viaduct Study Area.

I-481 South, East, and North Study Areas

The Viaduct Alternative would not involve permanent changes in right-of-way in the I-481 South, I-481 East, and I-481 North Study Areas. Therefore, it would not result in adverse impacts on land uses in these areas.

CONSTRUCTION EFFECTS

A number of properties would be converted during construction to transportation right-of-way for the new viaduct, but these would be permanent/operational effects, and are discussed above. While construction elements (such as traffic, noise, and presence of equipment) may temporarily affect user experience at nearby properties, use and function of surrounding properties would not be affected.

The Contractor would be responsible for identifying construction staging sites. It is expected that the Contractor would seek out underutilized sites, such as vacant parcels or land currently used for surface parking, of which there are numerous sites within the I-81 Viaduct Study Area. Thus, use of these sites would not alter the land use character of the Study Area. The Viaduct Alternative would not result in adverse effects on land use related to construction activities.

INDIRECT EFFECTS

The Viaduct Alternative would not result in adverse indirect effects on land use. The Viaduct Alternative represents the continuation of an existing use, and its implementation would not impede planned development or land use plans in the Project Area.

The Viaduct Alternative would unlikely induce additional development beyond what would be expected in the No Build Alternative. Land use patterns are already influenced by the presence of the existing I-81 highway, as evidenced by the many vacant or surface parking lots directly abutting the highway. Although the Viaduct Alternative would improve connections between neighborhoods on either side of the highway, the visual and physical barrier would remain, which would not create an environment more attractive or conducive to development types most likely to locate in a downtown given current market trends as compared to the No Build Alternative.

CUMULATIVE EFFECTS

As described in **Chapter 5, Transportation and Engineering Considerations**, the Viaduct Alternative would meet regional travel needs well into the future, accounting for existing travel demand, proposed development, and land use plans identified above.

As described above, the Viaduct Alternative would not result in adverse indirect effects on land use. Additionally, the majority of planned developments within the I-81 Viaduct Study Area are residential and mixed use residential structures located in two clusters—Downtown and University Hill—several blocks from the elevated highway. This pattern is likely to continue given the existing market demand for pedestrian-oriented, mixed use neighborhoods. Although bicycle and pedestrian improvements included in the Viaduct Alternative, combined with those planned by the City of Syracuse, would improve connections between neighborhoods on either side of the highway, the replacement viaduct would continue to be a physical and visual barrier.

Thus, the Viaduct Alternative would not result in adverse cumulative effects with respect to land use.

MITIGATION

The Viaduct Alternative would not result in adverse effects on land use; therefore, mitigation is not required.

6.2.1.3 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

The Community Grid Alternative would remove the I-81 viaduct between the New York, Susquehanna, & Western Railway bridge (at Renwick Street) and the I-81/I-690 interchange and replace it with a street-level urban arterial, Almond Street. Former highway traffic would use numerous north-south and east-west streets, resulting in greater use of the local street network and the creation of a "community grid." The former I-81 south segment (between the existing southern I-481 interchange [Exit 16A] and MLK, Jr. East) would be designated as a State route. Several local streets severed by construction of the I-81 viaduct would be reestablished. A new interchange between I-690 and Crouse and Irving Avenues would establish a new entry corridor to the Near Eastside and University Hill. Under the

Community Grid Alternative, I-481 would be designated I-81 and would carry four to six lanes of through traffic around the eastern side of Syracuse.

I-81 Viaduct Study Area

The Community Grid Alternative would alter approximately 30 acres of land in the I-81 Viaduct Study Area for new right-of-way and to provide sufficient area for construction, including the demolition of the existing viaduct and reconfiguration of local streets. (Construction impacts are discussed below.) The Community Grid Alternative would alter uses adjacent to the I-81/I-690 interchange primarily in Downtown, Prospect Hill, and Franklin Square. Additional right-of-way would be required in these areas to accommodate design changes to the highway configuration, including improved ramp connections between I-690 and the northern segment of I-81, which would remain (although it would no longer be designated as I-81), and the West Street ramps. The Community Grid Alternative would alter land uses in the University Hill area west of the Carrier Dome, where the new surface roadway would shift east. Other areas, as described below, would experience changes in land use due to property acquisitions, notably along South Crouse Avenue and Irving Avenue south of I-690. Five buildings would be acquired. The Community Grid Alternative would also result in the creation of potentially developable land south of I-690 from the removal of the viaduct and realignment of surface roadways.

Although the Community Grid Alternative would acquire property for its implementation, these acquisitions would not meaningfully alter the balance of land uses in the study area, nor would they have an adverse effect on surrounding land uses. The land area to be acquired for the transportation right-of-way would not substantially reduce or increase the physical size of neighborhoods surrounding the existing viaduct. However, the Community Grid Alternative would potentially result in changes to land use patterns where surface streets replace the elevated viaduct. The Community Grid Alternative would redistribute traffic—regional and local—in many parts of the I-81 Viaduct Study Area; reconnect neighborhood streets currently severed by the I-81 viaduct; improve connections between Downtown/Southside and Near Eastside/University Hill; potentially provide development opportunities on land currently in the viaduct right-of-way; and create new access points from I-690 (e.g., South Crouse and Irving Avenues). These changes would likely have a positive effect on adjacent land uses, and would be consistent with most current planning and policy initiatives.

I-81 Southwest Neighborhoods Subarea

The Community Grid Alternative would alter approximately eight acres of existing land within the I-81 Southwest Neighborhoods Subarea. As noted previously, the majority of change would occur in Downtown, including along the border with the Near Westside; and where the Almond Street alignment would shift east in the Southside.

This alternative would alter existing land uses primarily along Downtown's northern boundary with eastbound I-690 from approximately North State Street to East Genesee Street/Onondaga Creek. This includes areas with commercial, mixed use, and parking uses. Most of the affected properties would not be acquired; rather, impacts would be limited to

changes to existing street dimensions included in the Community Grid Alternative. An area of surface parking at the intersection of Herald Place and North Salina Street would be acquired for right-of-way to build new elevated interchange ramps. North and south of East Genesee Street along Onondaga Creek, the Community Grid Alternative would consolidate two ramps and free up land to extend the Onondaga Creekwalk. Along Downtown's southern boundary, a small area of surface parking at Almond Street and Harrison Avenue would be converted to surface roadway. The parking area supports the parcel's primary use, Upstate Medical Center Specialty Services.

Although existing land uses would be altered, no buildings would be acquired as a result of the Community Grid Alternative in Downtown. Existing land use impacts would primarily result from minor changes to local surface street dimensions south of I-690. Removal of the highway infrastructure would create new vacant parcels with potential for development to the east of Almond Street from land currently used for surface parking under the existing I-81 viaduct and I-690 ramp. New developable parcels east and west of West Street at the intersection of West Genesee Street would also result from the demolition of existing elevated ramps and roadway reconfiguration. Additionally, although the Community Grid Alternative would not alter existing land uses in the Southside, a parcel of land east of the Dr. King Elementary School would be created from land currently in the I-81 right-of-way. This would result from the realignment of the new surface roadway to the east. This newly vacant land area could be redeveloped or used as open space in the future.

The Community Grid Alternative would minimally alter existing land use within the Southwest Neighborhood Subarea. It would also open up former viaduct right-of-way for future development or open space in several areas. As a result, the Community Grid Alternative is not anticipated to result in adverse land use impacts within the Southwest Neighborhoods Subarea.

I-81 Southeast Neighborhoods Subarea

The Community Grid Alternative would potentially alter approximately 8.5 acres of land in the Southeast Neighborhoods Subarea.

In the Near Eastside, nearest the existing I-81 viaduct, the Community Grid Alternative would convert several land uses to right-of-way for the new Almond Street alignment. These would include a small, privately owned open space adjacent to surface parking south of Erie Boulevard, a drive-thru restaurant with surface parking between East Water and East Washington Streets, and a surface parking lot south of East Washington Street.

To allow for the South Crouse and Irving Avenues-I-690 connection, portions of four parcels would be acquired and converted from their current uses to right-of-way to extend Irving Avenue, which currently ends at East Fayette. This includes the vacant land portion of an industrial use between Erie Boulevard and I-690; a building holding the Syracuse VA Dental Clinic between Erie Boulevard and East Water Street; a section of larger vacant lot between East Water Street and East Fayette; and a vacant parcel currently used as an entrance to a surface parking lot.

The Community Grid Alternative would alter land uses in the University Hill area. Several areas of surface parking for the Hutchings Psychiatric Center would be affected as a result of roadway modifications along the reconfigured Almond Street. This includes the westernmost section of a large surface parking lot between East Genesee and Cedar Streets; and two narrow surface lots between Cedar Street, Madison Street, and Harrison Street. Portions of these lots that include structures are not included in the Community Grid Alternative's future right-of-way.

Between MLK, Jr. East—where the former I-81 south segment would become Almond Street—and East Taylor Street to the north, the new surface road alignment would shift east to allow the roadway to run underneath the rail bridge. To accommodate this alignment, several land uses would convert to right-of-way, including Renwick Avenue, which would be eliminated (and replaced by an urban arterial), a maintenance garage, and small areas of vacant land within institutional uses. However, over four acres of existing transportation right-of-way west of the future State route and south of the railroad tracks could be converted to a non-transportation use.

Given that much of the land use change would affect areas of vacant land or surface parking within the study area, the Project is not anticipated to meaningfully alter the balance of land uses or result in substantial adverse land use impacts within the Southeast Neighborhoods Subarea or in the larger I-81 Viaduct Study Area.

I-81 Northern Neighborhoods Subarea

The Community Grid Alternative would alter approximately 14 acres of land within the I-81 Northern Neighborhoods Subarea. Most change would occur in the Franklin Square and Prospect Hill neighborhoods adjacent to the I-81/I-690 interchange and where new ramp connections between I-690 and the I-81 north segment would be built. The Community Grid Alternative would also alter land uses near Hawley-Green and Washington Square, but none in Lincoln Hill.

In Franklin Square, the right-of-way needed for new ramp connections and surface street modifications would require the conversion of vacant land between Evans Street and Butternut Street to the east and west of North Franklin Street. Surface parking would be altered along Webster's Landing, and portions of industrial and commercial lots near Genant Drive at North Clinton and Spencer Streets would also be altered. A portion of the commercial office use at Spencer Street (a smokestack) would be acquired for right-of-way.

In Prospect Hill's Little Italy area, the Community Grid Alternative would alter mixed use (residential and retail), medical office, wholesale, and parking uses in an area bounded by I-81, North Salina Street to the south, North State Street to the east, and Ash Street to the north. Two acquisitions with buildings—a warehouse and office building (half of which is vacant) to the north and south of Butternut Street—would be needed for new access ramps. The office building, which includes a medical use, is on the Syracuse Historic Properties List. In other areas, there would be modifications to surface streets that may impact uses during construction, but not change land uses, and would not require acquisition. (Construction impacts are discussed below.) This includes the residential and retail mixed use building on

North Salina Street that is listed on the National Register of Historic Places and that serves as the entry point to Little Italy from Downtown. Street modifications would also affect a small mix of land uses within the limits of disturbance to the north of James Street near the existing viaduct, but use would not change. (For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.)

In Hawley-Green, the Community Grid Alternative would alter the roadway in front of a commercial warehouse use between Burnet Avenue and I-690 to the east of Catherine Street. Similarly, a small linear area of vacant land would convert to right-of-way in Washington Square near the intersection of Lodi Street and Bear Street.

Vacant or surface parking uses in Franklin Square converted to right-of-way would not be expected to adversely impact land uses within the neighborhood or the larger I-81 Viaduct Study Area. The acquisition of two buildings as part of the Community Grid Alternative would not adversely impact land uses in the surrounding neighborhood given the presence of similar uses (e.g., medical uses). Thus, the current land use patterns would continue.

Additionally, the concentration of medical uses around St. Joseph's Hospital one block to the east, along with nearby medical use on University Hill, would not be adversely impacted by the acquisition of the medical office use on North Salina Street. Other uses to be acquired are either vacant or industrial, and given their existing separation from neighborhood concentrations, these acquisitions would not meaningfully alter the balance of uses within the I-81 Viaduct Study Area.

I-481 South Study Area

All project elements within the I-481 South Study Area would occur within the existing transportation right-of-way, and no property acquisitions would be required in this area. Thus, the Community Grid Alternative would not result in adverse land use impacts in the I-81 South Study Area.

I-481 East Study Area

All project elements within the I-481 East Study Area would occur within the existing NYSDOT right-of-way except where the bridge over the CSX tracks would be widened. No properties would be converted from a non-transportation use to a transportation use, and no building acquisition would occur in this area. Thus, the Community Grid Alternative would not result in adverse land use impacts in the I-81 East Study Area.

I-481 North Study Area

All project elements within the I-481 North Study Area would occur within the existing transportation right-of-way, and no property acquisitions would be required in this area. Thus, the Community Grid Alternative would not result in adverse land use impacts in the I-81 North Study Area.

CONSTRUCTION EFFECTS

A few properties would be converted during construction to transportation right-of-way under the Community Grid Alternative, but these would be permanent/operational impacts, and are discussed above. While construction elements (such as traffic, noise, and presence of equipment) may temporarily affect user experience at nearby properties, use and function of surrounding properties would not be affected.

The Contractor would be responsible for identifying construction staging sites. It is expected that the Contractor would seek out underutilized sites, such as vacant parcels or land currently used for surface parking, of which there are numerous sites, particularly within the I-81 Viaduct Study Area. Use of these sites would not alter the land use character of the study areas. The Community Grid Alternative would not result in adverse effects on land use related to construction activities.

INDIRECT EFFECTS

The Community Grid Alternative would not result in adverse indirect effects on land use. The Community Grid Alternative would maintain the existing highway corridor through the South, East, and North I-481 Study Areas. It would also maintain transportation uses in the I-81 Viaduct Study Area, except that a section of the highway would be removed with traffic redirected to local streets. Where the highway would remain, it would not be expanded substantially beyond its current footprint, and therefore, it would not impede continuation or development of land uses in these areas. Where the highway would be removed and replaced with a surface street, the Community Grid Alternative would be supportive of land use plans that cite the need to reconnect neighborhoods by removing the barrier that I-81 creates, and it could result in an indirect benefit to land uses---both current and proposed---in these areas. Specifically, the Community Grid Alternative could potentially result in additional development on parcels that would be created in former right-of-way of I-81 in Downtown to the east of Almond Street between Erie Boulevard and East Genesee Street. The removal of the highway could also result in redevelopment of parking areas on either side of I-81/Almond Street, as they could be more attractive for residential and mixed-use redevelopment due to the absence of noise and the visual barrier created by the highway, as well as the improved connections between existing uses in Downtown and the Eastside/University Hill. In the Southside where the Almond Street alignment would shift east near the MLK Elementary School, the vacant land that would be opened up could be used for potential development or open space.

CUMULATIVE EFFECTS

As described in **Chapter 5, Transportation and Engineering Considerations**, the Community Grid Alternative would meet regional travel needs well into the future, accounting for existing travel demand, proposed development, and land use plans identified above. The Community Grid Alternative would not result in adverse indirect effects on land use, and could produce land use benefits through potential new development opportunities and improved connections between existing neighborhoods. In addition, recent, conceptualized or planned City bicycle improvements connecting directly to those proposed

as part of the Community Grid Alternative would be expected to improve development opportunity of the former right-of-way parcels to better connect existing neighborhoods on either side of Almond Street. The area would also be attractive to development due to its proximity to, and improved pedestrian and visual connections between, Downtown and University Hill job centers. Thus, the Community Grid Alternative would not result in adverse cumulative impacts with respect to land use.

MITIGATION

The Community Grid Alternative would not result in adverse effects on land use, and therefore, mitigation is not required.

SECTION 6.2.2
NEIGHBORHOODS AND COMMUNITY COHESION

This section describes the potential effects on neighborhood and community cohesion that may result from the project alternatives.

6.2.2.1 AFFECTED ENVIRONMENT

The assessment of neighborhoods and community cohesion examines the four study areas defined within the Project Area in **Section 6.1, Introduction** (see **Figure 6.1-1**). The neighborhoods within each of the study areas are outlined below.

- **I-81 Viaduct Study Area** includes neighborhoods south and west of I-690 and I-81, respectively, including Downtown, the Southside, and Near West Side; neighborhoods south and east of I-690 and I-81, respectively, including the Near Eastside and University Hill; and neighborhoods north of I-690 including Franklin Square and Lakefront to the west of I-81, and Northside neighborhoods including Washington Square, Prospect Hill/Little Italy, Hawley-Green and Lincoln Hill. For descriptions of each neighborhood's land uses and general characteristics, see **Section 6.2.1.1** above.
- **I-481 South Study Area.** The majority of the I-481 South Study Area is located in the City of Syracuse; however, the easternmost reach is in the Town of Onondaga.
- **I-481 East Study Area.** The I-481 East Study Area in the Town of DeWitt.
- **I-481 North Study Area.** The I-481 North Study Area is in the Town of Cicero and the Village of North Syracuse.

6.2.2.2 NO BUILD ALTERNATIVE

The No Build Alternative would not change the existing community cohesion within the neighborhoods in the Project Area. The I-81 viaduct would remain an elevated highway, and many of the connectivity challenges described in **Section 6.2.1, Land Use,** as well as current traffic patterns, would likely remain.

6.2.2.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

Under the Viaduct Alternative, I-81 and I-690 and the interchanges within the I-81 Viaduct Study Area would be rebuilt or modified, improving the connections between these two interstates and increasing access from local roadways. The new roadway design elements would improve safety and operations and allow for faster movement along the viaduct compared to that on the existing viaduct. Vehicles would be able to travel more effectively and efficiently than they do today. This would have a positive impact for users of I-81 throughout the region, including residents, workers, and freight drivers.

Connectivity between neighborhoods south of I-690—Downtown/Southside and Near Eastside/University Hill—would improve as compared to the No Build Alternative. Reconfigured roadways, new pedestrian and bicycle connections with added design and safety elements (including Americans with Disabilities Act compliance), and improved lighting below the new viaduct would provide safer conditions for pedestrians, bicyclists, and drivers. The replacement of the aging viaduct with a new one would also improve the overall visual quality of the area. However, I-81 would remain an elevated highway with multiple entrance and exit ramps underneath, and some bicycle/pedestrian connections would continue to be physically challenging along portions of Almond Street. For example, it may not be reasonable to provide a continuous sidewalk along both sides of Almond Street north of Erie Boulevard, and east-west crossings would not be reasonable at all locations. Additionally, the physical and visual separation would increase due to the wider viaduct footprint and higher viaduct.

The removal of the elevated West Street overpass and ramps to and from I-690 would improve community cohesion as the removal would reestablish connections between Downtown and the Near Westside, and would provide an opportunity to expand the Creekwalk and relocate a portion of the trail to be adjacent to Onondaga Creek. This would improve community cohesion not just between Downtown and the Near Westside, but also Franklin Square to the north of I-690.

Connections between most neighborhoods north and south of I-690 would continue to be hindered by the I-690 viaduct, and the I-81/I-690 interchange would include additional infrastructure, such as flyovers, to improve north/west traffic flow between I-81 and I-690. The flyover ramps would contribute to the existing separation between Downtown and neighborhoods to the north, including Franklin Square and Lakefront, and the Northside. However, pedestrian connections north and south of I-690 could improve with the new pedestrian and bicycle improvements. Also, the new West Street interchange and Butternut Street bridge would provide the potential for new gateway opportunities between neighborhoods, and the previously discussed improvements to the Creekwalk.

The Viaduct Alternative would result in the acquisition of 24 buildings and one partial building acquisition—the smokestack of a building—in the I-81 Viaduct Study Area. This includes eight industrial or storage uses, six office/medical office uses, three social service providers, four retail and service uses (including a 5 and dime store, nail salon, a clothes boutique, and a Dunkin' Donuts), two mixed use buildings, one religious use (a Buddhist temple) that occupies former retail space, and one vacant building. Approximately 49 residents would be displaced, primarily from residences above retail uses that would be displaced. The structures to be acquired are somewhat dispersed within the I-81 Viaduct Study Area, but there is a concentration near the I-81/I-690 interchange in an area that was greatly disturbed by the original construction of these highways and which created physical boundaries between neighborhoods. The acquisition of these structures for the viaduct right-of-way would remove some of the buffer between the highway and interior blocks of the neighborhoods; however, the majority of structures that would be acquired are separated from, or disconnected from, their neighborhoods by vacant or surface parking lots or highway infrastructure. Additionally, because the construction of the original highway

created defined boundaries, these buildings are now located along neighborhood edges, not in central areas that largely provide their current identity. Thus, the acquisition of these structures would not substantively diminish the existing character and community cohesion of the neighborhoods as compared to the No Build Alternative. (For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.)

As described in the **Chapter 3, Alternatives**, the Viaduct Alternative would replace aging infrastructure, improve highway safety, and improve some pedestrian and bicycle connections to and from the Downtown and surrounding neighborhoods. It is consistent with plans that suggest improving I-81 such as the I-81 Corridor Study and the LRTP. The alternative would not be consistent with plans such as the University Hill Transportation Plan that recommend or suggest replacement of the viaduct with a surface street to reconnect city neighborhoods. For example, under the Viaduct Alternative, Downtown and the Southside would remain divided from University Hill by an elevated highway. The Viaduct Alternative is also unlikely to alter current land use patterns in areas adjacent to the viaduct. Most of the land uses closest to the existing viaduct have been influenced by the presence of the highway, and are underutilized and passive, as evidenced by the numerous surface parking lots and vacant properties. Many of these parcels are poorly connected to and lack visibility from areas on the other side of the viaduct, and few have been redeveloped or are proposed to be redeveloped (see **Figure 6.2-7, and Table 6.2-7**). These land use patterns are expected to continue under the Viaduct Alternative. They would not improve neighborhood cohesion in these areas.

In summary, although the Viaduct Alternative would improve pedestrian and bicycle connectivity between neighborhoods in much of the I-81 Viaduct Study Area as compared with the No Build Alternative, the continued presence and wider footprint of the new viaduct south of I-690, would limit the alternative's potential to better connect neighborhoods in a manner that would meaningfully improve cohesion of neighborhoods currently separated by the I-81 viaduct, especially the mixed-use activity and job centers in Downtown and University Hill/Near Eastside.

CONSTRUCTION EFFECTS

As described in **Chapter 4, Construction Means and Methods**, construction of the Viaduct Alternative would occur over a six-year period. While property acquisition would occur during construction, it would be a permanent/operational effect and is discussed above.

Temporary lane, road and intersection closures would be likely during construction. These closures would temporarily affect the movement of cars, pedestrians, and bicyclists within and between the neighborhoods in the I-81 Viaduct Study Area (described in **Section 6.2.1, Land Use**), which would occur at different areas at different times depending on where construction work is taking place. These closures would potentially alter routes to residences, businesses, and jobs along affected roadways during different phases of construction. The Contractor would maintain a point of access to these uses unless it would be infeasible and/or impractical to do so. The Contractor would undertake measures to minimize these

effects to the extent practicable, such as signage, detours, and limiting work to specified hours. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the six-year construction period. It is anticipated that the plan would include outreach to notify affected parties of construction activities and mitigation efforts (see **Chapter 4, Construction Means and Methods**). Mitigation efforts would include a traffic management plan to facilitate access to local businesses and residences during construction (see **Chapter 5, Transportation and Engineering Considerations**).

The Contractor would be responsible for identifying construction staging sites. It is expected that the Contractor would seek out underutilized sites, such as vacant parcels or land currently used for surface parking, of which there are numerous sites within the I-81 Viaduct Study Area. These underutilized and/or passive use areas currently have a negative influence on neighborhood cohesion within the study area by creating uninviting spaces between neighborhoods, and it is not anticipated that the use of these areas for construction staging would further affect neighborhood cohesion.

INDIRECT EFFECTS

Although the Viaduct Alternative would not impede or prevent planned development within the I-81 or I-481 Study Areas, it is unlikely to induce additional development in a manner that would meaningfully affect or improve neighborhood cohesion within and between most neighborhoods within the I-81 Viaduct Study Area.

Some new development may be attracted to the Near Westside and Downtown where the removal of the West Street ramps and improved visual connections would occur as a result of the alternative. However, in the majority of the study area, where the Viaduct Alternative represents the continuation of an existing use, the elevated highway would continue to influence development decisions within the study area, especially south of I-690, in a manner similar to the No Build Alternative.

As described above, recent and planned development has concentrated several blocks from the elevated highway in areas that are more pedestrian-oriented and provide strong connections to job centers and or educational institutions. This pattern would be expected to continue given the continued presence of an elevated roadway and the associated physical and visual impediments that are not as conducive to the types of residential and/or mixed-use developments currently supported by the market. Thus, development such as residential and or a mix of residential, office and retail that would improve connections and cohesion of neighborhoods on either side of the viaduct would not likely occur. Further, the wider footprint would create a slightly larger physical separation between the neighborhoods, and would reduce total land area available for development.

CUMULATIVE EFFECTS

When considered collectively with ongoing planning and development initiatives in Downtown Syracuse, the Viaduct Alternative would not result in adverse cumulative impacts on neighborhood cohesion. Improvements at the West Street interchange and Butternut Street bridge would enhance visual as well as pedestrian and bicycle connections between

neighborhoods west and northwest of Downtown Syracuse. South of I-690, the Viaduct Alternative would provide pedestrian and bicycle features consistent with the overall connectivity plans for the City of Syracuse, would implement safety and streetscape enhancements that would complement the increasingly residential and commercial character of downtown neighborhoods, and would be consistent with the City of Syracuse's future land use plan for 2040. However, as an elevated and wider viaduct, its physical and visual presence would increase, continuing to affect land use and development pattern. Thus, induced development would not be expected in most of the I-81 Viaduct Study Area, in particular between Downtown and University Hill job centers. Thus, although connectivity improvements between neighborhoods would occur, the physical and visual impediments that remain would limit improvements to neighborhood cohesion in a substantive way.

MITIGATION

The Viaduct Alternative would not result in adverse permanent/operational, indirect or cumulative effects on neighborhoods and community cohesion.

As noted above, during construction, the Contractor would undertake measures to minimize effects to the extent practicable, such as signage, detours, and limiting work to specified hours to minimize impacts. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the six-year construction period. It is anticipated that the plan would include outreach to notify affected parties of construction activities and mitigation efforts. Measures in the plan may include public notices, flyers, and roadway signage to notify area residents and businesses and to inform drivers, bicyclists, and pedestrians about upcoming and ongoing work.

6.2.2.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

The Community Grid Alternative would remove the I-81 viaduct above Almond Street from the New York, Susquehanna, and Western Railway bridge (at Renwick Street) to the I-81/I-690 interchange and replace it with a surface street. Former highway traffic with destinations in Syracuse would use numerous north-south and east-west streets, resulting in greater use of the local street network and the creation of a "community grid." Almond Street would carry two lanes in each direction, as well as turning lanes when needed. Almond Street would include an 18- to 29-foot wide planted median with breaks at key intersections and parallel parking where reasonable. The alternative would also include pedestrian and bicycle amenities, including new or wider sidewalks and cycle tracks or shared use paths on Almond Street. A new interchange between I-690 and Crouse and Irving Avenues would establish a new entry into the Near Eastside and University Hill.

The Community Grid Alternative would improve neighborhood cohesion in the I-81 Viaduct Study Area by removing the visual and physical barrier, and providing improved pedestrian and bicycle amenities and connections between Downtown/Southside and University Hill/Near Eastside neighborhoods. The Community Grid would also promote

the use of the street grid and the reconnection of streets (e.g., the extension of Irving Avenue to I-690 and the restoration of Oswego Boulevard and Pearl Street to their historical alignments), providing improved vehicle, pedestrian and bicycle access, including to parcels along Almond Street away from existing viaduct ramps. It would also open up new land for potential development in areas south of I-690 formerly used for viaduct right-of-way and on a large parcel where the State route would meet Dr. Martin Luther King, Jr. East (MLK, Jr. East). However, by removing the viaduct and moving traffic to local streets, the Community Grid Alternative would result in increased travel times for some trips, particularly those from the north and south that would otherwise travel along I-81, bypassing local streets in the I-81 Viaduct Study Area to their destination. Changes to local street traffic patterns could also impact travel times on local streets, as well as the movement of goods, both locally and regionally.

Connections between Downtown and neighborhoods north and south of I-690 would continue to be hindered by I-690 infrastructure. Flyovers to improve north/west traffic flow between the I-81 north segment and I-690 would be added, contributing to the existing separation between Downtown and neighborhoods to the north, including Franklin Square and Lakefront, and the Northside. In some areas, pedestrian connections would also continue much as they are today with the existing infrastructure. However, in areas where elevated I-81 infrastructure is removed, connections would improve.

West Street ramps to and from I-690 would be eliminated and reconfigured to a surface alignment. This would improve community cohesion, as the removal would reestablish the visual and physical connection between Downtown and the Near Westside. It would also provide an opportunity to expand the Creekwalk and relocate a portion of the trail to be adjacent to Onondaga Creek. Additionally, new ramp connections between I-690 and the north stretch of I-81, which would remain an interstate, would be added, including a north/west connection, improving connectivity to and from this area.

The Community Grid Alternative would result in the acquisition of five buildings in the I-81 Viaduct Study Area. This includes a drive-thru restaurant, three industrial/warehouse uses, and a medical office. The structures to be acquired are not concentrated within a single neighborhood, nor do they provide a community service specific to a neighborhood or its population. Two buildings—the medical office and one warehouse—are located near the existing I-81/I-690 interchange along the periphery of Little Italy; the drive-thru restaurant is located on Almond Street just south of I-690; the maintenance facility is located along Renwick Avenue; and a warehouse/medical use is located near the proposed new Crouse and Irving Avenues interchange with I-690. Since these properties are not concentrated in a small area, and do not provide services specific to their populations, their acquisition and demolition would not constitute a considerable change to the neighborhoods in the I-81 Viaduct Study Area. For more on building acquisitions, see Section **6.3.1, Land Acquisition, Displacement, and Relocation**, and for historic impacts, see Section **6.4.1, Historic and Cultural Resources**.

Under the Community Grid Alternative, I-481 would be designated I-81 and would carry a minimum of four lanes of through traffic. The alternative would not add additional access

points to or from I-481 or I-81 in the North, South, or East Study Areas, thus, project elements in these study areas would be within the transportation right-of-way and would not result in adverse effects on neighborhoods or community cohesion within these areas. The Community Grid Alternative would also include improvements to the re-designated I-81 (I-481) to improve traffic flow; however, all changes would fall within the existing transportation right-of-way.

In summary, the Community Grid would increase community cohesion in the I-81 Viaduct Study Area as compared with the No Build Alternative by improving local connectivity between Downtown and surrounding neighborhoods, improving pedestrian and bicycle safety, and improving the visual quality and connections by replacing an aging viaduct with a surface roadway.

CONSTRUCTION EFFECTS

As described in **Chapter 4, Construction Means and Methods**, construction of the Community Grid Alternative would occur over a minimum five-year period. While property acquisition would occur during construction, it would be a permanent/operational effect and is discussed above.

Temporary lane, road and intersection closures would be likely during construction. These closures would potentially alter routes to residences, businesses, and jobs along affected roadways during different phases of construction. The Contractor would maintain a point of access to these uses unless it would be infeasible and/or impractical. The Contractor would undertake measures to minimize these effects to the extent practicable, such as signage, detours, and limiting work to specified hours. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the construction period. The plan would include outreach to notify affected parties of construction activities and mitigation efforts (see **Chapter 4, Construction Means and Methods**). Mitigation efforts would include a traffic management plan to facilitate access to local businesses and residences during construction (see **Chapter 5, Transportation and Engineering Considerations**).

The Contractor would be responsible for identifying construction staging sites. It is expected that the Contractor would seek out underutilized sites, such as vacant parcels or land currently used for surface parking, of which there are numerous sites, particularly within the I-81 Viaduct Study Area. These underutilized and/or passive use areas currently negatively influence neighborhood cohesion within the I-81 Viaduct Study Area by creating uninviting spaces between neighborhoods, and it is not anticipated that the temporary use of these areas for construction staging would further affect neighborhood cohesion.

INDIRECT EFFECTS

The dispersion of traffic under the Community Grid Alternative, the removal of the visual barrier between neighborhoods, and the introduction of enhanced bicycle and pedestrian facilities would downplay the vehicular transportation character of Almond Street by making it a "complete street" for all users (vehicle, bicycle and pedestrian) and better connect the

uses on either side. In turn, this may allow for more cohesion between neighborhoods and east and west of Almond Street, and induce new development along the corridor.

The Community Grid Alternative would potentially induce new development by providing improved access to the largely vacant or surface parking parcels along Almond Street currently away from existing viaduct ramps. The removal of the viaduct would also open up new land for potential development in areas south of I-690 formerly used for viaduct right-of-way and on a large parcel where the State route would meet MLK, Jr. East. Without the elevated viaduct, land adjacent and beneath the viaduct that has been either vacant or used for parking for many years would likely be more attractive for development based in part on improved connections and safety. Other factors that would increase development potential as a result of the viaduct removal include new or wider sidewalks and bicycle facilities; unobstructed views for residents/tenants on lower floors; and improved visibility of potential ground floor retail uses, which rely on visibility to draw customers. Development such as residential or a mix of uses on these parcels would better connect and enhance cohesion of adjacent neighborhoods.

Project elements in the I-481 South, East, and North Study Areas are within the transportation right-of-way and would not result in adverse indirect effects on neighborhoods or community cohesion in comparison with the No Build Alternative.

In summary, dispersing traffic under the Community Grid Alternative could lead to reinvestment in areas with poor accessibility due to the current viaduct, particularly along the Almond Street corridor south of I-690, and on land opened up from the removal of the viaduct. Although substantial development may occur, it is likely to occur on vacant land and not displace current uses. Infill development, such as residential or a mix of uses that includes residential, office and ground floor retail, would further reconnect existing neighborhoods and would be anticipated to have a positive effect on neighborhood cohesion within the I-81 Viaduct Study Area.

CUMULATIVE EFFECTS

Potential cumulative effects of the Community Grid Alternative would be beneficial with respect to neighborhoods and community cohesion. The Community Grid Alternative is consistent with local plans, such as the University Hill Transportation Study, that call for reconnecting neighborhoods in the City of Syracuse. It enhances vehicle, pedestrian and bicycle accessibility and connectivity between existing and proposed new residential, institutional, and commercial uses in Downtown Syracuse. It would also free up transportation right-of-way for the development of uses in keeping with the existing or emerging character of surrounding blocks.

The improvements at the West Street interchange and Butternut Street bridge would enhance pedestrian and bicycle connections to neighborhoods west and northwest of Downtown Syracuse while maintaining strong connections to I-690, and the removal of the viaduct and reconstruction of Almond Street would better connect communities east of Downtown. The Community Grid Alternative would also provide pedestrian and bicycle features consistent with the overall connectivity plans for the City of Syracuse, and it would

implement safety and streetscape enhancements that would complement the increasingly residential and commercial character of downtown neighborhoods.

The conversion of I-481 to I-81 would result in some transportation improvements in the transportation right-of-way, but the changes in alignment and access improvements in combination with other plans in these study areas would not substantially alter their neighborhood characteristics or community cohesion.

MITIGATION

The Community Grid Alternative would not result in adverse permanent/operational, indirect, or cumulative effects on neighborhoods and community cohesion.

As noted above, during construction, the Contractor would undertake measures to minimize effects to the extent practicable, such as signage, detours, and limiting work to specified hours to minimize impacts. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the five-year construction period. It is anticipated that the plan would include outreach to notify affected parties of construction activities and mitigation efforts. Measures in the plan may include public notices, flyers, and roadway signage to notify area residents and businesses and to inform drivers, bicyclists, and pedestrians about upcoming and ongoing work.

SECTION 6.2.3
SOCIAL GROUPS BENEFITTED OR HARMED/ ENVIRONMENTAL JUSTICE

This section describes the social characteristics of the populations residing within the Project Area presented in the introduction to **Section 6.2.1**, in addition to a larger study area for environmental justice, and presents an analysis of whether the Project may benefit or adversely affect certain segments of the population (e.g., minority and/or low-income populations, elderly individuals, individuals with disabilities, transit-dependent individuals, pedestrians, and bicyclists). As part of this analysis, potential disproportionately high and adverse effects on minority and/or low-income populations were evaluated in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), as well as U.S. Department of Transportation (USDOT) and FHWA environmental justice policies and procedures.

The analyses of elderly individuals and individuals with disabilities, and transit-dependent individuals, pedestrians, and bicyclists were based on data from the U.S. Census Bureau, as well as information contained in other sections of the EIS.

The environmental justice analysis followed the guidance and methodologies in the Federal Council on Environmental Quality (CEQ) "Environmental Justice Guidance under the National Environmental Policy Act" (December 1997); the USDOT Order 5610.2a, "Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" ; the FHWA Order 6640.23A, "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations"; and FHWA's supplemental "Guidance on environmental justice and NEPA" (December 16, 2011).

The environmental justice analysis uses Census 2010 geographies for study area delineation and population, race, ethnicity, and poverty data from the U.S. Census Bureau's latest 5-year American Community Survey (ACS) (currently 2010-2014). ACS is an ongoing statistical survey that samples a small percentage of the population every year to provide estimates of demographic variables that are no longer gathered by the decennial census.

The analysis of environmental justice impacts for the Project involved the following steps:

1. Identify the area where the Project may cause adverse environmental impacts either during construction or operation (i.e., the environmental justice study area);
2. Compile race and ethnicity and poverty data for the census block groups within the study area and identify minority and low-income populations;
3. Identify the potential adverse impacts on minority and low-income populations for the full range of environmental topic areas addressed in the EIS;

4. Evaluate the potential adverse effects on minority and low-income populations relative to its overall effects to determine whether any potential adverse impacts on those communities would be significant and disproportionately high; and
5. Discuss mitigation measures for any identified disproportionately high and adverse effects.

Executive Order 12898 requires Federal agencies to identify and address disproportionately high and adverse effects of their actions on minority and/or low-income populations. Executive Order 12898 also requires Federal agencies to work to ensure greater public participation in the decision-making process.

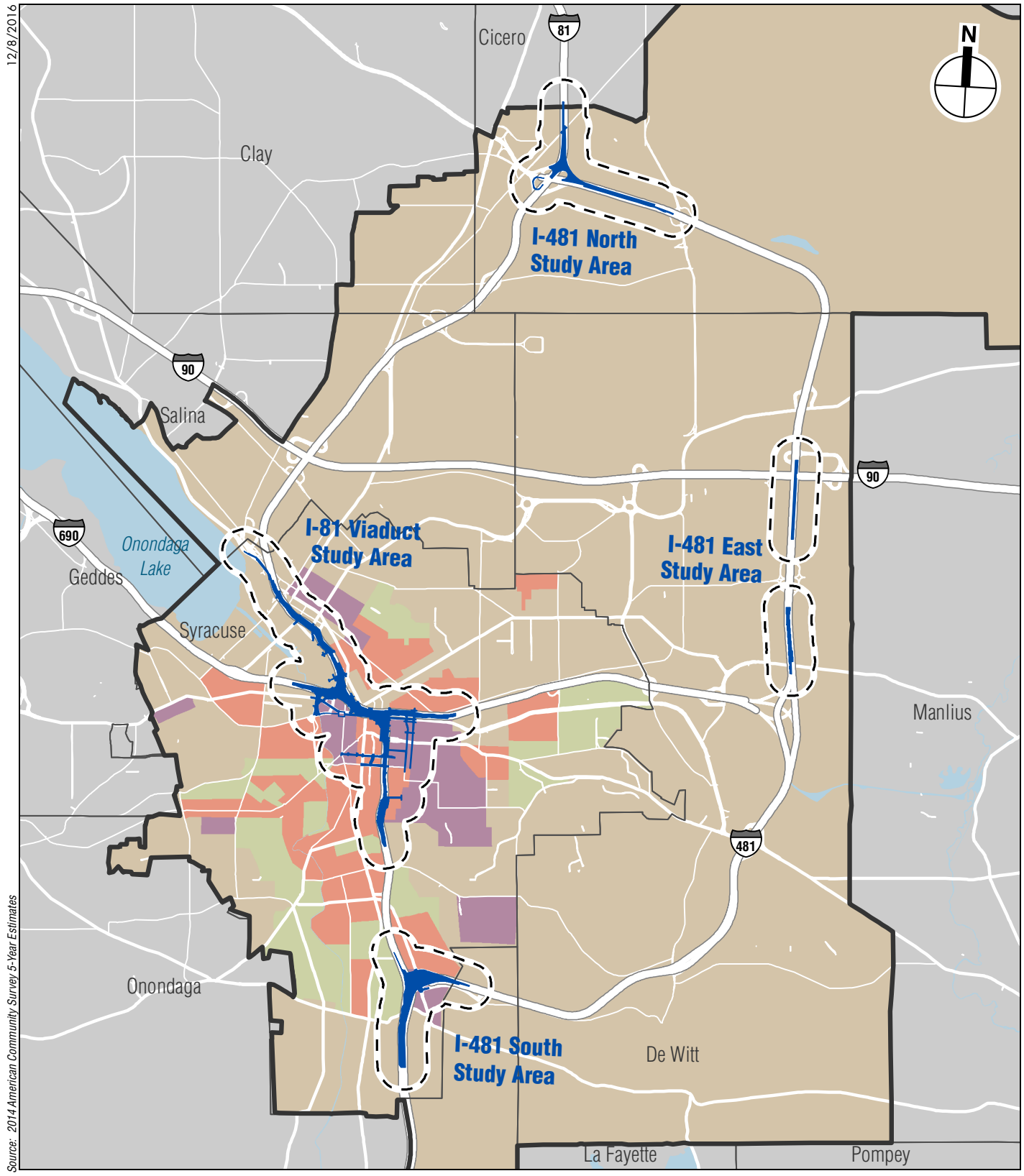
The CEQ, which has oversight of the Federal government's compliance with Executive Order 12898 and NEPA, developed its guidance to assist Federal agencies with their NEPA procedures to effectively identify and address environmental justice concerns. Federal agencies are permitted to supplement this guidance with more specific procedures tailored to their particular programs or activities, as USDOT and FHWA have done.

6.2.3.1 AFFECTED ENVIRONMENT

The study areas presented in the introduction to Section 6.2.1 (I-81 Viaduct Study Area, I-481 North Study Area, I-481 East Study Area, and I-481 South Study Area) were used for the assessment of impacts to elderly individuals, individuals with disabilities, transit-dependent individuals, pedestrians, and bicyclists.

The study area for the environmental justice analysis includes census block groups within the study area that was used for outreach to Limited English Proficient (LEP) individuals (see **Chapter 9, Agency Coordination and Public Outreach**, and **Figure 6.2-8**). The study area includes the study areas presented in the introduction to **Section 6.2.1** and accounts for any potential effects from any of the alternatives.

- **Identification of Elderly Individuals and Individuals with Disabilities:** Elderly individuals (65 years and over) were identified using data from the U.S. Census Bureau's 2010-2014 ACS (see Table 6.2.1-2 in Section 6.2.1). Individuals with disabilities were identified based on data from the U.S. Census Bureau's Census 2000, Summary File 3.
- **Identification of Transit-Dependent Populations, Pedestrians, and Bicyclists:** Transit-dependent populations, pedestrians, and bicyclists are qualitatively described based on available information about transportation in the area such as from the Central New York Regional Transit Authority and Call-A-Bus, Centro's paratransit service.
- **Identification of Environmental Justice Populations:** To identify minority and/or low-income populations in the environmental justice study area, data were gathered from the U.S. Census Bureau's 2010–2014 ACS for all census block groups within the study area. For comparison purposes, data were aggregated for the environmental justice study area as a whole, and compiled for the City of Syracuse. Minority and/or low-income populations were identified as described below.
  - Minority Populations: USDOT Order 5610.2(a) and FHWA Order 6640.23a define minority persons as: "(1) Black: a person having origins in any of the black racial



Environmental Justice
Communities in the Environmental Justice Study Area

I-81 Viaduct Project

Figure 6.2-8

groups of Africa; (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia or the Indian subcontinent; (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or (5) Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands." This environmental justice analysis also considered minority populations to include persons who identified themselves as being either "some other race" or "two or more races" in the Census 2010. Following CEQ guidance, minority populations were identified where either: (1) the minority population of the affected area exceeds 50 percent; or (2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. For this analysis, the City of Syracuse was used as the Project's primary statistical reference area for the census block groups located in the study areas. In the City of Syracuse, the minority population in 2010 was 43.3 percent. Therefore, for this environmental justice analysis, census block groups having total minority populations greater than 50 percent were identified as minority communities (i.e., areas with substantial minority populations).

- Low-Income Populations: FHWA Order 6640.23a defines a low-income person as "a person whose median household income is at or below the Department of Health and Human Services poverty guidelines." The percent of individuals below poverty level in each census block group, available in the U.S. Census Bureau's ACS, was used to identify low-income populations. This analysis considers any census block group with a percentage of individuals below poverty level that is meaningfully greater than in the primary reference area (i.e., the City of Syracuse) to be low-income. In the City of Syracuse, approximately 35.0 percent of individuals live below the Federal poverty threshold; therefore, any block group with more than 40 percent of its individuals living below the poverty level was considered a low-income community (i.e., an area with substantial low-income populations).

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES

As discussed in **Section 6.2.1,** the I-81 Viaduct Study Area had decreases in the population 65 years and over between 2000 and 2014. In 2014, approximately 9 percent (4,962 individuals) of the study area population was over 65 years of age. The majority of the I-81 Viaduct Study Area's elderly population resides in the Northern Neighborhoods Subarea (57.4 percent), followed by the Southwest Neighborhoods Subarea (23.2 percent), and then the Southeast Neighborhoods Subarea (19.4 percent).

Trends in the I-481 East and South Study Areas also showed decreases in the population over 65 years from 2000 to 2014, whereas the I-481 North Study Area had an increase in the population over 65 years between 2000 and 2014 (from 13.8 percent to 17.0 percent). Of the

I-481 Study Areas, the I-481 South Study Area had the largest number of elderly individuals (2,279). The City of Syracuse had a decrease in the population over 65 years (from 12.9 percent to 10.9 percent) during the same period. Onondaga County and the 5-County Region (includes Onondaga, Cayuga, Oswego, Madison and Cortland Counties) had increases in the elderly population from 2000 to 2014.

Table 6.2-8 shows the disabled population in the study areas in 2000 (no comparable table is available in the 2010 Census or the ACS). As shown, the largest number of individuals with disabilities reside in the I-81 Viaduct Study Area (12,349), as well as the largest percentage of the civilian non-institutionalized population 5 years and over with a disability (25.7 percent). Of the I-81 Viaduct subareas, the Northern Neighborhoods Subarea had the largest number of individuals with disabilities (5,228); however, the largest percentage occurred in the Southwest Neighborhoods Subarea (33.1 percent). Of the I-481 Study Areas, the largest number of individuals with disabilities resided in the I-481 South Study Area (2,952 or 27.0 percent).

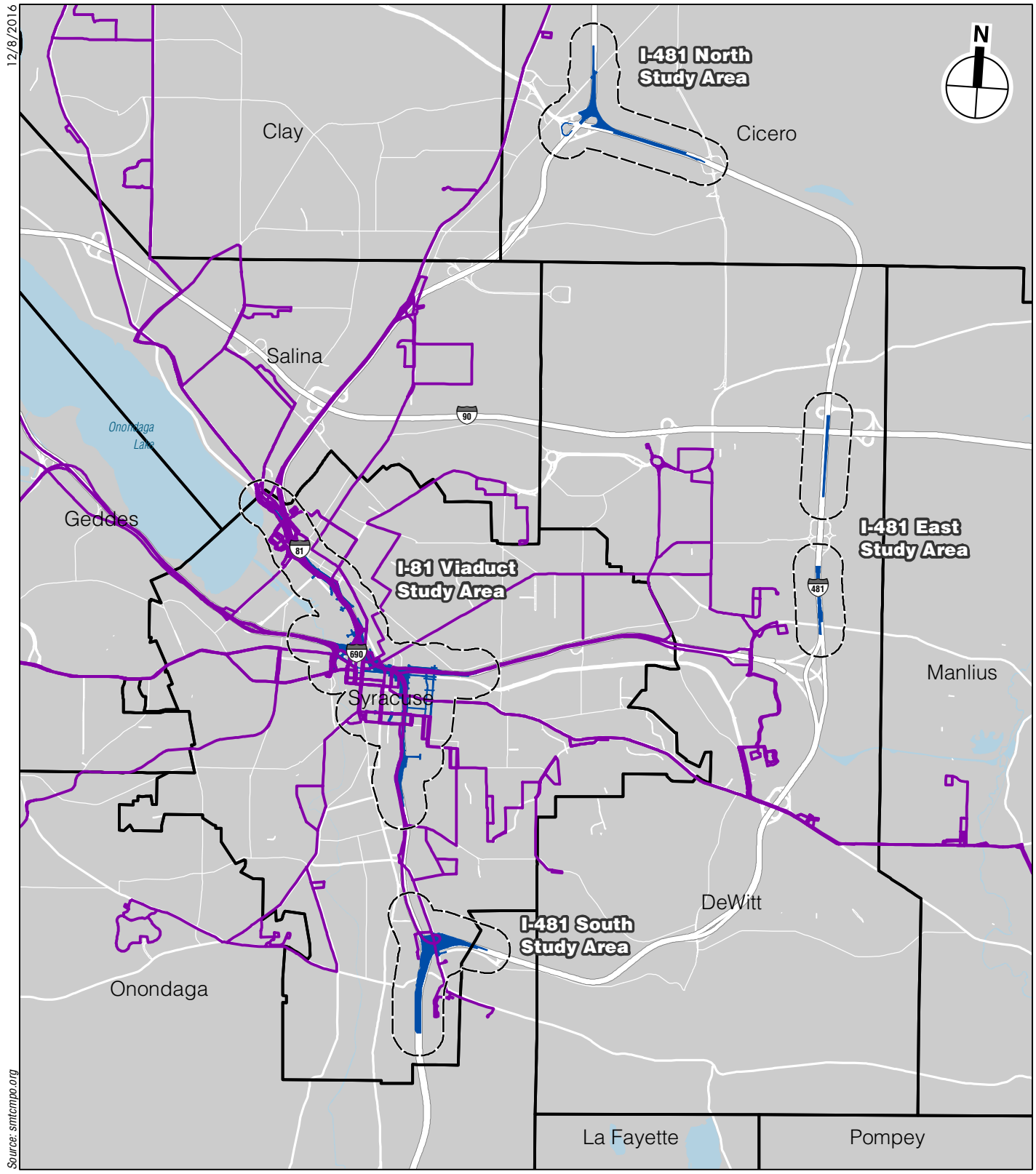
Many parts of the study area include ADA compliant sidewalks, but there are some locations within the I-81 Viaduct Study Area, particularly along and underneath the I-81 viaduct, where these facilities are not provided. There are also locations in the I-481 South East, and North Study Areas where there are no sidewalks. One of the purposes of the Project is to address incomplete routes, missing or inadequate crosswalks, and pedestrian signals under and near the I-81 viaduct and compliance with the Americans with Disabilities Act (ADA).

TRANSIT-DEPENDENT POPULATIONS, PEDESTRIANS, AND BICYCLISTS

Portions of the study areas are used by transit-dependent individuals, pedestrians, and bicyclists. Downtown Syracuse and some communities along I-481 are served by Centro (Central New York Regional Transit Authority) buses. Call-A-Bus, Centro's paratransit service, provides coordinated ride-sharing for people with disabilities who are unable to use buses. Call-A-Bus provides door-to-door service to the same areas served by Centro buses and up to ¾ mile from Centro bus routes.

Figure 6.2-9 shows bus routes in the Project Area. There are many bus routes that serve the I-81 Viaduct Study Area. There is also at least one route operating in the I-481 South, I-481 East, and I-481 North Study Areas.

Downtown Syracuse and the adjacent neighborhoods are generally accessible by bicycle and on foot. There are sidewalks along most city streets, and the City's network of bicycle routes continues to expand. Communities along I-481 have less pedestrian and bicycle infrastructure, but many residential and commercial areas have sidewalks.



Bus Service in the Study Area

Figure 6.2-9

Table 6.2-8
Individuals with Disabilities

Area	Civilian Non-institutionalized population 5 years and over[1]	Individuals with Disabilities	Percentage of Civilian Non-institutionalized population 5 years and over with a disability
I-81 Viaduct Study Area	48,107	12,349	25.7%
Southwest Neighborhoods Subarea[2]	14,230	4,714	33.1%
Southeast Neighborhoods Subarea[3]	15,234	2,407	15.8%
Northern Neighborhoods Subarea[4]	18,643	5,228	28.0%
I-481 North Study Area[5]	10,099	2,154	21.3%
I-481 South Study Area[6]	10,933	2,952	27.0%
I -481 East Study Area[7]	5,659	1,107	19.6%
City of Syracuse	134,604	30,939	23.0%
Onondaga County	423,980	74,729	17.6%
5-County Region[8]	720,752	129,932	18.0%

Notes:

1 The U.S. Census Bureau provides disability status for the civilian non-institutionalized population 5 years and over. The civilian population is the result of subtracting the military population from the resident population. The civilian noninstitutionalized population is produced by subtracting the institutionalized group quarters population from the civilian population.

2 Southwest neighborhoods subarea includes Census Tracts 21, 22, 30, 32, 40, 42, 53, and 54 from Census 2000.

3 Southeast neighborhoods subarea includes Census Tracts 34, 35, 43, and 55 from Census 2000.

4 Northern neighborhoods subarea includes Census Tracts 1, 2, 5, 6, 13, 14, 16, 17.01, 23, and 24 from Census 2000.

5 I-481 North Study Area includes Census Block Groups 2, 3, and 4 in Census Tract (CT) 103.01, 1 in CT 104, 1 and 9 in CT 105, 1 in CT 106, and 1 and 2 in CT 107 from Census 2000.

6 I-481 South Study Area includes Block Group(s) 3 in Census Tract (CT) 55; 2 in CT 59; 1, 2, and 3 in CT 61.01; 1 and 2 in CT 61.02; 1 in CT 61.03; and 1 in CT 161 from Census 2000.

7 I-481 East Study Area includes Block Group(s) 1 in Census Tract (CT) 143; 1, 2, and 9 in CT 145; and 3 in CT 146 from Census 2000.

8 The 5-County Region includes Onondaga, Cayuga, Oswego, Madison and Cortland Counties.

Source: U.S. Census Bureau, Census 2000, Summary File 3.

Near-term planning efforts have focused on identifying the existing conditions of pedestrian and bicycle infrastructure in and near the I-81 corridor as well as improvements to those facilities (see **Section 6.2.1, Land Use**). For example, as part of its work on the University Hill Transportation Study (2006/2007), the Syracuse Metropolitan Transportation Council (SMTC) studied connectivity between University Hill and Downtown. I-81 was identified as a barrier to pedestrian and bicyclist mobility, noting the width of Almond Street, as well as inadequate pedestrian infrastructure and multiple vehicular turning movements on the street. SMTC's Almond Street Corridor Pedestrian Study (2010) addressed expected increased pedestrian activity crossing Almond Street between East Genesee Street and Adams Street (under I-81). The study identified constraints such as incomplete or inadequate pedestrian infrastructure, uninviting pedestrian environment, and dangerous pedestrian and vehicle conflicts. In addition, the study noted that there are no designated bike lanes along Almond Street, requiring bicyclists to use general travel lanes.

Several initiatives have been underway in the City of Syracuse to enhance bicycle and pedestrian connectivity. Designated bicycle infrastructure has been established (or is planned) throughout the City. Some of these routes are part of local bicycle and pedestrian initiatives, such as the City/SMTC Bikeway and Onondaga Creekwalk, while others are part of larger regional routes, such as the New York State Bicycle Route 11 and the Erie Canalway Trail.

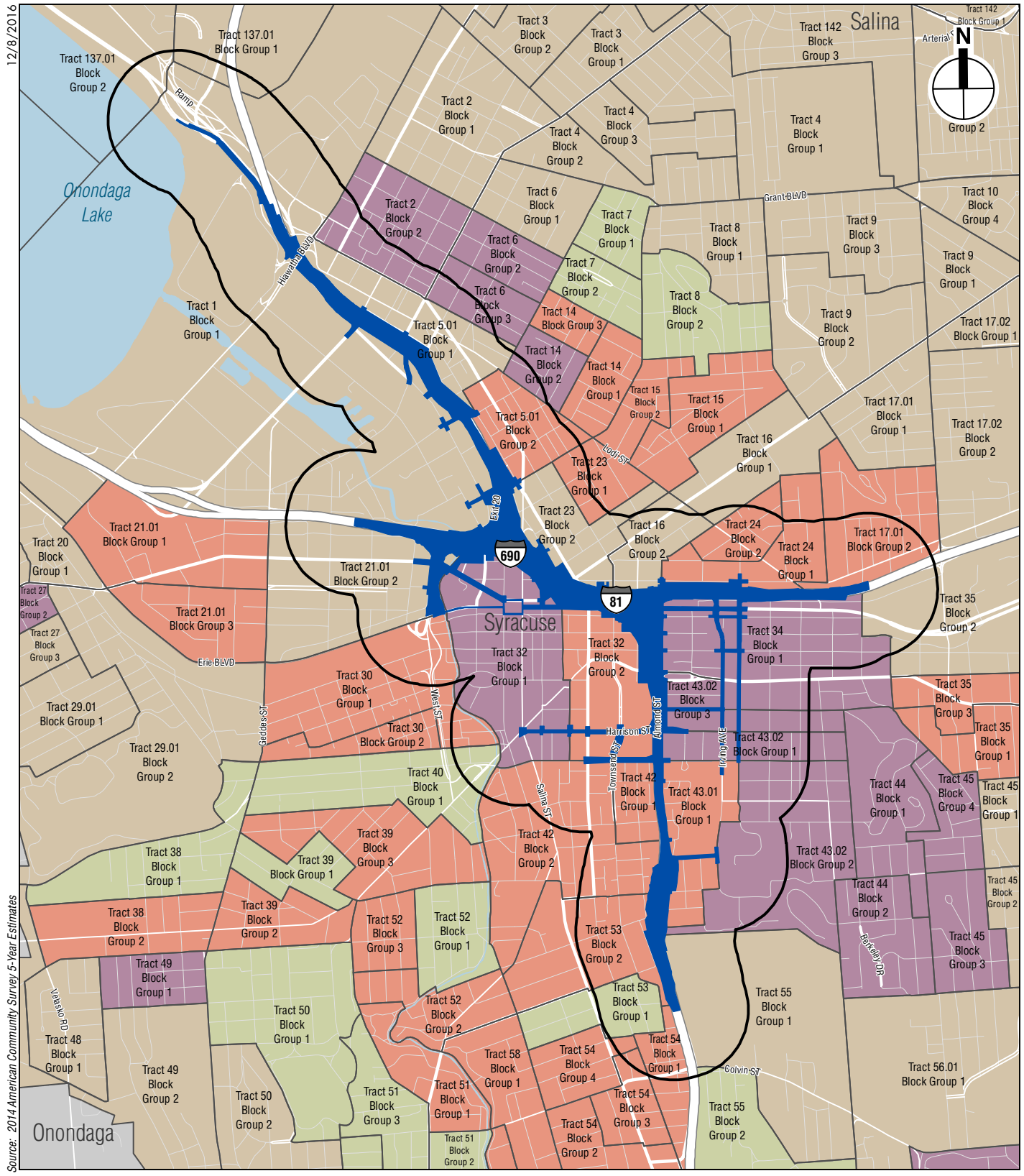
Syracuse University has also worked to enhance bicycle and pedestrian infrastructure by developing the Connective Corridor between University Hill and Downtown with designated bike lanes on local streets, including Genesee Street, which passes under the I-81 viaduct.

At formal public meetings, in written comments received during the scoping comment period, and at other meetings, representatives of the environmental justice communities have raised concerns with respect to the need for transit services. Syracuse Housing Authority (SHA) also expressed concern about the future width of Almond Street in the Southside and pedestrian movement across and along it. SHA recommended exploring an option to go under, rather than over, the New York, Susquehanna and Western Railway, in the vicinity of Renwick Street, under the Community Grid Alternative. They expressed concern about the inclusion of a ramp next to a school and church. As a result of this input, FHWA and NYSDOT developed a new concept in line with this suggestion that modified the Community Grid Alternative (see **Chapter 3, Alternatives**, for details about this concept).

MINORITY AND LOW-INCOME POPULATIONS / ENVIRONMENTAL JUSTICE COMMUNITIES

Of the 183 census block groups within the overall environmental justice study area, 60 are considered minority communities (see **Figure 6.2-10** and **Table 6.2-9**). Most of these census block groups are concentrated in the center of the City of Syracuse and overlap with the I-81 Viaduct and I-481 South Study Areas (see **Figure 6.2-11**). No minority communities were identified in the I-481 North and I-481 East Study Areas. The minority communities have minority population percentages ranging from 50.2 to 98.7 percent, which are above CEQ's 50 percent threshold for identifying minority populations and are considered meaningfully greater than in the reference area (the City of Syracuse, which has a minority population percentage of 43.3 percent). Of the minority populations in the environmental justice study area, the Black or African American population accounts for the greatest proportion of the total population in the environmental justice study area (21.5 percent), followed by Hispanic populations (6.5 percent), Asian populations (5.4 percent), and "Other" minority populations (0.2 percent). Overall, the environmental justice study area has a minority population of 33.7 percent.

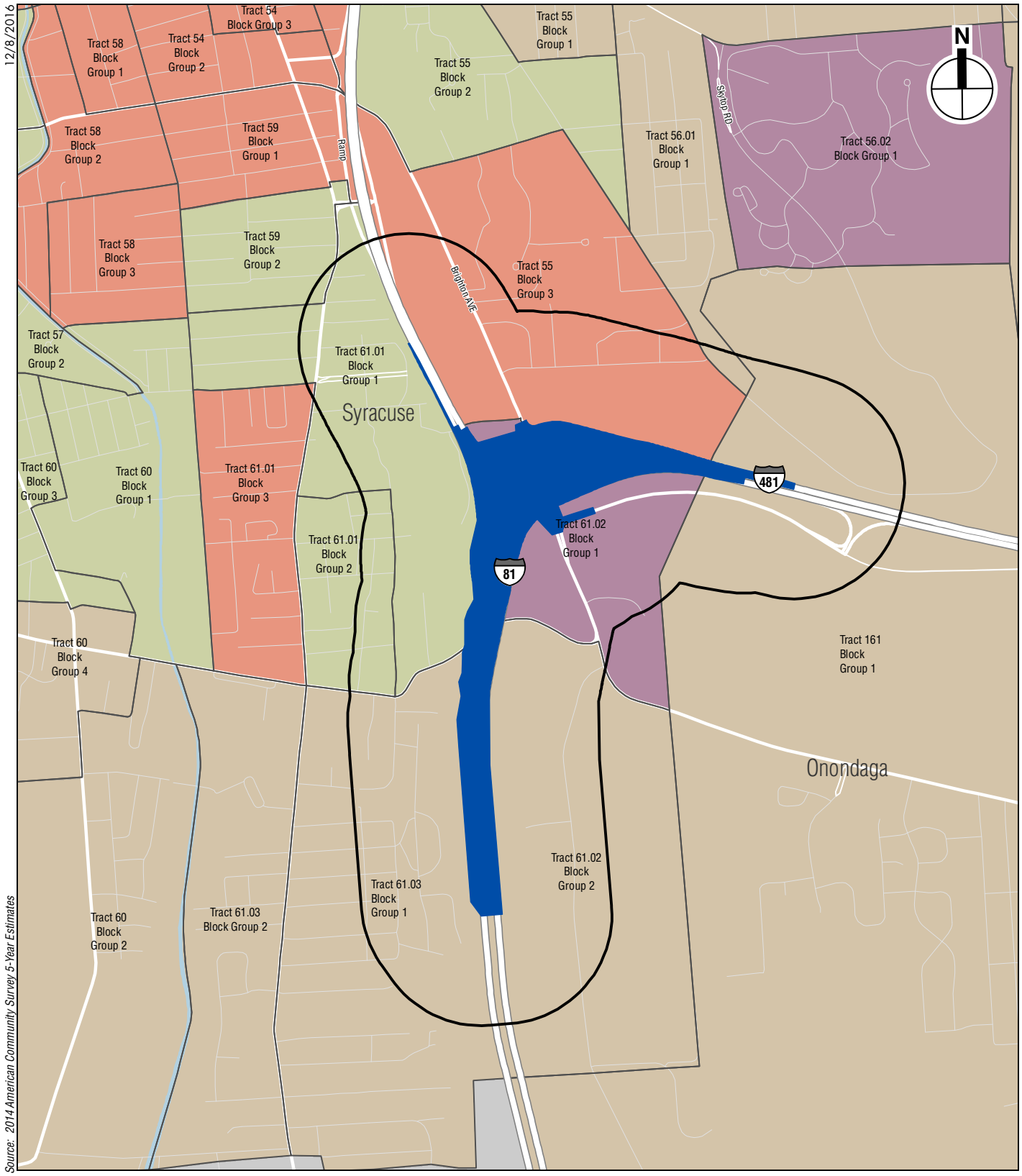
Poverty level data were collected for the 2010 Census block groups in the environmental justice study area to determine whether any low-income populations are present. As shown in **Table 6.2-9**, the environmental justice study area as a whole has a low-income population of approximately 28.0 percent of the total environmental justice study area population. Meanwhile, 55 of the environmental justice study area's block groups have low-income



Environmental Justice Communities in the I-81 Viaduct Study Area

I-81 Viaduct Project

Figure 6.2-10



Environmental Justice Communities in the I-481 South Study Area

I-81 Viaduct Project

Figure 6.2-11

Table 6.2-9
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
1	1	598	443	74.1%	76	12.7%	65	10.9%	0	0.0%	14	2.3%	25.9%	21.6%
2	2	1,558	962	61.7%	186	11.9%	167	10.7%	0	0.0%	110	7.1%	29.7%	**59.7%**
2	1	1,359	1173	86.3%	12	0.9%	46	3.4%	0	0.0%	91	6.7%	11.0%	29.3%
3	1	659	557	84.5%	7	1.1%	86	13.1%	0	0.0%	9	1.4%	15.5%	3.5%
3	2	1,083	516	47.6%	298	27.5%	59	5.4%	0	0.0%	81	7.5%	40.4%	13.0%
4	2	1,172	805	68.7%	131	11.2%	142	12.1%	0	0.0%	57	4.9%	28.2%	20.6%
4	3	779	728	93.5%	30	3.9%	0	0.0%	0	0.0%	0	0.0%	3.9%	12.7%
4	1	1,506	1217	80.8%	126	8.4%	0	0.0%	0	0.0%	111	7.4%	15.7%	22.7%
5	1	1,002	617	61.6%	179	17.9%	120	12.0%	0	0.0%	37	3.7%	33.5%	37.1%
5	2	1,060	381	35.9%	208	19.6%	360	34.0%	0	0.0%	39	3.7%	**57.3%**	**51.8%**
6	3	1,117	580	51.9%	192	17.2%	72	6.4%	50	4.5%	24	2.1%	30.3%	**48.0%**
6	2	1,235	559	45.3%	174	14.1%	396	32.1%	0	0.0%	15	1.2%	47.4%	**41.9%**
6	1	1,543	763	49.4%	308	20.0%	149	9.7%	0	0.0%	159	10.3%	39.9%	34.8%
7	2	677	242	35.7%	196	29.0%	102	15.1%	0	0.0%	42	6.2%	**50.2%**	16.2%
7	1	863	299	34.6%	259	30.0%	175	20.3%	0	0.0%	110	12.7%	**63.0%**	19.7%
8	1	969	712	73.5%	150	15.5%	0	0.0%	0	0.0%	16	1.7%	17.1%	23.0%
8	2	1,635	482	29.5%	965	59.0%	8	0.5%	30	1.8%	77	4.7%	**66.1%**	29.0%
9	3	1,064	986	92.7%	69	6.5%	0	0.0%	0	0.0%	0	0.0%	6.5%	13.5%
9	2	1,150	972	84.5%	36	3.1%	30	2.6%	0	0.0%	51	4.4%	10.2%	10.4%
9	1	928	586	63.1%	248	26.7%	71	7.7%	0	0.0%	10	1.1%	35.5%	7.4%
10	3	814	354	43.5%	306	37.6%	0	0.0%	0	0.0%	142	17.4%	**55.0%**	**43.7%**
10	4	1,010	529	52.4%	481	47.6%	0	0.0%	0	0.0%	0	0.0%	47.6%	24.5%
10	2	1,486	1302	87.6%	0	0.0%	0	0.0%	0	0.0%	173	11.6%	11.6%	15.6%
10	1	720	426	59.2%	106	14.7%	36	5.0%	24	3.3%	37	5.1%	28.2%	23.9%
14	2	1,157	511	44.2%	163	14.1%	175	15.1%	0	0.0%	205	17.7%	46.9%	**48.9%**
14	1	1,420	374	26.3%	251	17.7%	587	41.3%	0	0.0%	73	5.1%	**64.2%**	**59.4%**
14	3	1,169	275	23.5%	174	14.9%	470	40.2%	0	0.0%	42	3.6%	**58.7%**	**49.6%**
15	1	1,911	625	32.7%	812	42.5%	180	9.4%	0	0.0%	201	10.5%	**62.4%**	**45.5%**
15	2	1,319	179	13.6%	214	16.2%	526	39.9%	122	9.2%	186	14.1%	**79.5%**	**58.2%**
16	1	1,703	1173	68.9%	284	16.7%	90	5.3%	0	0.0%	130	7.6%	29.6%	35.1%
16	2	1,332	672	50.5%	458	34.4%	31	2.3%	0	0.0%	111	8.3%	45.0%	38.5%
17	1	1,097	914	83.3%	27	2.5%	9	0.8%	23	2.1%	58	5.3%	10.7%	27.0%
17	2	1,514	457	30.2%	415	27.4%	27	1.8%	0	0.0%	419	27.7%	**56.9%**	**67.5%**

Table 6.2-9(cont'd)
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
17	1	967	831	85.9%	74	7.7%	0	0.0%	0	0.0%	62	6.4%	14.1%	16.5%
17	2	1,449	1051	72.5%	194	13.4%	0	0.0%	0	0.0%	178	12.3%	25.7%	19.5%
18	1	677	449	66.3%	193	28.5%	0	0.0%	0	0.0%	0	0.0%	28.5%	36.8%
18	2	824	504	61.2%	133	16.1%	27	3.3%	0	0.0%	16	1.9%	21.4%	15.7%
18	3	1,253	1078	86.0%	55	4.4%	30	2.4%	0	0.0%	56	4.5%	11.3%	3.8%
19	2	611	410	67.1%	99	16.2%	31	5.1%	0	0.0%	62	10.1%	31.4%	16.5%
19	3	526	520	98.9%	0	0.0%	6	1.1%	0	0.0%	0	0.0%	1.1%	12.5%
19	5	1,006	784	77.9%	118	11.7%	10	1.0%	0	0.0%	32	3.2%	15.9%	20.2%
19	4	728	658	90.4%	35	4.8%	17	2.3%	0	0.0%	0	0.0%	7.1%	15.8%
19	1	518	514	99.2%	0	0.0%	4	0.8%	0	0.0%	0	0.0%	0.8%	12.7%
20	1	1,023	711	69.5%	195	19.1%	0	0.0%	0	0.0%	47	4.6%	23.7%	32.1%
20	2	1,055	957	90.7%	44	4.2%	0	0.0%	0	0.0%	42	4.0%	8.2%	20.1%
21	3	1,270	597	47.0%	361	28.4%	0	0.0%	0	0.0%	281	22.1%	**50.6%**	**50.6%**
21	1	780	338	43.3%	161	20.6%	99	12.7%	0	0.0%	164	21.0%	**54.4%**	**68.7%**
21	2	1,053	585	55.6%	189	17.9%	13	1.2%	9	0.9%	205	19.5%	39.5%	29.8%
23	2	860	470	54.7%	272	31.6%	57	6.6%	0	0.0%	25	2.9%	41.2%	37.5%
23	1	908	246	27.1%	267	29.4%	206	22.7%	0	0.0%	145	16.0%	**68.1%**	**46.8%**
24	2	863	314	36.4%	394	45.7%	127	14.7%	0	0.0%	3	0.3%	**60.7%**	**62.3%**
24	1	1,099	474	43.1%	304	27.7%	109	9.9%	0	0.0%	175	15.9%	**53.5%**	**43.4%**
27	1	688	495	71.9%	35	5.1%	0	0.0%	0	0.0%	31	4.5%	9.6%	24.4%
27	2	580	510	87.9%	16	2.8%	0	0.0%	0	0.0%	5	0.9%	3.6%	**42.9%**
27	3	629	599	95.2%	6	1.0%	0	0.0%	0	0.0%	17	2.7%	3.7%	4.1%
29	1	1,712	1500	87.6%	39	2.3%	0	0.0%	0	0.0%	55	3.2%	5.5%	5.7%
29	2	895	779	87.0%	10	1.1%	0	0.0%	0	0.0%	68	7.6%	8.7%	29.0%
30	1	1,058	222	21.0%	360	34.0%	2	0.2%	0	0.0%	467	44.1%	**78.4%**	**65.3%**
30	2	829	112	13.5%	311	37.5%	0	0.0%	0	0.0%	380	45.8%	**83.4%**	**64.7%**
32	1	690	349	50.6%	140	20.3%	77	11.2%	0	0.0%	21	3.0%	34.5%	**47.2%**
32	2	1,534	668	43.5%	387	25.2%	351	22.9%	0	0.0%	38	2.5%	**50.6%**	**46.6%**
34	1	1,272	524	41.2%	315	24.8%	176	13.8%	0	0.0%	106	8.3%	46.9%	**53.0%**
35	2	757	404	53.4%	181	23.9%	118	15.6%	0	0.0%	19	2.5%	42.0%	21.6%
35	1	724	215	29.7%	297	41.0%	13	1.8%	0	0.0%	199	27.5%	**70.3%**	**69.1%**
35	3	901	235	26.1%	550	61.0%	38	4.2%	0	0.0%	57	6.3%	**71.6%**	**65.1%**
36	1	1,066	300	28.1%	537	50.4%	43	4.0%	0	0.0%	166	15.6%	**70.0%**	**57.8%**

Table 6.2-9 (cont'd)
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
36	2	1,253	459	36.6%	721	57.5%	0	0.0%	0	0.0%	51	4.1%	**61.6%**	34.6%
36	1	1,104	344	31.2%	639	57.9%	34	3.1%	7	0.6%	58	5.3%	**66.8%**	11.9%
36	2	1,110	364	32.8%	581	52.3%	23	2.1%	0	0.0%	67	6.0%	**60.5%**	11.6%
38	1	1,361	628	46.1%	231	17.0%	0	0.0%	0	0.0%	475	34.9%	**51.9%**	31.6%
38	2	1,183	523	44.2%	561	47.4%	5	0.4%	0	0.0%	38	3.2%	**51.1%**	**47.2%**
39	3	2,115	459	21.7%	1137	53.8%	0	0.0%	0	0.0%	416	19.7%	**73.4%**	**55.2%**
39	1	601	211	35.1%	178	29.6%	9	1.5%	0	0.0%	118	19.6%	**50.7%**	39.6%
39	2	678	231	34.1%	178	26.3%	0	0.0%	0	0.0%	249	36.7%	**63.0%**	**59.6%**
40	1	1,742	549	31.5%	921	52.9%	0	0.0%	0	0.0%	153	8.8%	**61.7%**	34.3%
42	2	1,315	89	6.8%	925	70.3%	0	0.0%	0	0.0%	253	19.2%	**89.6%**	**65.9%**
42	1	996	39	3.9%	785	78.8%	6	0.6%	0	0.0%	104	10.4%	**89.9%**	**73.2%**
43.01	1	1,673	746	44.6%	532	31.8%	99	5.9%	0	0.0%	210	12.6%	**50.3%**	**60.7%**
43.02	1	645	513	79.5%	49	7.6%	56	8.7%	0	0.0%	21	3.3%	19.5%	**94.9%**
43.02	2	5,375	3515	65.4%	360	6.7%	917	17.1%	0	0.0%	367	6.8%	30.6%	**49.3%**
43.02	3	690	455	65.9%	132	19.1%	30	4.3%	0	0.0%	52	7.5%	31.0%	**84.5%**
44	1	587	500	85.2%	9	1.5%	31	5.3%	10	1.7%	18	3.1%	11.6%	**74.1%**
44	2	1,453	1212	83.4%	18	1.2%	178	12.3%	0	0.0%	34	2.3%	15.8%	**65.5%**
45	1	887	758	85.5%	62	7.0%	18	2.0%	0	0.0%	25	2.8%	11.8%	29.9%
45	2	1,057	845	79.9%	66	6.2%	66	6.2%	0	0.0%	65	6.1%	18.6%	24.0%
45	3	1,054	908	86.1%	45	4.3%	77	7.3%	0	0.0%	12	1.1%	12.7%	**43.3%**
45	4	1,029	777	75.5%	12	1.2%	85	8.3%	43	4.2%	32	3.1%	16.7%	**69.7%**
46	2	871	685	78.6%	121	13.9%	27	3.1%	0	0.0%	38	4.4%	21.4%	3.1%
46	5	687	375	54.6%	187	27.2%	9	1.3%	0	0.0%	51	7.4%	36.0%	15.8%
46	4	1,023	381	37.2%	493	48.2%	128	12.5%	21	2.1%	0	0.0%	**62.8%**	29.1%
46	3	1,294	1182	91.3%	89	6.9%	8	0.6%	0	0.0%	7	0.5%	8.0%	3.9%
46	1	1,327	1043	78.6%	137	10.3%	32	2.4%	0	0.0%	51	3.8%	16.6%	13.7%
48	1	791	647	81.8%	126	15.9%	0	0.0%	0	0.0%	18	2.3%	18.2%	9.0%
48	2	769	626	81.4%	108	14.0%	0	0.0%	0	0.0%	4	0.5%	14.6%	15.6%
49	1	816	509	62.4%	140	17.2%	10	1.2%	9	1.1%	20	2.5%	21.9%	**40.7%**
49	2	547	427	78.1%	42	7.7%	0	0.0%	0	0.0%	71	13.0%	20.7%	23.3%
50	2	1,295	1178	91.0%	73	5.6%	0	0.0%	0	0.0%	17	1.3%	6.9%	3.4%
50	1	1,629	797	48.9%	729	44.8%	0	0.0%	0	0.0%	103	6.3%	**51.1%**	22.1%

Table 6.2-9 (cont'd)
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
51	3	608	180	29.6%	268	44.1%	26	4.3%	0	0.0%	54	8.9%	**57.2%**	32.4%
51	2	787	171	21.7%	439	55.8%	8	1.0%	0	0.0%	148	18.8%	**75.6%**	36.0%
51	1	852	157	18.4%	525	61.6%	0	0.0%	0	0.0%	131	15.4%	**77.0%**	**61.6%**
52	2	1,121	58	5.2%	830	74.0%	0	0.0%	0	0.0%	104	9.3%	**83.3%**	**46.1%**
52	1	571	58	10.2%	508	89.0%	0	0.0%	0	0.0%	0	0.0%	**89.0%**	33.5%
52	3	454	99	21.8%	263	57.9%	5	1.1%	0	0.0%	77	17.0%	**76.0%**	**48.9%**
53	2	1,313	164	12.5%	1087	82.8%	0	0.0%	0	0.0%	46	3.5%	**86.3%**	**73.3%**
53	1	640	48	7.5%	572	89.4%	0	0.0%	0	0.0%	18	2.8%	**92.2%**	32.3%
54	2	973	71	7.3%	669	68.8%	150	15.4%	0	0.0%	77	7.9%	**92.1%**	**44.7%**
54	3	377	37	9.8%	265	70.3%	54	14.3%	0	0.0%	1	0.3%	**84.9%**	**46.2%**
54	4	751	10	1.3%	475	63.2%	0	0.0%	0	0.0%	266	35.4%	**98.7%**	**55.0%**
54	1	1,055	20	1.9%	763	72.3%	0	0.0%	12	1.1%	121	11.5%	**84.9%**	**57.3%**
55	3	1,433	579	40.4%	304	21.2%	482	33.6%	0	0.0%	23	1.6%	**56.5%**	**46.9%**
55	2	1,639	688	42.0%	734	44.8%	99	6.0%	0	0.0%	32	2.0%	**52.8%**	26.8%
55	1	607	435	71.7%	103	17.0%	14	2.3%	0	0.0%	0	0.0%	19.3%	28.8%
56	1	1,389	1074	77.3%	180	13.0%	71	5.1%	0	0.0%	35	2.5%	20.6%	10.0%
56	1	3,728	2283	61.2%	455	12.2%	419	11.2%	119	3.2%	274	7.3%	34.0%	**82.8%**
57	1	835	422	50.5%	309	37.0%	0	0.0%	0	0.0%	17	2.0%	39.0%	11.4%
57	2	960	288	30.0%	585	60.9%	0	0.0%	0	0.0%	34	3.5%	**64.5%**	33.0%
58	2	713	57	8.0%	551	77.3%	0	0.0%	0	0.0%	71	10.0%	**87.2%**	**42.6%**
58	3	963	69	7.2%	658	68.3%	0	0.0%	4	0.4%	194	20.1%	**88.9%**	**46.2%**
58	1	895	127	14.2%	638	71.3%	0	0.0%	0	0.0%	53	5.9%	**77.2%**	**54.7%**
59	1	828	97	11.7%	629	76.0%	42	5.1%	0	0.0%	60	7.2%	**88.3%**	**46.0%**
59	2	915	127	13.9%	684	74.8%	0	0.0%	0	0.0%	82	9.0%	**83.7%**	21.1%
60	3	1,484	628	42.3%	815	54.9%	0	0.0%	0	0.0%	0	0.0%	**54.9%**	25.7%
60	1	726	172	23.7%	353	48.6%	0	0.0%	0	0.0%	153	21.1%	**69.7%**	21.3%
60	4	816	452	55.4%	221	27.1%	0	0.0%	0	0.0%	123	15.1%	42.2%	13.8%
60	2	601	507	84.4%	63	10.5%	0	0.0%	0	0.0%	0	0.0%	10.5%	4.2%
61	1	1,893	768	40.6%	1043	55.1%	0	0.0%	0	0.0%	16	0.8%	**55.9%**	23.5%
61	3	1,441	352	24.4%	861	59.8%	0	0.0%	0	0.0%	95	6.6%	**66.3%**	**41.8%**
61	2	424	89	21.0%	246	58.0%	0	0.0%	0	0.0%	15	3.5%	**61.6%**	20.0%
61	1	859	509	59.3%	311	36.2%	18	2.1%	0	0.0%	10	1.2%	39.5%	**42.3%**

Table 6.2-9 (cont'd)
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
61	2	1,131	573	50.7%	179	15.8%	256	22.6%	0	0.0%	49	4.3%	42.8%	29.2%
61	1	1,806	1414	78.3%	198	11.0%	9	0.5%	0	0.0%	103	5.7%	17.2%	6.1%
61	2	689	358	52.0%	315	45.7%	0	0.0%	0	0.0%	4	0.6%	46.3%	3.2%
104	1	1,710	1555	90.9%	1	0.1%	23	1.3%	0	0.0%	99	5.8%	7.2%	12.9%
104	2	2,459	2292	93.2%	8	0.3%	15	0.6%	0	0.0%	144	5.9%	6.8%	0.5%
105	2	1,296	1173	90.5%	47	3.6%	5	0.4%	0	0.0%	17	1.3%	5.3%	11.9%
105	1	1,102	1068	96.9%	5	0.5%	9	0.8%	0	0.0%	16	1.5%	2.7%	1.3%
106	1	1,000	962	96.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	7.7%
106	2	1,162	1099	94.6%	18	1.5%	11	0.9%	0	0.0%	1	0.1%	2.6%	7.7%
107	2	1,110	1046	94.2%	18	1.6%	0	0.0%	0	0.0%	0	0.0%	1.6%	4.8%
107	1	666	652	97.9%	0	0.0%	0	0.0%	0	0.0%	6	0.9%	0.9%	18.8%
108	1	1,007	998	99.1%	0	0.0%	0	0.0%	0	0.0%	9	0.9%	0.9%	9.1%
108	2	799	700	87.6%	0	0.0%	0	0.0%	0	0.0%	63	7.9%	7.9%	13.4%
108	3	833	819	98.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	2.0%
108	4	2,244	2010	89.6%	58	2.6%	0	0.0%	0	0.0%	99	4.4%	7.0%	0.9%
109	2	1,244	1075	86.4%	93	7.5%	0	0.0%	0	0.0%	40	3.2%	10.7%	9.6%
109	1	932	899	96.5%	4	0.4%	0	0.0%	0	0.0%	10	1.1%	1.5%	8.4%
137	2	1,960	1480	75.5%	275	14.0%	182	9.3%	0	0.0%	22	1.1%	24.4%	15.5%
137	3	1,055	969	91.8%	18	1.7%	51	4.8%	0	0.0%	17	1.6%	8.2%	16.9%
137	4	891	876	98.3%	15	1.7%	0	0.0%	0	0.0%	0	0.0%	1.7%	4.8%
137	1	1,024	707	69.0%	136	13.3%	98	9.6%	0	0.0%	16	1.6%	24.4%	24.3%
138	2	797	744	93.4%	35	4.4%	0	0.0%	12	1.5%	0	0.0%	5.9%	5.6%
138	1	1,437	1294	90.0%	84	5.8%	5	0.3%	0	0.0%	9	0.6%	6.8%	5.6%
139	1	1,871	1697	90.7%	53	2.8%	0	0.0%	0	0.0%	13	0.7%	3.5%	15.3%
139	2	1,067	887	83.1%	111	10.4%	10	0.9%	0	0.0%	50	4.7%	16.0%	7.4%
140	3	1,426	1096	76.9%	228	16.0%	7	0.5%	0	0.0%	40	2.8%	19.3%	22.9%
140	1	1,611	1330	82.6%	12	0.7%	69	4.3%	0	0.0%	130	8.1%	13.1%	9.0%
140	2	868	775	89.3%	0	0.0%	0	0.0%	0	0.0%	62	7.1%	7.1%	23.5%
142	3	1,267	1141	90.1%	65	5.1%	0	0.0%	0	0.0%	30	2.4%	7.5%	14.4%
142	1	1,074	916	85.3%	56	5.2%	54	5.0%	0	0.0%	0	0.0%	10.2%	10.3%
142	2	1,512	1218	80.6%	31	2.1%	8	0.5%	0	0.0%	121	8.0%	10.6%	14.7%
143	2	569	495	87.0%	16	2.8%	19	3.3%	0	0.0%	15	2.6%	8.8%	25.0%

Table 6.2-9 (cont'd)
Environmental Justice Study Area Race and Ethnicity and Poverty

Census Tract	Block Group	2010-2014 Total Population	Race and Ethnicity*										Total Minority (%)	Poverty Status (%)
			White	%	Black	%	Asian	%	Other	%	Hispanic	%		
143	3	1,091	979	89.7%	40	3.7%	0	0.0%	0	0.0%	53	4.9%	8.5%	11.0%
143	1	1,391	1264	90.9%	28	2.0%	0	0.0%	0	0.0%	66	4.7%	6.8%	18.9%
144	1	836	824	98.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0.0%	6.1%
144	3	819	745	91.0%	66	8.1%	0	0.0%	0	0.0%	0	0.0%	8.1%	6.8%
144	2	635	547	86.1%	45	7.1%	43	6.8%	0	0.0%	0	0.0%	13.9%	15.9%
145	2	1,871	1772	94.7%	4	0.2%	45	2.4%	0	0.0%	50	2.7%	5.3%	4.7%
145	1	2,006	1688	84.1%	121	6.0%	112	5.6%	0	0.0%	57	2.8%	14.5%	6.3%
146	2	773	582	75.3%	75	9.7%	19	2.5%	0	0.0%	12	1.6%	13.7%	5.7%
146	1	2,583	1462	56.6%	585	22.6%	208	8.1%	0	0.0%	174	6.7%	37.4%	18.2%
146	4	996	734	73.7%	15	1.5%	220	22.1%	0	0.0%	18	1.8%	25.4%	5.9%
146	3	903	833	92.2%	24	2.7%	21	2.3%	0	0.0%	25	2.8%	7.8%	12.7%
147	5	1,217	1016	83.5%	27	2.2%	96	7.9%	0	0.0%	78	6.4%	16.5%	5.8%
147	3	1,182	746	63.1%	293	24.8%	143	12.1%	0	0.0%	0	0.0%	36.9%	5.5%
147	1	872	731	83.8%	26	3.0%	0	0.0%	0	0.0%	98	11.2%	14.2%	1.1%
147	2	1,509	1104	73.2%	142	9.4%	64	4.2%	12	0.8%	40	2.7%	17.1%	0.9%
147	4	1,202	1014	84.4%	58	4.8%	87	7.2%	0	0.0%	0	0.0%	12.1%	5.6%
148	3	910	844	92.7%	20	2.2%	7	0.8%	0	0.0%	6	0.7%	3.6%	2.7%
148	2	1,435	1351	94.1%	9	0.6%	32	2.2%	8	0.6%	24	1.7%	5.1%	2.0%
148	1	678	634	93.5%	34	5.0%	10	1.5%	0	0.0%	0	0.0%	6.5%	5.5%
149	1	2,308	1744	75.6%	319	13.8%	142	6.2%	0	0.0%	63	2.7%	22.7%	6.7%
161	1	2,527	1869	74.0%	127	5.0%	272	10.8%	0	0.0%	195	7.7%	23.5%	5.2%
Environmental Justice Study Area		208,385	129,346	62.1%	44,744	21.5%	11,321	5.4%	515	0.2%	13,624	6.5%	33.7%	28.0%
City of Syracuse		144,648	74,890	51.8%	41,299	28.6%	9,234	6.4%	483	0.3%	11,636	8.0%	43.3%	35.0%

Notes:

The study area for the environmental justice analysis includes census block groups with the study area that was used for outreach to LEP individuals (see Chapter 9, Agency Coordination and Public Outreach) .

Bold/shading indicates exceedance of minority or low-income threshold.

The racial and ethnic categories provided are further defined as: White (White alone, not Hispanic or Latino); Black (Black or African American alone, not Hispanic or Latino); Asian (Asian alone, not Hispanic or Latino); Other (American Indian and Alaska Native alone, not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino; Some other race alone, not Hispanic or Latino; Two or more races, not Hispanic or Latino); Hispanic (Hispanic or Latino; Persons of Hispanic origin may be of any race).

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

populations that meaningfully exceed the percentage of the overall population that is below poverty level in the City of Syracuse (35.0 percent). These 55 block groups have low-income population percentages that exceed 40 percent. Therefore, 55 of the environmental justice study area's block groups are considered low-income communities. Of these, 38 are also considered minority communities (see above). As with the locations of the minority communities, the low-income communities are also concentrated in the center of the City of Syracuse and overlap with the I-81 Viaduct and I-481 South Study Areas (see **Figure 6.2-10 and Figure 6.2-11**). No low-income communities were identified in the I-481 North and I-481 East Study Areas.

6.2.3.2 NO BUILD ALTERNATIVE

The No Build Alternative would maintain the highway in its existing configuration with only routine maintenance and minor repairs. The No Build Alternative would not change I-81 or roadways within the project limits and would not change existing conditions for elderly individuals, individuals with disabilities, transit-dependent individuals, pedestrians, bicyclists, and environmental justice populations. However, these populations would not realize any benefits that could be achieved by the build alternatives, such as enhanced safety and mobility, pedestrian amenities, and streetscape elements that comply with NYSDOT design standards and provisions of the Americans with Disabilities Act (ADA).

6.2.3.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES

The Viaduct Alternative would reconstruct I-81, I-690, and some local roadways in the project limits. Elderly individuals and individuals with disabilities would benefit from the safety and mobility improvements included in the Viaduct Alternative, such as ADA-compliant facilities in areas where they currently do not exist or are inadequate. The Viaduct Alternative would also provide pedestrian amenities in compliance with NYSDOT design standards and provisions of the Americans with Disabilities Act (ADA). At the same time, the Viaduct Alternative may result in temporary nuisances during construction that could affect the elderly and individuals with disabilities, including changes in traffic circulation, removal of parking beneath the viaduct, and periodic restrictions on local vehicular, pedestrian, and bicycle access on streets that cross under or over the highway. These temporary effects would limited in frequency and duration to the extent practicable. Furthermore, such closures would be communicated to affected communities through the overall construction communications protocol (see **Chapter 4, Construction Means and Methods**).

TRANSIT-DEPENDENT INDIVIDUALS, PEDESTRIANS, AND BICYCLISTS

The following two project objectives (see **Chapter 1, Introduction**) aim to maintain or improve conditions for transit-dependent populations, pedestrians, and bicyclists:

- Maintain or enhance the vehicular, pedestrian, and bicycle connections in the local street network within the project limits to allow for connectivity between neighborhoods, the downtown business district, and other key destinations; and
- Maintain access to existing local bus service and enhance transit amenities within and adjacent to the I-81 viaduct project limits.

To meet the first of these two objectives, the Viaduct Alternative would implement bicycle and pedestrian operational improvements, which would not be in place under the No Build Alternative. The rebuilt streets would be designed in compliance with New York State complete streets requirements, and efforts would be made to create a distinctive identity through design that provides elements of a unified appearance and includes measures to improve safety. Special pavements, planting areas, medians, pedestrian refuge areas, site furnishings, and green infrastructure would be considered. Local street improvements would include pedestrian and bicycle safety and connectivity enhancements in the viaduct priority area, such as distinctive pavement markings, materials, and/or color to define space for bicyclists and pedestrians and promote driver awareness; synchronized signals to facilitate pedestrian crossings while encouraging bicycle use; bollards and traffic islands to provide protection and safe refuge for pedestrians; and "bump-outs," or extensions, of the sidewalk corners, to narrow the roadway crossing distance for pedestrians. Newly created bicycle facilities along Almond Street would connect to existing bicycle facilities at Water Street and East Genesee Street (Connective Corridor) and allow future connections to bicycle facilities identified in the Syracuse Bicycle Plan at Burnet Avenue, Burt Street, and MLK, Jr. East.

To meet the second of these two objectives, NYSDOT would incorporate transit amenities within the project limits of the Viaduct Alternative. Coordination with Centro will continue on potential street improvements (transit amenities, such as bus stops and shelters, bus turnouts, and layover and turnaround places) in the project limits to enhance transit accessibility and support Centro's transit initiatives.

The Viaduct Alternative may result in temporary nuisances during construction that could affect transit-dependent users, pedestrians, and bicyclists, including changes in traffic circulation, removal of parking beneath the viaduct, and periodic restrictions on local vehicular, pedestrian, and bicycle traffic on streets that cross under or over the highway. Should temporary bus detours be needed, NYSDOT and/or its Contractor would coordinate the diversions with Centro, and there would be a campaign to communicate these changes with transit riders.

MINORITY AND LOW-INCOME POPULATIONS / ENVIRONMENTAL JUSTICE COMMUNITIES

Assessment of Disproportionately High and Adverse Effects

As discussed throughout this DDR/Draft EIS, the Viaduct Alternative would result in adverse effects. A summary of those effects and the potential for disproportionately high and adverse effects on environmental justice populations is provided below.

- **Construction Effects.** Temporary, adverse construction effects related to traffic and noise are anticipated to occur. Construction activities would include measures to minimize these effects to the extent practicable (see **Chapter 4, Construction Means and Methods**).

  Temporary lane, road, and intersection closures and associated rerouting of traffic would be likely during construction. Much of the existing and proposed I-81 viaduct where this roadwork would take place is within environmental justice communities, and as such, residents in these communities could experience temporary inconveniences by having to use detours from their normal travel patterns. Temporary traffic increases could also occur in areas where vehicles are diverted due to construction work. Lane closures on I-81 would be conducted during the off-peak to minimize traffic effects. Delivery of materials would predominantly be performed utilizing city streets and work zone access routes. These routes may also pass through environmental justice communities, but a maintenance and protection of traffic (MPT) plan would be in place to direct construction vehicles away from residential streets, to the extent practicable.

  The Viaduct Alternative could result in temporary effects to business access during construction, which may require mitigation (e.g., signing, detours). While temporary easements may be required, additional acquisitions for construction are not anticipated. The Contractor would maintain a point of access to businesses unless it is infeasible and/or impractical. The Contractor will prepare a traffic management plan that will mitigate traffic impacts during construction to the extent feasible and practical and identify measures to communicate with business owners and the public regarding detours and other pertinent traffic information during construction (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**). Bus routes would also likely be affected by temporary road closures, which would be coordinated with Centro to minimize disruption to its customers.

  As discussed in **Chapter 4, Construction Means and Methods**, in an effort to minimize the total duration of construction, an aggressive construction schedule has been established for the Viaduct Alternative, with total construction duration of approximately six years. The Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the six-year construction period. It is anticipated that this plan would include outreach to environmental justice and other communities that would be affected by the temporary construction nuisances (see **Chapter 4, Construction Means and Methods**).

  A small portion of Wilson Park, which is located within an environmental justice community, would be temporarily closed during construction for more than six months, but the remainder of the park would still be usable. The park would be fully returned to recreational use upon the completion of construction.

  Overall, it is anticipated that construction activities would result in adverse effects for business and residents in the I-81 Viaduct Study Area. The effects would be most noticeable nearest I-81 and I-690. Although there are environmental justice communities throughout the I-81 Viaduct Study Area, the effects of construction would not be

considered disproportionately high since these effects would be experienced by the community at-large.

- **Land Acquisition and Displacement.** The Viaduct Alternative would result in the displacement of approximately 26 residential units (49 residents) and 38 businesses (622 employees) in the City of Syracuse. All of the residential displacements, which are located on one parcel in one block group (Census Tract 23 Block Group 2), would occur in a non-minority and non-low-income community. Twenty-eight (28) of the business displacements, comprising 418 employees, would occur in environmental justice communities (i.e., Census Tract 32 Block Groups 1 and 2) and 10 business displacements, comprising 204 employees, would occur in non-environmental justice communities (i.e., Census Tract 21.01 Block Group 2 and Census Tract 23 Block Group 2).[1] The displacements would be undertaken pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the New York State Eminent Domain Procedure Law (EDPL), which protect the rights of property owners and tenants; relocation resources are available to all residential and business relocates without discrimination. Adequate housing and commercial space exists within the general project vicinity such that the displaced residents and businesses could relocate in close proximity to their existing locations. Therefore, the proposed displacements are not expected to result in disproportionately high and adverse effects on environmental justice populations.
- **Historic and Cultural Resources.** The Viaduct Alternative would constitute an adverse effect to historic properties. Proposed measures to mitigate the adverse effect of the Project on historic properties are outlined in a Draft Section 106 Memorandum of Agreement (MOA) for this Project, included as **Appendix E** of this document, and are discussed in **Section 6.4.1, "Historic and Cultural Resources."** The affected historic buildings are available to the general public and are not specific to any particular race, ethnic group, or income category; therefore, there would be no disproportionately high and adverse effect to environmental justice populations as a result of the adverse effect to historic properties.
- **Parks and Recreational Resources.** While the Viaduct Alternative may result in increased shadows on a small section of Wilson Park (which is located within an environmental justice community), this would not constitute an adverse effect and no disproportionately high and adverse effects on environmental justice populations would occur.
- **Visual and Aesthetic Considerations.** The Viaduct Alternative would result in both adverse and beneficial visual effects. The replacement viaduct under the Viaduct Alternative would be built higher than the existing viaduct, and thus, would be more visible from the surrounding area. Adverse visual effects are anticipated at 11 (or

[1] FHWA guidance on relocation impacts specifically advises that when there are only a small number of displacements, information on race, ethnicity, and income level should not be included to protect the privacy of those affected (FHWA Technical Advisory T 6640.8A, October 30, 1987, Guidance for Preparing and Processing Environmental and Section 4(F) Documents).

approximately 42 percent) of the 26 viewpoints selected for analysis. Factors contributing to these adverse effects include the introduction of infrastructure where it does not currently exist, the obstruction of current views as a result of the alternative, the increased scale of project components, and the removal of buildings and/or other existing features. Effects at 10 (or approximately 38 percent) of the viewpoints are anticipated to be relatively neutral with changes in conditions similar to existing character. Effects at 5 (or approximately 19 percent) of the viewpoints would be beneficial as a result of the alternative. Beneficial effects would result from streetscaping enhancements on affected surface streets and replacement of aging and deteriorated infrastructure.

As discussed in **Section 6.4.3, Visual Resources and Aesthetic Considerations,** the most substantial adverse effects are anticipated to occur in the Franklin Square neighborhood resulting from the construction of the new flyover ramps at the I-81/I-690 interchange, which is not within an environmental justice community. Of the adverse effects, 7 viewpoints would be located within environmental justice communities and are associated with increased massing of viaduct infrastructure from improvements at the I-81/I-690 interchange or increased width of the I-81 viaduct, as well as removal of vegetation that would increase visibility of the viaduct.

Adverse visual effects would be experienced from viewpoints in both environmental justice communities and non-minority and non-low-income areas and would not constitute a disproportionately high and adverse effect on environmental justice populations.

- **Air Quality:** The Viaduct Alternative would not result in significant adverse effects on air quality, and violations of the National Ambient Air Quality Standards (NAAQS) would not occur. Screening analyses were performed to determine whether carbon monoxide (CO) or particulate matter (PM) microscale analyses are warranted, and it was found that these analyses are not required. However, in response to public concern, a PM microscale analysis was performed, with three analysis sites located within environmental justice communities. At the analysis locations, PM concentrations were below the NAAQS and were not substantially higher than concentrations projected under the No Build Alternative. Therefore, there would be no disproportionately high and adverse effects to environmental justice populations with respect to air quality.
- **Noise:** As discussed in **Section 6.4.6, Noise**, under the Viaduct Alternative, traffic noise levels would exceed established Noise Abatement Criteria (NAC) at 764 out of the 2,240 receiver sites evaluated throughout the study area, which constitutes a traffic noise impact. Exceedances would generally occur in close proximity to I-81 and I-690, including at 318 receivers within environmental justice communities. However, existing noise levels at 696 of the receivers evaluated exceed the NACs and the Viaduct Alternative would not substantially increase the noise levels at 690 of these receivers (i.e., levels would be within 0 to 3 dBA of existing levels, which is considered barely perceptible). At six (6) receivers, noise impacts would be substantial (i.e., an increase of 6 dB(A) or more), primarily within close proximity to I-81 and I-690. Five of these locations are within environmental justice communities along Burnette Avenue, East

Fayette Street, and Monroe Street. The noise impacts are widespread throughout the Project Area, and would not result in disproportionately high and adverse effects on environmental justice populations.

- Hazardous Wastes and Contaminated Materials. As discussed in Section 6.4.10, while there is potential for exposure to subsurface contamination during the construction period, abatement is proposed to mitigate these effects. The Viaduct Alternative would not result in disproportionately high and adverse effects to environmental justice populations related to contaminated materials.

As described above, the Viaduct Alternative would not result in disproportionately high and adverse effects to environmental justice populations.

Coordination

Public involvement activities have included specific efforts to reach out to and gain input from environmental justice communities. Please refer to **Chapter 9, Agency Involvement and Public Outreach** for further details.

6.2.3.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES

The Community Grid Alternative would demolish the existing I-81 viaduct; implement operational and safety improvements along other existing sections of I-81; reconstruct I-690, add auxiliary lanes, and make interchange modifications on I-481; and reconstruct or enhance some local roadways in the project limits. Elderly and disabled populations would benefit from the safety and mobility improvements included in the Community Grid Alternative, such as:

- Transit amenities that are being coordinated with Centro. NYSDOT has and will continue to coordinate with Centro on potential street improvements (transit amenities such bus stops and shelters, bus turnouts, and layover and turnaround places) within the project limits to enhance and support access to Centro's transit initiatives;
- New or reconstructed sidewalks and crosswalks built to NYSDOT and ADA standards. For example, widened or continuous sidewalks would be provided along Almond Street, Genesee Street, and the east side of West Street. The Butternut Street Overpass would also be reconstructed to include wider sidewalks on both sides; and
- ADA-compliant facilities in areas where they currently do not exist or are inadequate. For example, at the new I-690 Interchange at North Crouse and Irving Avenues, sidewalk ramps would be reconstructed to meet accessibility standards.

The Community Grid Alternative may also result in temporary adverse construction effects, which would be minimized, as appropriate.

TRANSIT-DEPENDENT INDIVIDUALS, PEDESTRIANS, AND BICYCLISTS

The Community Grid Alternative includes new sidewalks and other pedestrian and bicycle infrastructure to improve connectivity between existing multi-use paths in the project limits (see also **Chapter 3, Alternatives**). Streets would be designed in compliance with New York State complete streets requirements through the use of a unified design and measures to improve safety. Special pavements, planting areas, medians, pedestrian refuge areas, site furnishings, and green infrastructure would be considered. Local street improvements would include pedestrian and bicycle safety and connectivity enhancements, such as:

- Distinctive pavement markings, materials, and/or color to define space for bicyclists and pedestrians and promote driver awareness;
- Signals to facilitate pedestrian crossings;
- Bollards and traffic islands to provide safe refuge for pedestrians; and
- "Bump-outs," or extensions, of the sidewalk corners to narrow roadway crossing distance for pedestrians.

Transit amenities, such bus stops and shelters, bus turnouts, and layover and turnaround places, would be incorporated as needed within the project limits for the Community Grid Alternative. Coordination with Centro will continue on potential street improvements to enhance transit accessibility and support Centro's transit initiatives.

The construction duration for the Community Grid Alternative would be an estimated five years, including work on the new route (i.e., I-481) to carry I-81. The Community Grid Alternative may also result in temporary adverse construction effects, which would be minimized, as appropriate. Should the Contractor need to restrict pedestrian or bicycle access through the construction zone, he/she would be required to provide a detour route if feasible. Should transit detours be required during construction, NYSDOT and/or the Contractor would coordinate detours with Centro and properly communicate service changes with Centro's customers.

MINORITY AND LOW-INCOME POPULATIONS / ENVIRONMENTAL JUSTICE COMMUNITIES

Assessment of Disproportionately High and Adverse Effects

As discussed throughout this DDR/Draft EIS, the Community Grid Alternative would result in certain adverse effects. A summary of those effects and the potential for disproportionately high and adverse effects on environmental justice populations is provided below. A summary of outreach and coordination with environmental justice communities is provided in **Chapter 9, Agency Coordination and Public Outreach**.

- **Construction Effects.** Potential temporary, adverse construction effects related to traffic, air quality, and noise would occur. Construction activities would include measures to minimize these effects to the extent practicable (see **Chapter 4, Construction Means and Methods**). Temporary lane, road, and intersection closures and associated rerouting of traffic would be likely during construction. In an effort to minimize the total duration

of construction, an aggressive construction schedule has been established for the Community Grid Alternative, with a total construction duration of approximately five years. While temporary easements may be required, there would be no additional acquisitions for construction. The Contractor would maintain a point of access to businesses unless it is infeasible and/or impractical. The Contractor will prepare a traffic management plan that will mitigate traffic impacts during construction to the extent feasible and practical and identify measures to communicate with business owners and the public regarding detours and other pertinent traffic information during construction (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**). Bus routes would also likely be affected by temporary road closures, which would be coordinated with Centro to minimize disruption to its customers.

As discussed in **Chapter 4**, **Construction Means and Methods** the Contractor would be required to prepare an approved communication/outreach plan for implementation throughout the five-year construction period. This plan would include outreach to environmental justice and other communities that are affected by construction activities (see **Chapter 4, Construction Means and Methods)**.

Overall, it is anticipated that construction activities would result in adverse effects for business and residents in the I-81 Viaduct Study Area. The effects would be most noticeable nearest I-81 and I-690. Although there are environmental justice communities throughout the I-81 Viaduct Study Area, the effects of construction would not be considered disproportionately high since these effects would be experienced by the community at-large.

- **Land Acquisition and Displacement.** The Community Grid Alternative would result in displacement that would be limited to the I-81 Viaduct Study Area. Five commercial buildings with eight tenant businesses and an estimated 83 employees would be displaced. The Community Grid Alternative would not result in the displacement of any residents. One of the commercial building displacements, comprising three businesses with 41 employees, is in a non-minority and non-low-income community (i.e., Census Tract 23 Block Group 2), and the remaining four commercial building displacements, comprising five businesses with 42 employees, is in minority or low-income areas (i.e., Census Tract 30 Block Group 2, Census Tract 34 Block Group 1, and Census Tract 43.01 Block Group 1)[2]. The displacements would be undertaken pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the New York State Eminent Domain Procedure Law (EDPL), which protect the rights of property owners and tenants; relocation resources are available to all residential and business relocates without discrimination. Adequate commercial space exists within the general project vicinity such that the displaced businesses could relocate in close

[2] FHWA guidance on relocation impacts specifically advises that when there are only a small number of displacements, information on race, ethnicity, and income level should not be included to protect the privacy of those affected. (FHWA Technical Advisory T 6640.8A, October 30, 1987, Guidance for Preparing and Processing Environmental and Section 4(F) Documents.)

proximity to their existing locations. Therefore, the proposed displacement is not expected to result in disproportionately high and adverse effects on environmental justice populations.

- **Historic and Cultural Resources.** The Community Grid Alternative would constitute an adverse effect to historic properties. Proposed measures to mitigate the adverse effect of the Project on historic properties are outlined in a Draft Section 106 Memorandum of Agreement (MOA) for this Project, included as **Appendix E** of this document, and are discussed in **Section 6.4.1, Historic and Cultural Resources.** The affected historic buildings are available to the general public and are not specific to any particular race, ethnic group, or income category; therefore, there would be no disproportionately high and adverse effects to environmental justice populations as a result of the adverse effect to historic properties.
- **Visual and Aesthetic Considerations.** The Community Grid Alternative would result in both adverse and beneficial visual effects. The Community Grid Alternative would result in adverse visual effects at 3 locations (or approximately 11 percent) of the 26 viewpoints selected for analysis due to the construction of two new ramps at the I-81/I-690 interchange. None of these viewpoints are located in minority and low-income block groups.

  Effects at 3 (or approximately 11 percent) of the viewpoints are anticipated to be relatively neutral with changes in conditions similar to existing character. Effects at 20 (or approximately 77 percent) of the viewpoints would be beneficial, as a result of the removal of elevated structures, creation of extended views to surrounding areas, daylighting of areas previously cast in the shadows of the I-81 viaduct, streetscaping enhancements on affected streets, and removal or replacement of existing infrastructure that results in improved aesthetics.

  The Community Grid Alternative would not result in disproportionately high and adverse effects on environmental justice populations related to visual effects.
- **Air Quality:** The Community Grid Alternative would not result in significant adverse effects on air quality, and violations of the NAAQS would not occur. Screening analyses were performed to determine whether carbon monoxide (CO) or particulate matter (PM) microscale analyses are warranted, and it was found that these analyses are not required. However, a PM microscale analysis was performed to assess potential PM concentrations at sensitive receptors, with three analysis sites located within environmental justice communities. At the analysis locations, PM concentrations were below the NAAQS and were not substantially higher than concentrations projected under the No Build Alternative. Therefore, there would be no disproportionately high and adverse effects to environmental justice populations with respect to air quality.
- **Noise:** As discussed in **Section 6.4.6, Noise**, under the Community Grid Alternative, traffic noise levels would exceed established NACs at 679 out of the 2,240 receiver sites evaluated throughout the study areas, which constitutes a traffic noise impact. Exceedances would generally occur in close proximity to I-81, I-690, and I-481, including at 206 receivers within environmental justice communities. However, existing

noise levels at 696 of the receivers evaluated exceed the NACs and the Community Grid Alternative would not substantially increase the noise levels at 667 of these receivers (i.e., levels would be within 0 to 3 dBA of existing levels, which is considered barely perceptible). At 12 receivers, noise impacts would be substantial (i.e., equal to or greater than 6 dBA increase). Two of these locations are located outside of environmental justice communities in the I-481 North Study Area, with the remaining 10 locations within environmental justice communities near Downtown Syracuse in the I-81 Viaduct Study Area. The noise impacts are widespread throughout the study areas, and would not result in disproportionately high and adverse effects on environmental justice populations.

- **Hazardous Wastes and Contaminated Materials.** As discussed in Section 6.4.10, while there is potential for exposure to subsurface contamination during the construction period, abatement is proposed to mitigate these effects. The Community Grid Alternative would not result in disproportionately high and adverse effects to environmental justice populations related to contaminated materials.

As described above, the Community Grid Alternative would not result in disproportionately high and adverse effects to environmental justice populations.

Coordination

Public involvement activities have included specific efforts to reach out to and gain input from environmental justice communities. Please refer to **Chapter 9, Agency Involvement and Public Outreach** for further details.

SECTION 6.2.4
SCHOOLS AND PLACES OF WORSHIP

This section describes potential effects of the project alternatives on schools or places of worship. To identify schools and places of worship in the Project Area, information was compiled through field reconnaissance, internet research, and geographic information systems (GIS) databases for Onondaga County.

6.2.4.1 AFFECTED ENVIRONMENT

PUBLIC SCHOOLS

The I-81 Viaduct Study Area is located in the Syracuse City School District. Three of the district's schools are located within the I-81 Viaduct Study Area. No schools were identified in the I-481 North, South, or East Study Areas. As such, this section relates solely to the I-81 Viaduct Study Area.

- **The Institute of Technology at Central.** The Institute of Technology at Central, a public high school operated by the Syracuse City School District, is located at 258 Adams Street to the east of I-81 in the Southside. The school has an enrollment of approximately 420 students. Students within 1.5 miles of the school are responsible for their own transportation and many walk or ride a bicycle. Adams Street and most roads within the 1.5-mile radius have sidewalks, although pedestrian connections from areas east of I-81 are poor and safety is a concern due to wide crossings, poor visibility, and modal conflicts on surface roadways beneath the existing I-81 viaduct. No bicycle lanes or cycle tracks serve the high school. Students who live more than 1.5 miles from the school receive free transportation by school bus.
- **Dr. King Elementary School.** Dr. King Elementary School is a public pre-kindergarten to fifth grade elementary school operated by the Syracuse City School District. Located at 416 East Raynor Street, the school is adjacent to I-81 in Southside. Enrollment is approximately 650 students.

  Students within 1.5 miles of the school are responsible for their own transportation, and many walk. Most roads north, south, and west of the school have sidewalks. Pedestrian connections to the east are poor and run under the existing viaduct. No bicycle lanes or cycle tracks serve the school. Students who live more than 1.5 miles from the school receive free transportation by school bus.
- **Dr. Weeks Elementary School.** Dr. Weeks Elementary School is a public pre-kindergarten to fifth grade elementary school operated by the Syracuse City School District. Located at 710 Hawley Avenue, the school is north of I-690 in the Lincoln Hill neighborhood. The school has a total enrollment of approximately 740 students.

  Pedestrian connections are prevalent, with sidewalks along all local streets in all directions; a protective grass buffer area separates the sidewalks from the roadways. No

bicycle lanes are present. Students who live more than 1.5 miles from the school receive free transportation by school bus.

Enrollment at the three schools within the I-81 Viaduct Study Area has increased since 2000. Dr. King and Dr. Weeks elementary schools, which are neighborhood schools, experienced enrollment increases of 107 and 142 students, respectively, up 20 percent between 2000 and 2015.[3] The Institute of Technology at Central is not a neighborhood school and accepts students from throughout the City. Overall enrollment throughout the Syracuse City School District was down approximately 2,200 students (-10.3 percent) for this time period, with decreases of enrollment in all elementary grades (kindergarten through sixth grade).

PRIVATE SCHOOLS, COLLEGES AND UNIVERSITIES

Several private schools, colleges and universities are located within the I-81 Viaduct Study Area. No schools were identified in the I-481 North, South, or East Study Areas. As such, this section relates solely to the I-81 Viaduct Study Area.

- **The Central Academy at Pompeii** is a private pre-kindergarten to sixth grade Catholic elementary school with approximately 120 students. The school is located east of I-81 and north of I-690 at 923 North McBride Street in the Northside neighborhood.
- **Syracuse University** is a private university comprised of 14 schools and colleges. Total enrollment as of fall 2015 was 21,789, which included 14,566 full-time undergraduate, 630 part-time undergraduate, 4,765 full-time graduate and law school, and 1,828 part-time graduate and law school students. The University employs 3,205 full-time and 310 part-time faculty and staff. The Main Campus, portions of which fall within the I-81 Viaduct Study Area, has 18 residence halls with approximately 6,000 beds, 1,900 of which are located within the I-81 Viaduct Study Area.

  The university is accessible from most City of Syracuse neighborhoods by local streets from all directions including East Adams and Harrison Street from the west, East Genesee and Euclid Avenues from the east, South Crouse and University Avenues from the north, and Comstock Avenue from the south. Primary access from points further to the north and south is from I-81 via Exit 18, East Adams Street. Cars use Harrison Street to gain access to I-81 upon departure. Pedestrian activity of students and faculty of the University primarily occurs on and around the Main Campus. Pedestrian connections within the university are prevalent with sidewalks provided on all local streets and within pedestrian only areas of campus. Signaled crosswalks are also provided at many intersections. Little pedestrian movement occurs from the University under I-81 into Downtown.

  The Connective Corridor, a portion of which includes a separated bike lane along University Avenue, provides bicycle connections between the University and Downtown's Armory Square. Other bicycle amenities that serve the University area

[3] New York State Department of Education, August, 2016

include bike lanes along Waverly Avenue, and Comstock and Euclid Avenues just outside of the I-81 Viaduct Study Area.

- **State University of New York (SUNY) Upstate Medical University** (Upstate) includes four colleges – Medicine, Nursing, Health Professions and Graduate Studies (biomedical sciences) – and had a total enrollment of 1,481 in 2015, including 1,242 full-time and 239 part-time students, an increase of 30 percent since 2006.[4] The medical center is also the Region's largest employer with nearly 9,500 employees, the majority of whom work within the I-81 Viaduct Study Area.

  Upstate's Downtown Campus abuts I-81 with facilities located on both the east and west sides of the interstate. To the east of I-81 and abutting Almond Street and I-81 is Upstate Medical University Hospital and Upstate Cancer Center at 750 East Adams Street, and a large parking garage. Other facilities include Upstate Golisano Children's Hospital at 1 Childrens Circle (corner of East Adams Street and Irving Avenue), and Upstate School of Nursing at 545 Cedar Street. The Richard H. Hutchings Psychiatric Center, at 620 Madison Avenue one block North of Upstate's parking structure is also a site for the adult residency program of Upstate's Department of Psychiatry. To the west of I-81 is Upstate Specialty Services Center at 550 Harrison Avenue and Upstate Health Care Center at 90 Presidential Plaza. According to discussions with local stakeholders, many students reside in apartment buildings close to Upstate to the west and east of I-81.

  Staff and students access the majority of Upstate's facilities from East Adams and Harrison Street. Both streets are accessible by car to and from the north and south via I-81 exit 18. Parking is provided in numerous structured and surface lots, many of which abut Almond Street and I-81. Pedestrian conditions east of I-81 are prevalent, with sidewalks along all local streets in all directions. Pedestrian conditions west of I-81 are present on most local streets, except along Almond Street. No bicycle lanes are present on either side of I-81.

  Pedestrian and bicycle conditions between Upstate's campus facilities east and west of I-81 are poor. Both East Adams and Harrison Street each provide only one signaled crosswalk with Almond Street and/or I-81 exit ramps. At each intersection, pedestrians must cross 6 to 8 lanes of traffic. There is no crossing provided on the north side of either roadway. No bicycle lanes are present.

PLACES OF WORSHIP

Twenty-eight (28) places of worship were identified within the I-81 Viaduct Study Area, including many denominations of Christian faith, a number of synagogues, and other religious affiliations (see **Table 6.2-10**). Many of these religious facilities include parking and most are in neighborhoods with sidewalks offering pedestrian access. No places of worship were identified in the I-481 North, South, or East Study Areas. As such, this section relates solely to the I-81 Viaduct Study Area.

[4] http://www.upstate.edu/about/

Table 6.2-10
Places of Worship within the I-81 Viaduct Study Area

Community Facility	Location	Description/Notes
Assumption Church	812 N. Salina St. Syracuse, NY	Located in Northern Neighborhoods Subarea. (Subareas are defined in Section 6.2.1 Land Use.)
Christian Life Assembly UPC	1025 N. Townsend St. Syracuse, NY	Multicultural Christian worship center.
Our Lady of Pompei Church	301 Ash St. Syracuse, NY	Located near both Assumption Church and Christian Life Assembly UPC north of viaduct.
Presbytery of Cayuga-Syracuse	731 James St. Syracuse, NY	Located in Northern Neighborhoods Subarea
River of Life Church	750 James St. Syracuse, NY	Church located in Hawley-Green neighborhood.
First English Lutheran Church	501 James St. Syracuse, NY	Added to the National Register of Historic Places in 1998, founded in 1879.
Rangrig Yeshe	313 E Willow St. Syracuse, NY	Tibetan Buddhist practice group.
Church of the Savior	437 James St. Syracuse, NY	Chapel with notable architecture, designed in Gothic Revival style. Part of the Episcopal Diocese of Central New York.
Immanuel Baptist Church	329 Hawley Ave. Syracuse, NY	Church on the Northside.
St. Vincent DePaul Church	342 Vine St. Syracuse, NY	Church in Lincoln Hill.
University United Methodist Church	1085 E. Genesee St. Syracuse, NY	Church located in the Near Eastside
Grace Episcopal Church	819 Madison St. Syracuse, NY	Built in 1876, the church was placed on the National Register of Historic Places in 1973.
Temple Society of Concord	910 Madison St. Syracuse, NY	One of the oldest Jewish congregations in the country, founded in 1839.
New Beth Israel	601 Irving Ave. Syracuse, NY	Messianic Jewish Synagogue located just north of Syracuse University.
Alibrandi Catholic Center	110 Walnut Place Syracuse, NY	Catholic Center on Syracuse University.
Hendricks Chapel	Syracuse University Syracuse, NY	Worship center on Syracuse University
Heavenly Vision Apostolic Church	121 Rose Ave. Syracuse, NY	Medium-sized church associated with the Pentecostal Assemblies of the World.
Church House of Levites	215 Oakwood Ave. Syracuse, NY	Study center for Levites.
Hopps Memorial CME Church	1100 S. State St. Syracuse, NY	Church located along South State Street.
Park Central Presbyterian Church	504 E Fayette St. Syracuse, NY	Downtown Syracuse church located between I-81 and Firefighter's Memorial Park.

Table 6.2-10 (cont'd)
Places of Worship within the I-81 Viaduct Study Area

Community Facility	Location	Description/Notes
Saint Paul's Episcopal Church	310 Montgomery St. Syracuse, NY	Church is on the National Register of Historic Places.
Prince of Peace Missionary	317 E. Jefferson St. Syracuse, NY	Downtown church.
Syracuse Ephphatha Parish	401 Montgomery St. Syracuse, NY	Parish for the deaf in Downtown Syracuse.
Plymouth Congregational Church	232 E. Onondaga St. Syracuse, NY	Church on the National Register of Historic Places.
Gethsemane Holiness Church	201 Gifford St. Syracuse, NY	Church just west of Downtown Syracuse.
Tucker Missionary Baptist Church	515 Oakwood Avenue Syracuse, NY	Southside church.
Gospel Temple Church of God	571 Oakwood Avenue Syracuse, NY	Southside church.
Thekchen Choling USA	128 N. Warren Street Syracuse, NY	Buddha Relic Temple in Downtown Syracuse.

Source:
City of Syracuse Police Department, City of Syracuse Fire Department, Syracuse City School District, University Hill Corporation, online research.

ACCESS TO SCHOOLS AND PLACES OF WORSHIP

Proposed local initiatives would enhance bicycle access to public schools and places of worship in many parts of Greater Syracuse. The "Syracuse Bicycle Plan 2040" recommends long-term initiatives to improve bicycle connectivity to each of the schools identified in the I-81 Viaduct Study Area; the streets in the Plan include South Salina Street, Oakwood Avenue, and MLK, Jr. East near the Dr. King Elementary School and the Institute of Technology at Central; and Burnet Avenue and Elm Street near the Dr. Weeks Elementary. These and other proposed bicycle and pedestrian enhancements would also benefit access to Upstate Medical University and Syracuse University, as well as places of worship in the I-81 Viaduct Study Area, as they would create a larger network of bicycle connections including to existing bicycle facilities, notably the Connective Corridor running between Syracuse University and Downtown.

6.2.4.2 NO BUILD ALTERNATIVE

The No Build Alternative would not change the existing access to schools, private schools, universities or places of worship. Bicycle and pedestrian improvements included in the build alternatives, including improvements to Almond Street, would not be achieved under the No Build Alternative. I-81 and Almond Street have been identified in various studies as hindrances to improving pedestrian and bicycle connectivity in and around Downtown and adjacent neighborhoods, and the No Build Alternative would perpetuate these conditions.

6.2.4.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

No public schools, private schools, or universities would be acquired for the Viaduct Alternative, and no adverse permanent/operational impacts to these institutions are expected. One religious institution, the Thekchen Choling (USA) Buddha Relic Temple, located at 128 North Warren Street in a commercial building, would be acquired under the Viaduct Alternative.

Since travel patterns would not change substantively as a result of the Viaduct Alternative, sizable increases in traffic near schools, universities or places of worship would not be expected. Pedestrian and bicycle improvements, including a protected bicycle and pedestrian path along the west side of Almond Street from Fineview Place to Harrison Street; and distinctive pavement markings or materials to define space for bicyclists and pedestrians would have a positive impact on pedestrian and bicyclist safety for students and workers at Upstate Medical University and at the Dr. King Elementary School and the Institute of Technology at Central. (See **Chapter 3, Alternatives** for more information on pedestrian and bicycle enhancements.) The new southbound entrance ramp at MLK, Jr. East under the Viaduct Alternative would require closure of a driveway to the adjacent parking lot of Dr. King Elementary School, but the school's other driveway at East Raynor Avenue would remain open. Pedestrian access to the school would be improved with new crosswalks that would be installed along MLK, Jr East from Leon Street to Renwick Avenue.

CONSTRUCTION EFFECTS

Temporary lane, road and intersection closures would be likely during construction. These closures could affect access to places of worship and/or schools by rerouting the movement of cars, pedestrians, bicyclists, and public transit buses. The Contractor would maintain a point of access to places of worship and schools unless it is infeasible and/or impractical. The Contractor will prepare a traffic management plan that will mitigate traffic impacts during construction to the extent feasible and practical and identify measures to communicate with schools and places of worship regarding detours and other pertinent traffic information during construction (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**).

INDIRECT EFFECTS

As described in **Section 6.3.1, Land Acquisition, Displacement, and Relocation**, the Viaduct Alternative would displace 49 residents. However, the relocation of these residents would not substantially alter the enrollment of schools or attendance at places of worship in the I-81 Viaduct Study Area. University and private school enrollment would not be affected by population changes within such a small area since students attending these institutions come from a wide geography and must apply for admission.

As described in **Section 6.2.1, Land Use,** the Viaduct Alternative would maintain an elevated highway through the I-81 Viaduct Study Area and would be unlikely to alter existing

land use patterns, which currently includes many surface and structured parking lots abutting the highway and Almond Street. Nor is the Viaduct Alternative expected to alter development and redevelopment proposals, the majority of which are planned several blocks east and west of I-81 in Downtown and University Hill. Because increased development is not expected, additional population would not be added and would not impact schools and places of worship as a result of the Viaduct Alternative.

As described in **Chapter 5, Transportation and Engineering Considerations**, travel patterns would not change substantively under the Viaduct Alternative and would not adversely impact the accessibility or operation of public or private schools, universities or places of worship.

Thus, the Viaduct Alternative would not result in adverse indirect effects on schools or places of worship.

CUMULATIVE EFFECTS

As described above, the Viaduct Alternative would not result in adverse indirect effects on public or private schools, universities and places of worship. Enhancements to pedestrian and bicycle facilities under this alternative, in combination with other conceptualized and planned improvements by the City of Syracuse, would enhance accessibility to schools, universities and places of worship. Thus, the Viaduct Alternative would not result in adverse cumulative effects to schools and places of worship.

MITIGATION

The Viaduct Alternative would not result in adverse effects to schools; thus, mitigation is not required. One building with a religious use would be acquired—the Buddhist Relic Temple at 128 North Warren Street. The religious use is located in a structure that has been used for commercial purposes in the past, and there is space nearby that could be suitable for the religious use. The institution could be relocated, and therefore, the impact on this religious use is not considered significant.

During construction, the Contractor would undertake measures to minimize effects to the extent practicable, such as staggering construction along roadways, limiting work to specified hours, and signage and detours. These measures would help to lessen construction impacts on area schools and places of worship. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation during the six-year construction period. It is anticipated that the plan would include outreach to notify users of these facilities of construction-related impacts (e.g., lane or road closures, detours). See **Chapter 4, Construction Means and Methods**.

6.2.4.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

No schools would be acquired under the Community Grid Alternative. Pedestrian and bicycle improvements planned along Almond Street as part of the Community Grid

Alternative, including a separated 14-foot wide two-way bicycle/pedestrian path along the west side of Almond Street from MLK, Jr. East north to Adams Street, and separated 10-foot-wide sidewalks and 10-foot-wide cycle tracks on the east and west sides of Almond Street north of Adams Street (see **Chapter 3, Alternatives**) would have a positive effect on pedestrian and bicyclist safety for students, workers and patients of Upstate Medical University, and students at the Dr. King Elementary School and the Institute of Technology at Central.

Upstate Medical University is located on either side of Almond Street/I-81. The pedestrian and bicycle enhancements included in the Community Grid Alternative, including cycle tracks along both sides of Almond Street, wide sidewalks, shorter pedestrian crossing distances, improved crosswalks, and removal of visual barriers would increase pedestrian and bicyclist safety between Upstate's facilities.

The Dr. King Elementary School is located at the Community Grid Alternative's proposed new intersection between the State route and MLK, Jr. East. The new intersection would be controlled by a traffic signal or would be a roundabout. Drivers would have the option to travel east along MLK, Jr. East directly in front of the Dr. King Elementary School and through neighborhood streets toward Downtown and other destinations, resulting in a minor increase in volumes as compared to the No Build Alternative (see **Chapter 5, Transportation and Engineering Considerations**). Additional pedestrian improvements would be implemented to enhance access to the school, including new access from a bike path along the State route and a new stop-sign and crosswalk at Leon Street. The Community Grid Alternative would also relocate the State route approximately 115 feet to 175 feet farther away from the school than it would be from I-81 under the No Build Alternative.

No places of worship would be acquired under the Community Grid Alternative. Access to the facilities within the Project Area would be maintained or improved. Furthermore, these facilities would benefit from the pedestrian and bicycle features proposed under the Community Grid Alternative. Thus, the Community Grid Alternative would not adversely affect places of worship.

CONSTRUCTION EFFECTS

Temporary lane, road and intersection closures would be likely during construction. These closures could affect access to places of worship or schools by rerouting the movement of cars, pedestrians, bicyclists, and public transit buses. The Contractor would maintain a point of access to places of worship and schools unless it is infeasible and/or impractical. As part of the MPT, the Contractor will prepare a traffic management plan that will mitigate traffic impacts during construction to the extent feasible and practical and identify measures to communicate with schools and places of worship regarding detours and other pertinent traffic information during construction (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**).

INDIRECT EFFECTS

As described in **Section 6.3.1, Land Acquisition, Displacement, and Relocation**, the Community Grid Alternative would not displace residents. Changes in travel patterns or roadway operations associated with the Community Grid Alternative would also not adversely impact the accessibility or operation of schools, universities and places of worship. These buildings are located along and accessible via the local street network which would be enhanced through improved local connections in the study area under the Community Grid Alternative.

As described in **Sections 6.2.1, Land Use** and **6.2.2, Neighborhoods and Community Cohesion**, the Community Grid Alternative would result in an indirect benefit to land uses by better connecting neighborhoods and removing the elevated highway and associated noise and visual barriers. New developable parcels would result from demolition of I-81 east and west of West Street at the intersection of West Genesee Street and near the Dr. King Elementary School. Should residential development occur on these sites, school population may increase from children residing in these units. However, recent and proposed Downtown residential development has primarily been 1- and 2-bedroom units targeting smaller households, primarily students (e.g. Upstate and Syracuse University), Millennials and retirees, who are less likely to have children residing at home. This trend is likely to continue under the Community Grid Alternative. Thus, redevelopment of these parcels is likely to attract university students and workers, and unlikely to result in significant new school aged populations that would have an adverse indirect effect on schools. However, should new development attract households with school aged children, total enrollment in the Syracuse City School District has decreased since 2000 and so there is capacity to absorb new student growth. New population is also unlikely to have an adverse indirect effect of places of worship, of which there are many in the study area, and which would only be adversely impacted should large numbers of residents with a particular religious affiliation reside in new developments. Thus, the Community Grid Alternative would not result in adverse indirect effects on schools or places of worship.

CUMULATIVE EFFECTS

As discussed above, the Community Alternative would not result in adverse indirect effects on schools or places of worship. Enhancements to pedestrian and bicycle facilities under this alternative, in combination with other conceptualized and planned improvements by the City of Syracuse, would enhance accessibility to schools, universities and places of worship. Thus, the Community Grid Alternative would not result in adverse cumulative effects to schools and places of worship.

MITIGATION

The Community Grid Alternative would not result in adverse effects on schools or places of worship; thus, mitigation is not required. During construction, the Contractor would undertake measures to minimize effects to the extent practicable, such as staggering construction along roadways, limiting work to specified hours, and signage and detours. In addition, the Contractor would be required to prepare an approved communication and outreach plan for implementation during the five-year construction period. It is anticipated that the plan would include outreach to notify users of these facilities of construction-related impacts (e.g., lane or road closures, detours). See **Chapter 4, Construction Means and Methods**.