

## **SECTION 6.3**

### **ECONOMIC CONSIDERATIONS**

This section describes the potential economic effects of the Project, including the impacts of property acquisitions and potential changes in commercial activities in the Project Area. It is divided into two major sub-sections:

- Section 6.3.1, Land Acquisition, Displacement, and Relocation
- Section 6.3.2, Local and Regional Economies

## SECTION 6.3.1

### LAND ACQUISITION, DISPLACEMENT, AND RELOCATION

This section identifies the anticipated acquisition of real property required to implement the I-81 Viaduct Project and assesses the potential effects associated with displacement of residents, businesses, and other uses.

Anticipated acquisitions include:

- **Full and Partial Acquisitions:** These would occur when all or a portion of a tax parcel is transferred from existing ownership to transportation right-of-way, pursuant to applicable State and Federal regulations, thereby dissolving its current ownership and potentially requiring relocation of the existing use.
- **Temporary and Permanent Easements:** Temporary easements acquire the use or control of a piece of property for specific use(s) during a construction project, for a set or limited duration of time (usually the length of the construction contract). The owner is compensated for their inconvenience, loss of value, or loss of access on the temporary easement. A permanent easement is the acquisition of certain rights and interest to use or control a property for a designated purpose. In most cases, the property owner retains the use of the property for other functions, which do not interfere with the purpose of the easement.

A Federally funded project must adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as codified in Title 42, Sections 4601 et seq., of the United States Code, and the applicable implementing regulations set forth in Title 49, Part 24, of the Code of Regulations (collectively, “the Uniform Act”). The Uniform Act protects the rights of property owners and tenants of real property to be acquired to implement the Project. It intends to ensure that individuals do not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole, and to minimize the hardship of displacement on such persons. In New York, acquisition of real property must also adhere to the New York State Eminent Domain Procedures Law (EDPL), which seeks to establish the exclusive procedure by which property is acquired in New York State, ensure just compensation is paid, and establish opportunities for public participation in the planning of projects necessitating the exercise of eminent domain.

#### 6.3.1.1 AFFECTED ENVIRONMENT

As described in **Section 6.1.1, Introduction**, the following four study areas were identified for the Project: I-81 Viaduct Study Area, I-481 South Study Area, I-481 East Study Area, and I-481 North Study Area (see **Figure 6.1-1**).

## **METHODOLOGY**

The limits of disturbance for each alternative were used to identify those properties for which land acquisition or easements would be required for the construction and/or operation of either the Viaduct Alternative or the Community Grid Alternative. Geographic Information Systems (GIS) databases obtained from the City of Syracuse, Onondaga County, and the State of New York were used to identify and graphically depict the affected parcels (as shown in **Figures 6.3-1a and 6.3-1b and Figures 6.3-2a, 6.3-2b, and 6.3-2c**) and to obtain available parcel-level data, such as parcel square footage and area of parcel to be acquired. In addition, tax assessment and rate data were obtained from Onondaga County. Combined, the various datasets provide ownership, use, assessed values, and taxes for each property. NYSDOT follows a well-established process when it is necessary to acquire private property.

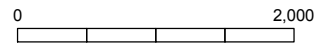
NYSDOT procedures include appraisals of each property to be acquired to determine its fair market value and the monetary damages, if any, to the remaining property. Appraisals are conducted by licensed appraisers and are prepared in conformance with the Uniform Standards of Professional Appraisal Practice (USPAP). NYSDOT's offer of compensation is based on the appraisals, which are reviewed for accuracy and content. The law requires the State to pay each property owner the fair market value, which generally is determined by the amount of money, or sale price, of comparable properties under current market conditions. Value is determined as of the date the State acquires the property.

When only a portion of a property is acquired, NYSDOT determines compensation by assessing the difference in overall market value between a parcel's current or before acquisition state and its post-acquisition state. NYSDOT attempts to ensure that there is no depreciation or minimal depreciation in the value of the remainder of the property. However, if the acquisition of a portion of the property diminishes the remaining utility (e.g., the acquisition results in an irregularly shaped, too small, or isolated property), the State's valuation will reflect the loss of this value, as well as the value of the land and structures actually acquired if NYSDOT concludes that the taking would leave an uneconomic remainder. In such instances, the property owner would be given the option to sell the remnant to the State.

If NYSDOT and the property owner cannot reach an agreement on the value of a property to be taken, the property owner is permitted to file a claim in the New York State Court of Claims. While the filing of claims is subject to a time limitation, the property owner has at least three years from the date of formal acquisition notification. If a claim is filed, a trial will be held before the Court to adjudicate the claim.

The assessment of potential effects associated with the acquisition of property accounts for the location and type of property to be acquired and is based primarily on the type of acquisition anticipated:

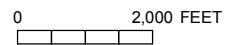
- Full acquisition would displace current owners or resident tenants and any businesses on a site, resulting in a permanent displacement effect.





Land Acquisitions: Viaduct Alternative  
I-81 Viaduct Study Area (Southern Portion)  
**Figure 6.3-1b**





## Land Acquisitions: Community Grid Alternative I-81 Viaduct Study Area (Northern Portion)



0 2,000 FEET

Land Acquisitions: Community Grid Alternative  
I-81 Viaduct Study Area (Southern Portion)  
**Figure 6.3-2b**



Land Acquisitions: Community Grid Alternative  
 I-81 East Study Area  
**Figure 6.3-2c**



- Partial acquisitions and permanent or temporary easements are assessed to determine functional viability of the remainder of the property in order to determine the scale and extent of the potential displacement effect.

In addition, the effect assessment includes an analysis of the likely change and reduction of property taxes that would accrue to all affected levels of jurisdiction (village, town, school district, and county). The assessment is based on the loss of some or all of an existing tax parcel's assessed value or on a change in tax exemption status that may occur as a result of NYSDOT's full or partial acquisition of the property.

### **AFFECTED PROPERTIES**

As shown in **Figures 6.3-1 and 6.3-2**, 200 total properties within Onondaga County would be fully or partially acquired for one or both of the project alternatives. Most of these properties are located in the City of Syracuse (194 properties), one is in the Town of DeWitt, and five are in the Town of Cicero.

#### **6.3.1.2 NO BUILD ALTERNATIVE**

The No Build Alternative would maintain the highway in its existing configuration with only routine maintenance and repairs to ensure safety of the traveling public. The No Build Alternative would not require land acquisition.

#### **6.3.1.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE**

### **PERMANENT/OPERATIONAL IMPACTS**

The Viaduct Alternative would result in the full or partial acquisition of 153 parcels, totaling 28.9 acres, in the I-81 Viaduct Study Area. These parcels include 97 properties that would be partially acquired and 56 properties that would be acquired in full. Forty-five (45) of these full and partial acquisitions are tax exempt. No acquisitions would be required in the I-481 South, East, or North Study Areas.

**Table 6.3-1** summarizes the type and extent of the identified property acquisitions. The affected properties are shown in **Figures 6.3-1a and 6.3-1b**. Of the 153 parcels, the land that would be partially or fully acquired for the alternative includes 45 vacant lots (including four with billboards); 27 surface parking lots; 22 properties with buildings that are currently in use and would be acquired; 2 properties with vacant buildings that would be acquired; and 57 unbuilt portions of properties with active uses. Of the 57 full acquisitions, 24 properties hold active commercial and industrial uses (see the "Displacement" section below) and 33 are either vacant land or surface parking. Among the full acquisitions are 413 and 415 Franklin Street north of I-690 in Franklin Square; this City-owned vacant land is bisected by Franklin Street into 4 total parcels. The western portion of these parcels includes an access path to the Onondaga Creekwalk. A City-owned parcel between Herald Place and West

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**Table 6.3-1**  
**Viaduct Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
001.2-01-01.1	2.60	CEILING RAILROAD	PARTIAL	11.3%	0.29	NO	\$300,000	\$425,000	\$33,774	-\$1,309
001.2-01-11.0	1.20	VACANT COMMERCIAL LAND	PARTIAL	5.5%	0.07	NO	\$77,400	\$77,400	\$4,261	-\$165
002.-14-01.0	1.82	VACANT COMMERCIAL LAND	PARTIAL	58.0%	1.06	NO	\$314,000	\$314,000	\$182,222	-\$7,063
002.-14-02.0	0.43	VACANT COMMERCIAL LAND	PARTIAL	38.3%	0.16	NO	\$70,000	\$70,000	\$26,811	-\$1,039
002.-14-03.0	2.80	BILLBOARD	PARTIAL	43.2%	1.21	NO	\$350,000	\$450,000	\$151,180	-\$5,860
008.-09-01.0	0.47	DISTRIBUTION FACILITY	PARTIAL	5.4%	0.03	NO	\$67,400	\$471,000	\$3,640	-\$141
008.-09-03.0	0.13	PARKING LOT	PARTIAL	10.1%	0.01	NO	\$15,900	\$35,500	\$1,600	-\$62
008.-09-04.0	0.47	VACANT COMMERCIAL LAND	PARTIAL	23.9%	0.11	NO	\$50,600	\$506,000	\$12,079	-\$468
008.-09-05.0	0.15	DISTRIBUTION FACILITY	FULL	100.0%	0.15	YES	\$20,200	\$120,000	\$120,000	-\$4,651
008.-09-06.0	0.16	DISTRIBUTION FACILITY	FULL	100.0%	0.16	YES	\$20,600	\$110,000	\$110,000	-\$4,263
008.-09-07.0	0.30	DISTRIBUTION FACILITY	FULL	100.0%	0.30	YES	\$391,000	\$430,000	\$430,000	-\$16,666
008.-09-08.0	0.16	VACANT COMMERCIAL LAND	FULL	100.0%	0.16	NO	\$34,100	\$34,100	\$34,100	-\$1,322
008.-20-01.0	0.89	DISTRIBUTION FACILITY	FULL	100.0%	0.89	YES	\$47,000	\$300,000	\$300,000	-\$11,628
008.-20-02.0*	0.19	VACANT COMMERCIAL LAND	PARTIAL	44.4%	0.09	NO	\$50,600	\$50,600	\$22,451	-\$0
017.-01-01.0	1.85	OFFICE BUILDING	FULL	100.0%	1.85	YES	\$126,100	\$2,900,000	\$2,900,000	-\$112,400
017.-01-02.0	0.19	DETACHED ROW BUILDING	FULL	100.0%	0.19	YES	\$25,200	\$410,000	\$410,000	-\$15,891
017.-01-03.0	0.03	VACANT COMMERCIAL LAND	FULL	100.0%	0.03	NO	\$100	\$100	\$100	-\$4
029.-17-02.0	0.88	MANUFACTURING	PARTIAL	0.1%	0.00	NO	\$117,100	\$550,000	\$93	-\$4
030.-04-01.0	0.07	BAR	PARTIAL	2.4%	0.00	NO	\$9,100	\$87,000	\$215	-\$8
030.-04-07.1	0.38	COM VACANT W/MINOR IMPRV	PARTIAL	0.6%	0.00	NO	\$46,100	\$56,100	\$265	-\$10

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**Table 6.3-1 (cont'd)**  
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Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
030.-04-20.0	0.36	MANUFACTURING	PARTIAL	0.1%	0.00	NO	\$37,900	\$180,000	\$55	-\$2
030.-04-21.0	0.01	BILLBOARD	PARTIAL	7.8%	0.00	NO	\$7,250	\$103,250	\$563	-\$22
030.-04-22.0	0.33	VACANT COMMERCIAL LAND	PARTIAL	43.3%	0.14	NO	\$30,000	\$30,000	\$12,992	-\$504
049.-01-02.0*	11.29	COLLEGE/ UNIVERSITY	PARTIAL	0.4%	0.04	NO	\$1,833,400	\$44,580,000	\$6,728	-\$0
049.-16-09.0*	4.21	COLLEGE/UNIVERSITY	PARTIAL	3.0%	0.13	NO	\$222,400	\$3,244,000	\$6,638	-\$0
049.-16-10.0*	3.77	APARTMENT	PARTIAL	5.7%	0.21	NO	\$2,226,300	\$16,460,000	\$125,795	-\$0
049.-17-01.0*	6.40	APARTMENT	PARTIAL	5.0%	0.32	NO	\$561,700	\$2,600,000	\$28,198	\$0
050.-01-01.0*	1.70	COLLEGE/UNIVERSITY	PARTIAL	0.7%	0.01	NO	\$1,480,000	\$16,224,000	\$10,500	-\$0
050.-01-02.0*	0.79	VACANT COMMERCIAL LAND	PARTIAL	12.4%	0.10	NO	\$130,000	\$130,000	\$16,064	-\$0
050.-10-01.0*	0.27	DISTRIBUTION FACILITY	FULL	100.0%	0.27	YES	\$71,800	\$183,800	\$183,800	-\$0
050.-10-02.0*	0.05	NON-CEILING RAILROAD	FULL	100.0%	0.05	NO	\$22,400	\$22,400	\$22,400	-\$0
050.-10-03.0	0.03	VACANT COMMERCIAL LAND	FULL	100.0%	0.03	NO	\$50	\$50	\$50	-\$2
050.-10-04.0*	1.17	NON-CEILING RAILROAD	PARTIAL	15.1%	0.18	NO	\$508,600	\$508,600	\$76,625	-\$0
050.-10-05.0	0.13	RESIDENTIAL VACANT LAND	FULL	100.0%	0.13	NO	\$9,200	\$9,200	\$9,200	-\$357
051.-01-03.0*	3.88	NON-CEILING RAILROAD	PARTIAL	3.6%	0.14	NO	\$421,800	\$421,800	\$15,363	-\$0
084.-07-02.0	0.11	RESIDENTIAL VACANT LAND	PARTIAL	19.0%	0.02	NO	\$2,300	\$2,300	\$436	-\$17
084.-07-03.0	0.11	RESIDENTIAL VACANT LAND	PARTIAL	10.1%	0.01	NO	\$2,300	\$2,300	\$233	-\$9
084.-07-04.0	0.11	SINGLE FAMILY RESIDENCE	PARTIAL	2.4%	0.00	NO	\$2,400	\$30,000	\$56	-\$2
085.-07-01.0*	5.29	SCHOOL	PARTIAL	0.2%	0.01	NO	\$366,600	\$10,000,000	\$801	\$0
085.-08-02.0	0.10	RESIDENTIAL VACANT LAND	full	100.0%	0.10	NO	\$1,500	\$1,500	\$1,500	-\$58

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Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
094.-10-01.0*	2.26	ELECTRIC POWER GENERATION FACILITY - O*	PARTIAL	2.4%	0.06	NO	\$548,500	\$15,865,000	\$13,389	-\$0
094.-11-05.0*	0.95	VACANT COMMERCIAL LAND	PARTIAL	2.4%	0.02	NO	\$60,500	\$60,500	\$1,477	-\$0
094.-11-06.0*	0.32	NON-CEILING RAILROAD	PARTIAL	10.0%	0.03	NO	\$10,000	\$789,000	\$996	-\$0
094.-11-07.0*	0.41	OFFICE BUILDING	PARTIAL	19.2%	0.08	NO	\$71,100	\$600,400	\$13,627	-\$0
094.-12-03.0	0.61	VACANT INDUSTRIAL LAND	PARTIAL	8.0%	0.05	NO	\$61,100	\$61,100	\$4,875	\$189
094.-12-04.0*	0.39	VACANT COMMERCIAL LAND	PARTIAL	5.1%	0.02	NO	\$10,000	\$10,000	\$506	-\$0
094.-13-01.0	0.12	SINGLE FAMILY RESIDENCE	PARTIAL	11.0%	0.01	NO	\$1,800	\$55,000	\$198	-\$8
094.-13-02.0*	0.14	SINGLE FAMILY RESIDENCE	PARTIAL	2.5%	0.00	NO	\$1,900	\$16,000	\$48	-\$0
094.-13-03.0	0.13	SINGLE FAMILY RESIDENCE	PARTIAL	1.0%	0.00	NO	\$2,000	\$45,000	\$20	-\$1
094.-13-04.0	0.13	SINGLE FAMILY RESIDENCE	PARTIAL	1.6%	0.00	NO	\$2,000	\$45,000	\$32	-\$1
094.-13-05.0*	0.13	SINGLE FAMILY RESIDENCE	PARTIAL	0.4%	0.00	NO	\$2,000	\$22,000	\$8	-\$0
095.-06-01.0*	5.45	APARTMENT	PARTIAL	0.1%	0.00	NO	\$1,851,000	\$4,193,500	\$1,135	-\$0
095.-13-01.0*	2.05	MUNICIPAL PUBLIC PARK	PARTIAL	3.5%	0.07	YES	\$107,900	\$234,900	\$8,312	-\$0
102.-05-01.0	1.78	SPECIAL SCHOOL	FULL	100.0%	1.43	YES	\$346,000	\$2,310,000	\$2,310,000	-\$89,532
102.-06-04.0	1.09	PROFESSIONAL BUILDING	FULL	100.0%	0.97	YES	\$734,500	\$2,702,000	\$2,702,000	-\$104,725
102.-06-05.0	3.51	APARTMENT	PARTIAL	13.3%	0.47	NO	\$2,061,400	\$6,490,000	\$273,563	-\$10,603
102.-06-06.0	4.04	APARTMENT	PARTIAL	1.4%	0.06	NO	\$2,601,500	\$10,953,000	\$36,053	-\$1,397
102.-06-07.0	0.68	PARKING LOT	PARTIAL	3.2%	0.02	NO	\$400,000	\$400,000	\$12,770	-\$495
102.-06-08.0*	1.75	APARTMENT	PARTIAL	0.4%	0.01	NO	\$1,621,900	\$2,350,000	\$7,201	-\$0
103.-08-01.0	0.21	VACANT COMMERCIAL LAND	PARTIAL	22.1%	0.05	NO	\$36,000	\$36,000	\$7,953	-\$308

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103.-08-02.0	0.22	PARKING LOT	PARTIAL	17.4%	0.04	NO	\$17,200	\$17,200	\$2,998	-\$116
103.-08-03.0	0.18	APARTMENT	PARTIAL	10.1%	0.02	NO	\$28,200	\$140,000	\$2,837	-\$110
103.-12-01.0*	0.15	PARKING LOT	FULL	100.0%	0.15	NO	\$153,000	\$153,000	\$153,000	-\$0
103.-13-01.0	0.36	MANUFACTURING	FULL	100.0%	0.36	YES	\$90,100	\$474,800	\$474,800	-\$18,403
103.-14-01.0	0.35	DRIVE-IN BRANCH BANK	FULL	100.0%	0.35	YES	\$127,200	\$316,900	\$316,900	-\$12,283
103.-14-02.0	0.35	MINI-MART: GAS & SNACKS	PARTIAL	14.2%	0.05	NO	\$376,200	\$580,000	\$53,350	-\$2,068
103.-21-01.0	0.12	PARKING LOT	FULL	100.0%	0.12	NO	\$51,200	\$51,200	\$51,200	-\$1,984
103.-21-02.0	0.45	PARKING LOT	FULL	100.0%	0.45	NO	\$192,500	\$192,500	\$192,500	-\$7,461
103.-21-03.0	0.06	DISTRIBUTION FACILITY	FULL	100.0%	0.06	YES	\$31,700	\$71,700	\$71,700	-\$2,779
103.-21-04.0	0.16	BILLBOARD	FULL	100.0%	0.16	NO	\$96,600	\$105,900	\$105,900	-\$4,105
103.-21-05.0	0.16	1 OCCUPANT SM STRUCTURE	FULL	100.0%	0.16	YES	\$105,000	\$150,000	\$150,000	-\$5,814
103.-21-06.0*	0.37	1 OCCUPANT SM STRUCTURE	FULL	100.0%	0.33	YES	\$130,000	\$348,000	\$348,000	-\$0
103.-21-11.0	0.20	MANUFACTURING	PARTIAL	40.8%	0.08	NO	\$97,600	\$99,000	\$39,798	-\$1,543
103.-21-12.0	0.30	MANUFACTURING	FULL	100.0%	0.30	YES	\$111,000	\$118,900	\$118,900	-\$4,608
103.-22-02.2	0.33	COMMERCIAL	FULL	100.0%	0.33	YES	\$397,000	\$547,000	\$547,000	-\$21,201
103.-23-01.0*	0.26	PARKING LOT	FULL	100.0%	0.26	NO	\$297,000	\$297,000	\$297,000	-\$0
103.-24-01.0	0.58	PARKING LOT	FULL	100.0%	0.58	NO	\$120,000	\$120,000	\$120,000	-\$2,082
103.-24-02.0	0.16	1 OCCUPANT SM STRUCTURE	FULL	100.0%	0.16	YES	\$59,700	\$159,000	\$159,000	-\$6,163
103.-24-03.0	0.10	PARKING LOT	FULL	100.0%	0.10	NO	\$34,300	\$34,300	\$34,300	-\$1,329
103.-25-02.0	0.27	PARKING LOT	PARTIAL	7.0%	0.02	NO	\$62,600	\$62,600	\$4,381	-\$170
103.-25-03.0	0.17	PARKING LOT	PARTIAL	43.9%	0.07	NO	\$84,000	\$84,000	\$36,854	-\$1,428



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			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
104.-01-01.0	1.16	PARKING LOT	PARTIAL	39.5%	0.46	NO	\$220,000	\$245,000	\$86,792	-\$3,364
104.-01-02.1	0.09	PARKING LOT	PARTIAL	17.6%	0.02	NO	\$20,500	\$20,500	\$3,606	-\$140
104.-01-02.2*	0.07	VACANT COMMERCIAL LAND	PARTIAL	55.3%	0.04	NO	\$8,000	\$8,000	\$4,423	-\$0
104.-01-03.0*	0.99	POLICE/FIRE PROTECTION	PARTIAL	44.0%	44.0%	NO	\$175,600	\$496,894	\$400,000	\$0
104.-01-04.0*	0.30	VACANT COMMERCIAL LAND	FULL	100.0%	0.30	NO	\$54,000	\$54,000	\$54,000	-\$0
104.-01-05.0	0.87	PARKING LOT	FULL	100.0%	0.87	NO	\$90,000	\$103,400	\$103,400	-\$4,008
104.-02-01.0**	0.61	BILLBOARD	FULL	100.0%	0.46	NO	\$0	\$0	\$0	-\$0
104.-02-02.0	0.41	OFFICE BUILDING	FULL	100.0%	0.41	YES	\$450,000	\$1,175,000	\$1,175,000	\$45,541
104.-02-03.0**	0.35	VACANT COMMERCIAL LAND	FULL	100.0%	0.35	NO	\$0	\$0	\$0	-\$0
104.-03-01.0	0.53	OFFICE BUILDING	FULL	100.0%	0.53	YES	\$424,900	\$1,325,000	\$1,325,000	-\$51,355
104.-03-02.1*	0.07	SEWAGE TREATMENT	FULL	100.0%	0.07	NO	\$60,000	\$115,000	\$115,000	-\$0
104.-03-02.2	0.30	VACANT COMMERCIAL LAND	FULL	100.0%	0.30	NO	\$100,000	\$100,000	\$100,000	-\$3,876
104.-04-01.0	0.53	PARKING LOT	FULL	100.0%	0.53	NO	\$165,000	\$165,000	\$165,000	-\$6,395
104.-05-01.0	0.23	DETACHED ROW BUILDING	FULL	100.0%	0.23	YES	\$256,200	\$356,200	\$356,200	-\$13,806
104.-05-02.0	0.06	PARKING LOT	FULL	100.0%	0.06	NO	\$74,100	\$74,100	\$74,100	-\$2,872
104.-05-03.0	0.03	PARKING LOT	FULL	100.0%	0.03	NO	\$9,700	\$9,700	\$9,700	-\$376
104.-05-05.0	0.19	PARKING LOT	PARTIAL	41.4%	0.08	NO	\$171,500	\$171,500	\$71,010	-\$2,752
104.-05-06.0	0.04	PARKING LOT	FULL	100.0%	0.04	NO	\$55,400	\$55,400	\$55,400	-\$2,147
104.-05-07.0	0.31	PARKING LOT	FULL	100.0%	0.31	NO	\$200,000	\$200,000	\$200,000	-\$7,752
104.-06-01.0	0.24	PARKING LOT	PARTIAL	19.6%	0.05	NO	\$137,000	\$137,000	\$26,897	-\$1,042
104.-06-02.0	0.14	DETACHED ROW BUILDING	FULL	100.0%	0.14	YES	\$187,600	\$523,000	\$523,000	-\$20,271

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**Table 6.3-1 (cont'd)**  
**Viaduct Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
104.-06-03.0*	0.05	VACANT COMMERCIAL LAND	FULL	100.0%	0.04	NO	\$33,000	\$33,000	\$33,000	-\$0
104.-08-01.0	4.13	MANUFACTURING	PARTIAL	5.0%	0.21	NO	\$1,794,000	\$4,900,000	\$89,952	-\$3,486
104.-11-01.0	0.20	PARKING LOT	FULL	100.0%	0.20	NO	\$40,000	\$60,000	\$60,000	-\$2,326
104.-11-02.0*	1.15	VACANT COMMERCIAL LAND	PARTIAL	72.2%	0.83	NO	\$44,100	\$44,100	\$31,862	-\$0
104.-11-03.0	0.98	OFFICE BUILDING	PARTIAL	8.8%	0.09	NO	\$210,400	\$591,700	\$18,582	-\$720
104.-11-04.2*	0.10	VACANT COMMERCIAL LAND	PARTIAL	8.7%	0.01	NO	\$28,000	\$28,000	\$2,437	-\$0
104.-11-05.1	5.27	OFFICE BUILDING	PARTIAL	0.3%	0.02	NO	\$600,000	\$13,851,000	\$2,058	-\$80
105.-05-05.11	0.37	BILLBOARD	PARTIAL	1.0%	0.004	NO	\$31,400	\$98,000	\$314	-\$12
105.-05-08.0	0.19	DISTRIBUTION FACILITY	PARTIAL	0.5%	0.001	NO	\$18,400	\$23,600	\$92	-\$4
106.-05-01.0	0.36	1 OCCUPANT SM STRUCTURE	PARTIAL	0.9%	0.00	NO	\$59,300	\$379,700	\$519	-\$20
116.-02-01.0	10.7	VACANT COMMERCIAL LAND	PARTIAL	0.6%	0.07	NO	\$2,878,100	\$2,878,700	\$18,393	-\$319
116.-02-04.1	2.3	VACANT	PARTIAL	0.5%	0.01	NO	\$325,000	\$450,500	\$1,754	\$68
116.-02-08.0	6.6	VACANT	PARTIAL	0.6%	0.04	NO	\$1,188,000	\$1,188,000	\$7,203	\$279
117.-03-04.0	0.81	OFFICE BUILDING	PARTIAL	5.2%	0.04	NO	\$179,000	\$179,000	\$9,369	-\$363
117.-04-02.1	1.17	GAS STORAGE/DISTRIBUTION	PARTIAL	2.6%	0.03	NO	\$283,000	\$566,000	\$7,406	-\$287
117.-04-03.0	0.65	DISTRIBUTION FACILITY	PARTIAL	4.4%	0.03	NO	\$105,000	\$520,000	\$4,602	-\$178
117.-04-04.0	0.28	VACANT INDUSTRIAL LAND	PARTIAL	10.3%	0.03	NO	\$66,000	\$66,000	\$6,822	-\$264
117.-05-02.0	1.22	DISTRIBUTION FACILITY	PARTIAL	3.4%	0.04	NO	\$261,000	\$325,000	\$8,937	-\$346
118.-01-08.0	1.45	VACANT COMMERCIAL LAND	PARTIAL	1.1%	0.02	NO	\$143,400	\$143,400	\$1,514	-\$59
118.-03-01.1*	1.77	APARTMENT	PARTIAL	0.1%	0.00	NO	\$385,000	\$3,504,000	\$262	-\$0
118.-04-01.0*	2.87	MANUFACTURING	PARTIAL	5.2%	0.15	YES	\$488,000	\$1,320,000	\$68,537	-\$0

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**Table 6.3-1 (cont'd)**  
**Viaduct Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
118.-04-02.0	1.00	OFFICE BUILDING	PARTIAL	1.6%	0.02	NO	\$175,000	\$1,144,000	\$2,785	-\$108
118.-05-01.0	3.66	ELECTRIC TRANSMISSION	PARTIAL	1.6%	0.06	NO	\$634,000	\$8,105,000	\$10,378	-\$746
118.-05-02.1	1.99	DISTRIBUTION FACILITY	PARTIAL	19.7%	0.39	NO	\$490,000	\$500,000	\$96,389	-\$3,736
118.-06-05.1	1.86	APARTMENT	PARTIAL	2.2%	0.04	NO	\$217,100	\$2,600,000	\$4,716	-\$183
118.-06-06.0	0.88	VACANT COMMERCIAL LAND	PARTIAL	34.6%	0.31	NO	\$340,000	\$340,000	\$117,482	-\$4,553
118.-07-01.0	0.96	MANUFACTURING	PARTIAL	21.8%	0.21	NO	\$254,900	\$325,000	\$55,519	-\$2,152
117.-07-02.0**	0.75	VACANT	PARTIAL	24.4%	0.18	NO	\$0	\$0	\$0	-\$0
118.-07-02.2	0.04	PARKING LOT	PARTIAL	38.8%	0.02	NO	\$35,000	\$35,000	\$13,581	-\$526
118.-07-03.0	0.04	VACANT COMMERCIAL LAND	FULL	100.0%	0.04	NO	\$12,000	\$12,000	\$12,000	-\$465
118.-07-04.0	0.04	PARKING LOT	PARTIAL	12.7%	0.01	NO	\$10,100	\$13,200	\$1,281	-\$50
118.-07-08.0	1.92	OFFICE BUILDING	PARTIAL	4.8%	0.09	NO	\$348,000	\$2,708,000	\$16,634	-\$645
118.-08-02.1	1.02	PARKING GARAGE	PARTIAL	8.5%	0.09	NO	\$205,500	\$1,338,300	\$17,450	-\$676
118.-08-04.0*	1.14	VACANT COMMERCIAL LAND	PARTIAL	12.3%	0.14	NO	\$46,600	\$46,600	\$5,741	-\$0
118.-08-11.0	3.04	VACANT	PARTIAL	0.6%	0.02	NO	\$1,152,000	N/A (CONDO)	\$6,965	-\$270
118.-08-12.2	0.03	VACANT COMMERCIAL LAND	FULL	100.0%	0.03	NO	\$15,200	\$15,200	\$15,200	-\$589
118.-08-12.2	0.21	VACANT COMMERCIAL LAND	FULL	100.0%	0.21	NO	\$15,200	\$15,200	\$15,200	-\$589
118.-08-12.3*	0.14	VACANT COMMERCIAL LAND	FULL	100.0%	0.14	NO	\$23,000	\$23,000	\$23,000	-\$0
118.-08-12.3*	0.19	VACANT COMMERCIAL LAND	FULL	100.0%	0.19	NO	\$23,000	\$23,000	\$23,000	-\$0
118.-08-12.4	0.23	VACANT COMMERCIAL LAND	PARTIAL	51.1%	0.12	NO	\$20,000	\$20,000	\$10,227	-\$396
118.-08-15.0	1.2	VACANT COMMERCIAL LAND	PARTIAL	0.4%	0.01	NO	\$181,200	\$181,200	\$791	-\$31
118.-09-01.1*	0.54	SEWAGE TREATMENT	FULL	100.0%	0.54	NO	\$188,000	\$243,000	\$243,000	-\$0

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Table 6.3-1 (cont'd)

**Viaduct Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial?	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
118.-09-01.2	0.64	VACANT COMMERCIAL LAND	FULL	100.0%	0.64	NO	\$223,000	\$223,000	\$223,000	-\$8,643
<b>TOTALS</b>	<b>173.0</b>			<b>16.7%</b>	<b>28.89</b>		<b>\$40.7 M</b>	<b>\$237.1 M</b>	<b>\$20.5 M</b>	<b>\$695 K</b>
<b>Notes:</b> * Tax exempt properties **No property record available through Onondaga Department of Finance <b>Sources:</b> City of Syracuse and State of New York (GIS), Onondaga Department of Finance										

Genesee Street that includes Onondaga Creek would be acquired, as would two adjacent parking lots at West Genesee Street at West Street. Several parking lots would be acquired adjacent to and beneath the I-690 and I-81 interchange including at North Clinton Street and Herald Place and North Salina Street and Herald Place (both of which extend below the existing I-81 viaduct), East Water and South McBride Streets, and East Washington and South McBride Streets, as well as two parcels east of I-81 at 622 East Washington Street and 627 East Water Street, between Almond Street and the current viaduct. Other full acquisitions include vacant commercial properties north of the I-690 and I-81 interchange. In addition, south of the I-690 and I-81 interchange, 497 and 499 Oswego Boulevard would be acquired, as would two adjacent parking lots. In addition to the acquisition or easements of real property, the Project may require certain property rights on public rights-of-way, either through acquisition or easements; these would not affect private property owners.

### **Displacement**

As shown in **Table 6.3-2**, 24 buildings on 23 tax parcels would be acquired for the Viaduct Alternative. A partial building acquisition (a smokestack) would also occur. Of the buildings to be acquired, two are currently vacant (521-27 East Washington Street, 103.-21-05.0; 603 East Fayette Street, 103.-24-02.0). The remaining 22 buildings hold 38 businesses with an estimated 622 combined employees, eight storage facilities, and 26 residential units (in mixed-use buildings) with 49 residents combined.

### **Loss of Tax Revenues**

**Table 6.3-3** shows an estimate, subject to final appraisal and acquisition determination, of the potential loss of property and other tax revenue that could result from the Viaduct Alternative. For properties that would require a partial acquisition, the estimated reduction in tax revenue was calculated by applying the percentage of the acreage of the partial acquisition to the total land value and then estimating the taxes of that value.

The Viaduct Alternative would result in a total annual tax loss of \$699,327. This includes a \$167,162 annual tax loss to the City of Syracuse, a \$313,065 annual tax loss to the Syracuse City School District, and a \$218,335 annual tax loss to Onondaga County. The total aggregate property tax loss would be less than one half of one percent (0.29 percent) annually and thus is not considered to be a significant adverse effect.

### **CONSTRUCTION EFFECTS**

The Viaduct Alternative would result in temporary easements during construction. Agreements would be established with the owners for the use of these properties during construction, and the properties would be returned to the respective owners after construction for continued use.



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**Table 6.3-2**  
**Viaduct Alternative Building Acquisitions**

<b>Tax ID</b>	<b>Address</b>	<b>Commercial Occupants (Tenants except where noted as owner)</b>	<b>Employees</b>	<b>Dwelling Unit / Residents</b>	<b>2016 Market Value based on Tax Records</b>
008.-20-01.0	117 Butternut St	Veteran's Fastener Supply (owner)	7	-	\$372,671
017.-01-01.0	329 North Salina St Learbury Centre	Syracuse Behavioral Health; D'Arcangelo Co., LLP; FairHealth	41	-	\$3,602,484
017.-01-02.0	319-325 North Salina St	Little Italy 5 & 10 Apple Nails Unique Elegance Boutique 2 vacant storefronts	30	26 / (45)	\$509,317
104.-03-01.0	471-81 Oswego Blvd	VIP Structures Inc. (owner) IPD Engineering	133	-	\$1,645,963
104.-03-02.1	493 Oswego Blvd Rear	Onondaga County Sewer Dept. (owner)	-	-	\$142,857
103.-14-01.0	421 East Water St	M&T Bank	3	-	\$393,665
103.-13-01.0	500 E Erie Blvd	Smith Restaurant Supply (owner)	10	-	\$589,814
103.-21-12.0	105 S Townsend St	Vacant	-	-	\$147,702
103.-21-06.0	511-519 East Washington St	Central New York Eye and Tissue Bank (owner)	7	-	\$432,298
103.-24-02.0	603 E Fayette St	Storage and Surface Parking	-	-	\$197,516
102.-05-01.0	610 E Fayette St (aka 601 E Genesee St)	Mc Mahon-Ryan Child Advocacy Center	59	-	\$1,316,117
102.-05-01.0	309 S. McBride St (aka 601 E Genesee St)	S.U. Falk College of Sport and Human Dynamics; S.U. Falk College Couple and Family Therapy Center; St. Joseph's Hospital Children and Youth Outpatient Clinic (Behavioral Health Services)	13	-	\$1,553,448
102.-06-04.0	600 E Genesee St	Presidential Plaza Medical Office Building (14 Tenants)	44	-	\$33,565,220
030.-05-01.0	400 Burnet Ave	L&G Machining Hall Building Services 4 Storage Areas	26	-	\$372,671
008.-09-07.0	901 N State St	Avalon Document Services	59	-	\$534,161
008.-09-06.0	909 N State St	Em's Candy (Storage)	4	-	\$136,646
008.-09-05.0	915 North State Street	Storage	-	-	\$149,068
104.-02-02.1	212 Herald Place	Onondaga Case Workers Vacant upper floors	140	-	\$1,459,627
104.-05-01.0	123-129 East Willow St	Colella Galleries	3	1 / (2)	\$442,484
103.-21-03.0	110 South McBride St	Storage	-	-	\$89,068
103.-21-05.0	521-527 E. Washington St	Currently Vacant	10	-	\$186,335
104.-06-02.0	128 North Warren St	Thekchen Choling Buddhist Temple	5	1 / (2)	\$649,689
050.-10-01.0	500 Renwick Ave	Maintenance Garage	13	-	\$228,323
103.-22-02.2	110 Almond St	Dunkin' Donuts	15	-	\$671,166
<b>Other</b>					
118.-04-01.0	706-16 North Clinton St	Smokestack only	N/A	N/A	n/a
<b>TOTALS</b>		<b>38 Businesses</b>	<b>622</b>	<b>28 (49)</b>	<b>\$48,994,645</b>
<b>Sources:</b> Onondaga Department of Finance (2016 Assessment and Market Value), City of Syracuse, Manta.com					

**Table 6.3-3**

**Estimated Annual Property Tax Effects from the Viaduct Alternative**

<b>Jurisdiction</b>	<b>Total Tax Levy</b>	<b>Estimated Tax Loss</b>	<b>Percent of Total Tax Levy</b>
City of Syracuse	\$34,315,624	\$167,162	0.49%
Syracuse City School District	\$58,556,352	\$313,065	0.53%
Onondaga County	\$142,846,060	\$218,335	0.15%
Other	\$1,695,206	\$765	0.05%
<b>TOTAL</b>	<b>\$237,414,241</b>	<b>\$699,327</b>	<b>0.29%</b>
<b>Notes:</b> Includes City of Syracuse, Onondaga County, Syracuse City School District, and Onondaga County Water District Taxes <b>Sources:</b> City of Syracuse Annual Budget, Fiscal Year Ending June 30, 2017; Onondaga County New York, 2017 Executive Budget; Onondaga Department of Finance, City of Syracuse School District, Budget Book, 2016-2017.			

The Viaduct Alternative would also result in the temporary closure of a portion Wilson Park. The basketball court and adjacent section of the park would be temporarily closed during construction, but this section of the park would be restored to at least its current condition upon the completion of construction. This temporary impact requires evaluation pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966 (see **Chapter 7, Draft Section 4(f) Evaluation**).

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, for construction staging sites. The Contractor would be responsible for the fee acquisition of these properties and for their sale upon completion of construction. NYSDOT would require the Contractor to comply with the Uniform Act for its acquisition activities.

### **INDIRECT EFFECTS**

The Viaduct Alternative would be unlikely to induce additional business or resident displacement or relocation. Building acquisitions would not remove a substantial number or percentage of businesses and employment in any one industry sector; thus, overall business activity would not be affected by the loss of these establishments. Furthermore, should a displaced business relocate to one of the many properties within the I-81 Viaduct Study Area that are for lease or for sale and could accommodate the business, that property would benefit from the lease of its space and could also offset the loss of tax revenue. The same would be the case should a displaced household relocate to one of the available residential units within or adjacent to the I-81 Viaduct Study Area.

The full or partial acquisition of the 153 properties, including the removal of 24 buildings, is unlikely to induce or reduce additional development beyond what would be expected in the No Build Alternative. The acquisitions would not be anticipated to reduce the value and associated tax revenues of nearby properties, or dissuade businesses from moving into nearby structures, as the built environment is already influenced by the presence of I-81 and I-690 and, in particular, by the many surface parking lots that abut these highways (some of which would be acquired or partially acquired).

## **CUMULATIVE EFFECT**

As described in **Chapter 5, Transportation and Engineering Considerations**, the Viaduct Alternative would meet regional travel needs well into the future, accounting for existing and proposed uses. As described in **Section 6.2.1, Land Use**, the majority of development and investment planned by others is in areas several blocks away from the elevated highway. The pattern of development is likely to continue in a manner similar to the pattern anticipated under the No Build Alternative (e.g., surface parking lots, vacant land) given that an elevated highway would be present under this alternative. Although the 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 affect the accessibility of adjacent properties, their property values, and the tax revenue that they generate.

## **MITIGATION**

Thirty-eight (38) businesses and 49 residents would be displaced by the Viaduct Alternative. Relocation of displaced residents and businesses would be undertaken pursuant to the Uniform Act and EDPL. Efforts to avoid or minimize property acquisitions were made to the maximum extent practicable during the preliminary engineering of the Viaduct Alternative. In accordance with the Uniform Act and EDPL, owners and tenants of affected properties would be provided relocation assistance. In addition, owners of properties that would be acquired would be compensated at fair market value.

The Uniform Act provides protections, such as requiring the availability of replacement housing for displaced persons, establishing minimum standards for such housing, and requiring that notices and information be provided to all property occupants. It also requires the provision of advisory services to protect occupants to help them move successfully.

To satisfy the requirements of the Uniform Act, NYSDOT will provide advisory services for displaced persons. The availability of replacement housing in the area would be compared with the housing needs of the displaced households, and measures will be proposed to resolve special relocation needs, if needed. A relocation survey may be conducted to obtain information on special relocation needs and considerations, such as impacts on minorities, the elderly, large families, and persons with disabilities when applicable, or any special relocation advisory services that may be necessary from the displacing agency and other social services agencies and organizations. Other special relocation needs may include transportation for displaced occupants to inspect housing to which they are referred; counseling related to the availability and eligibility requirements of government assisted housing programs; technical help to persons applying for such assistance; or an ambulance to transfer persons who are physically disabled.

The following assurances regarding property acquisition would be made:

- As part of the preparation procedure for the acquisition stage relocation plan, each site occupant would be personally interviewed to determine their specific relocation needs.
- The acquisition and relocation assistance program would be conducted in accordance with the requirements and standards of the Uniform Relocation Assistance and Real

Property Acquisition Policies Act of 1970 as amended or as may be amended, as authorized by Section 30 of New York's Highway Law and implementing Rules and Regulations (Part 101, Title 17, and NYCRR).

- All site occupants would be furnished a copy of an information booklet and would be fully informed of all benefits to which they may be entitled.
- No site occupant would be required to move from their property without at least 90-day written notice.
- Comparable replacement housing would be offered to all residential occupants.
- The relocation program would be carried out in an orderly, humane, and timely fashion.
- Relocation assistance would be offered to all relocated persons without discrimination.
- An on-site relocation office would not be established on this Project, but staff from NYSDOT would provide assistance at hours convenient to the relocated persons.

### **Residential Relocation**

Twenty-six (26) households (26 units) would be displaced under the Viaduct Alternative. Based on market research, the I-81 Viaduct Study Area has a sufficient supply of available properties to accommodate the households that would be displaced by the Viaduct Alternative. More than 50 rental properties, including one-, two- and three-bedroom units with rents from \$600 to \$1,200, were identified within the City of Syracuse, many within one-half mile of the existing viaduct. These include multifamily properties in the Prospect Hill and Downtown Syracuse neighborhoods, many of which have multiple listings. Over 50 for-sale properties were also identified, including single family, two-family and multifamily properties ranging from \$39,000 to over \$200,000 and one- and two-bedroom condominiums in Franklin Square, Armory Square, and Prospect Hill. As such, it is anticipated that displaced households would be able to remain close to their existing locations or, at a minimum, in the larger City of Syracuse.

### **Business Relocation**

Thirty-eight (38) businesses employing 622 people would be displaced by the Viaduct Alternative. Based on market research, there is a sufficient supply of available commercial properties (retail and office properties), either for sale or for rent, that could accommodate the businesses that would be displaced as a result of the Viaduct Alternative.

Nearly 60 commercial properties currently for sale or lease were identified in Downtown Syracuse or in adjacent areas. Available spaces vary in size and type (Class A and B<sup>1</sup>) and

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<sup>1</sup> Class A buildings are the most prestigious buildings competing for premier office users with rents above average for the area. Buildings have high quality finishes, state of the art systems, exceptional accessibility, and a definite market presence. Class B buildings compete for a wide range of users with rents in the average range for the area. Building finishes are fair to good for the area and systems are adequate, but the building does not compete with Class A at the same price. Class C buildings compete for tenants requiring functional space at rents below the average for the area. (Source: <http://www.boma.org/>)

could accommodate the variety of business types and number of employees that would be displaced as a result of the Viaduct Alternative in office, retail, or industrial/flex environments. Rents also vary from a low of \$8 per square foot/year for older office and flex space to a high of \$29 per square foot/year for premium space. Refer to the Conceptual Stage Relocation Plan in **Appendix D** for more information.

#### **6.3.1.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE**

##### **PERMANENT/OPERATIONAL EFFECTS**

The Community Grid Alternative would result in the full or partial acquisition of 164 parcels, totaling 26.3 total acquired acres within the City of Syracuse. Of these properties, 48 are tax-exempt (9.5 acres). One acquisition, a tax-exempt parcel owned by the State of New York, would be required in the Town of DeWitt (0.5 acres), and five acquisitions would be required in the Town of Cicero (0.5 acres). **Table 6.3-4** summarizes the type and extent of the identified properties for potential acquisition. The properties are shown in **Figures 6.3-2a, 6.3-2b, and 6.3-2c**.

In addition to the acquisition or easements of real property as noted above, the Project may require certain other property rights on public rights-of-way, either through acquisition or easements; these would not affect private property owners.

Of the 164 properties that would be affected by the Community Grid Alternative, 136 would require a partial acquisition and 28 would require full acquisition. Of the 136 properties that would be partially acquired, many are surface parking lots or areas of parking that support the property's use. A parking study was initiated for the I-81 Viaduct Project to identify the extent to which on- and off-street parking is available and utilized, and to evaluate potential impacts to parking under each project alternative. The loss of parking and resulting shortfalls have been identified as an adverse effect in certain areas. Measures to mitigate this loss of parking are being explored, and are further discussed in **Chapter 5, Transportation and Engineering Considerations**, as well as **Appendix C-5**.

In addition, many partial acquisitions are portions of vacant lots or unbuilt areas of larger properties with active uses and buildings.

Of the 28 full acquisitions, five (5) properties hold active commercial and industrial uses, and 20 are either vacant land or surface parking. Among the full acquisitions are 413 and 415 Franklin Street north of I-690 in Franklin Square; this City-owned vacant land is bisected by Franklin Street into 4 total parcels. The western portion of these parcels includes an access path to the Onondaga Creekwalk. A City-owned parcel between Herald Place and West Genesee Street that includes Onondaga Creek would be acquired, as would two adjacent parking lots to the north and south of West Genesee Street at West Street. Two surface parking lots would also be acquired at the intersection of Erie Boulevard and Oswego Boulevard, one of which extends below the current viaduct. East of I-81, parking lots at 622 East Washington Street and 627 East Water Street, between Almond Street and the current



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Table 6.3-4

**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
CITY OF SYRACUSE										
001.2-01-01.1	2.60	RAILROAD	PARTIAL	11.3%	0.29	NO	\$300,000	\$425,000	\$33,774	-\$1,326
001.2-01-11.0	1.20	VACANT COMMERCIAL LAND	PARTIAL	5.5%	0.07	NO	\$77,400	\$77,400	\$4,261	-\$168
002.-14-01.0	1.82	VACANT COMMERCIAL LAND	PARTIAL	58.0%	1.06	NO	\$314,000	\$314,000	\$182,260	-\$7,070
002.-14-02.0	0.43	VACANT COMMERCIAL LAND	PARTIAL	38.3%	0.16	NO	\$70,000	\$70,000	\$26,812	-\$1,041
002.-14-03.0	2.80	BILLBOARD	PARTIAL	43.2%	1.21	NO	\$350,000	\$450,000	\$151,180	-\$5,872
008.-09-03.0	0.14	PARKING LOT	PARTIAL	83.9%	0.11	NO	\$15,900	\$35,500	\$13,346	-\$517
008.-09-04.0	-.42	VACANT COMMERCIAL LAND	PARTIAL	3.0%	0.01	NO	\$50,600	\$50,600	\$1,514	-\$59
008.-20-01.0	0.89	DISTRIBUTION FACILITY	FULL	100.0%	0.89	YES	\$47,000	\$300,000	\$300,000	-\$11,628
008.-20-02.0*	0.19	VACANT COMMERCIAL LAND	PARTIAL	44.4%	0.09	NO	\$50,600	\$50,600	\$22,449	-\$0
017.-01-01.0	1.85	OFFICE BUILDING	FULL	100.0%	1.85	YES	\$126,100	\$2,900,000	\$2,900,000	-\$112,400
017.-01-03.0	0.03	VACANT COMMERCIAL LAND	PARTIAL	58.5%	0.02	NO	\$100	\$100	\$59	-\$2
029.-17-02.0	0.88	MANUFACTURING	PARTIAL	0.1%	0.00	NO	\$117,100	\$550,000	\$120	-\$28
029.-17-03.2	0.91	DISTRIBUTION FACILITY	PARTIAL	9.8%	0.09	NO	\$59,800	\$237,000	\$5,860	-\$237
029.-17-03.3	1.13	MANUFACTURING	PARTIAL	2.7%	0.03	NO	\$47,500	\$250,300	\$1,292	-\$61
030.-03-27.0	0.04	COM VACANT W/MINOR IMPRV	PARTIAL	9.1%	0.00	NO	\$2,700	\$5,900	\$246	-\$10
030.-04-01.0	0.07	BAR	PARTIAL	12.9%	0.01	NO	\$9,100	\$87,000	\$1,172	-\$49
030.-04-02.0	0.07	TWO FAMILY RESIDENCE	PARTIAL	11.9%	0.01	NO	\$5,800	\$50,000	\$688	-\$29
030.-04-03.0	0.06	TWO FAMILY RESIDENCE	PARTIAL	12.2%	0.01	NO	\$5,200	\$45,000	\$633	-\$26
030.-04-04.0	0.07	APARTMENT	PARTIAL	12.0%	0.01	NO	\$9,100	\$55,000	\$1,095	-\$45
030.-04-07.1	0.38	COM VACANT W/MINOR IMPRV	PARTIAL	0.6%	0.00	NO	\$46,100	\$56,100	\$265	-\$13
030.-04-11.0	0.50	1 OCCUPANT SMALL STRUCTURE	PARTIAL	0.1%	0.00	NO	450,900	\$418,300	\$65	-\$3
030.-04-20.0	0.36	MANUFACTURING	FULL	100.0%	0.36	YES	\$37,900	\$180,000	\$180,000	-\$6,977
030.-04-21.0	0.01	BILLBOARD	FULL	100.0%	0.01	NO	\$7,250	\$103,250	\$103,250	-\$4,002
030.-04-22.0	0.33	VACANT COMMERCIAL LAND	FULL	100.0%	0.33	NO	\$30,000	\$30,000	\$30,000	-\$1,163
030.-05-01.0	1.28	DISTRIBUTION FACILITY	PARTIAL	0.3%	0.00	NO	\$167,300	\$300,000	\$499	-\$32
030.-05-02.0	0.06	AUTO DEALER/PARKING LOT	FULL	100.0%	0.06	NO	\$8,200	\$104,200	\$104,200	-\$4,039

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**Table 6.3-4 (cont'd)**  
**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
030.-06-01.0	0.45	1 OCCUPANT SM STRUCTURE	PARTIAL	14.0%	0.06	NO	\$49,400	\$325,000	\$6,913	-\$281
030.-06-03.0	2.36	COMMUNITY-ANTENNA TV	PARTIAL	20.1%	0.48	NO	\$405,800	\$4,530,000	\$81,656	-\$3,353
030.-06-04.0	0.78	AUTO BODY OR TIRE SHOP	PARTIAL	5.1%	0.04	NO	\$135,000	\$400,000	\$6,924	-\$285
030.-06-06.0	0.48	VACANT COMMERCIAL LAND	PARTIAL	11.0%	0.05	NO	\$42,000	\$42,000	\$4,623	-\$181
030.-07-02.0	0.20	SERVICE OR GAS STATION	PARTIAL	4.8%	0.01	NO	\$51,900	\$300,000	\$2,492.1	-\$109
030.-12-01.0	0.12	VACANT COMMERCIAL LAND	PARTIAL	16.1%	0.02	NO	\$30,700	\$30,700	\$4,949.1	-\$193
030.-12-02.0	0.80	DISTRIBUTION FACILITY	PARTIAL	0.5%	0.00	NO	\$209,300	\$827,000	\$1,113.3	-\$78
030.-13-03.2	1.49	PROFESSIONAL BUILDING	PARTIAL	24.8%	0.37	NO	\$325,000	\$1,848,000	\$80,618	-\$3,200
030.-14-01.0	0.18	PARKING LOT	PARTIAL	11.2%	0.02	NO	\$54,000	\$54,000	\$6,057	-\$237
030.-14-02.0	0.25	PARKING LOT	PARTIAL	8.8%	0.02	NO	\$49,000	\$51,300	\$4,315	-\$169
030.-14-03.1	0.49	DISTRIBUTION FACILITY	PARTIAL	6.9%	0.03	NO	\$82,300	\$727,000	\$5,709	-\$252
030.-14-03.2	0.04	VACANT COMMERCIAL LAND	PARTIAL	19.3%	0.01	NO	\$10,700	\$10,700	\$2,065	-\$80
030.-15-01.1*	3.00	COLLEGE/UNIVERSITY	PARTIAL	0.7%	0.02	NO	\$915,000	\$7,826,000	\$6,316	-\$0
030.-16-01.0	0.07	PARKING LOT	PARTIAL	15.0%	0.01	NO	\$30,400	\$57,000	\$4,567	-\$179
030.-16-18.0	0.44	SERVICE OR GAS STATION	PARTIAL	4.4%	0.02	NO	\$115,000	\$173,800	\$5,057	-\$203
030.-17-02.2	1.28	VACANT COMMERCIAL LAND	PARTIAL	16.2%	0.21	NO	\$222,300	\$222,300	\$36,064	-\$1,406
030.-17-02.3	0.37	VACANT COMMERCIAL LAND	PARTIAL	10.4%	0.04	NO	\$64,900	\$64,900	\$6,742	-\$264
030.-17-02.4*	1.12	PARKING LOT	PARTIAL	15.9%	0.18	NO	\$195,500	\$195,500	\$31,127	-\$0
030.-17-02.5*	0.40	VACANT COMMERCIAL LAND	FULL	100.0%	0.40	NO	\$68,900	\$68,900	\$68,900	-\$0
030.-17-02.6*	3.20	SCHOOL	PARTIAL	6.2%	0.20	NO	\$558,200	\$9,550,000	\$34,517	-\$0
030.-17-02.7	0.84	VACANT COMMERCIAL LAND	PARTIAL	48.6%	0.41	NO	\$146,300	\$146,300	\$71,134	-\$2,760
030.-17-02.8	0.84	VACANT COMMERCIAL LAND	PARTIAL	39.3%	0.33	NO	\$114,300	\$114,300	\$44,927	-\$1,744
030.-17-02.9	1.50	VACANT COMMERCIAL LAND	PARTIAL	9.9%	0.15	NO	\$292,100	\$292,100	\$28,937	-\$1,133
030.-18-01.1*	3.15	VACANT COMMERCIAL LAND	PARTIAL	1.8%	0.06	NO	\$556,700	\$556,700	\$10,018	-\$0
030.-18-01.2	0.39	VACANT COMMERCIAL LAND	PARTIAL	1.0%	0.00	NO	\$58,600	\$58,600	\$563	-\$24
030.-18-01.3	0.18	VACANT COMMERCIAL LAND	PARTIAL	0.9%	0.00	NO	\$10,000	\$10,000	\$86	-\$4

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**Table 6.3-4 (cont'd)**  
**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
030.-23-01.1	0.43	VACANT COMMERCIAL LAND	PARTIAL	3.0%	0.01	NO	\$38,000	\$38,000	\$1,142	-\$46
030.-23.20.1	0.63	BENEVOLENT ASSOCIATION	PARTIAL	0.3%	0.00	NO	\$97,300	\$946,000	\$301	-\$12
030.-23-22.0	0.18	APARTMENT	PARTIAL	3.0%	0.01	NO	\$46,800	\$204,000	\$1,399	-\$63
048.-04-04.0	0.27	VACANT COMMERCIAL LAND	PARTIAL	9.5%	0.03	NO	\$71,280	\$71,280	\$6,782	-\$263
048.-05-05.0	0.54	OFFICE BUILDING	PARTIAL	0.8%	0.00	NO	\$114,900	\$450,000	\$965	-\$56
048.-15-01.0*	1.06	MUNICIPAL PUBLIC PARK	PARTIAL	2.2%	0.02	NO	\$283,000	\$283,000	\$6,213	-\$0
048.-15-02.0*	1.64	PARKING LOT	PARTIAL	1.6%	0.03	NO	\$571,100	\$5,711,000	\$9,364	-\$0
048.-16-01.0*	5.58	HOSPITAL	PARTIAL	0.9%	0.05	NO	\$1,332,400	\$14,679,000	\$12,656	-\$0
048.-17-03.0*	0.57	PARKING LOT	FULL	100.0%	0.57	NO	\$198,300	\$198,300	\$198,300	-\$0
048.-17-04.1*	3.69	HOSPITAL	PARTIAL	1.8%	0.07	NO	\$844,700	\$7,508,000	\$15,441	-\$0
049.-01-02.0*	11.29	COLLEGE/UNIVERSITY	PARTIAL	0.6%	0.07	NO	\$1,833,400	\$44,580,000	\$11,214	-\$0
049.-01-03.0*	0.30	VACANT COMMERCIAL LAND	PARTIAL	0.5%	0.00	NO	\$61,400	\$61,400	\$291	-\$0
049.-16-01.11*	11.44	COLLEGE/UNIVERSITY	PARTIAL	0.3%	0.03	NO	\$1,904,100	\$70,424,000	\$5,233	-\$0
049.-16-05.0*	0.13	VACANT COMMERCIAL LAND	PARTIAL	5.1%	0.01	NO	\$148,400	\$148,400	\$7,641	-\$0
049.-16-09.0*	4.21	COLLEGE/UNIVERSITY	PARTIAL	21.0%	0.88	NO	\$222,400	\$3,244,000	\$46,718	-\$0
049.-16-10.0*	3.77	APARTMENT	PARTIAL	11.6%	0.44	NO	\$2,226,300	\$16,460,000	\$259,352	-\$0
049.-16-14.0*	0.71	HEALTH FACILITY	PARTIAL	4.3%	0.03	NO	\$193,200	\$6,731,400	\$8,239	-\$0
049.-17-01.0*	6.40	APARTMENT	PARTIAL	2.9%	0.18	NO	\$561,700	\$2,600,000	\$16,072	-\$0
050.-01-01.0*	1.70	COLLEGE/UNIVERSITY	PARTIAL	11.4%	0.19	NO	\$1,480,000	\$16,224,000	\$168,817	-\$0
050.-01-02.0*	0.79	VACANT COMMERCIAL LAND	FULL	100.0%	0.79	NO	\$130,000	\$130,000	\$130,000	-\$0
050.-10-01.0*	0.27	DISTRIBUTION FACILITY	FULL	100.0%	0.27	YES	\$71,800	\$183,800	\$183,800	-\$0
050.-10-02.0*	0.05	NON-CEILING RAILROAD	FULL	100.0%	0.05	NO	\$22,400	\$22,400	\$22,400	-\$0
050.-10-03.0	0.03	VACANT COMMERCIAL LAND	FULL	100.0%	0.03	NO	\$50	\$50	\$50	-\$2
050.-10-04.0*	1.17	RAILROAD	PARTIAL	72.4%	0.85	NO	\$508,600	\$508,600	\$368,294	-\$0
050.-10-05.0	0.13	RESIDENTIAL VACANT LAND	FULL	100.0%	0.13	NO	\$9,200	\$9,200	\$9,200	-\$357
051.-01-03.0*	3.88	NON-CEILING RAILROAD	PARTIAL	10.2%	0.39	NO	\$421,800	\$421,800	\$42,890	-\$0
061.-01-40.0	7.26	MANUFACTURING	PARTIAL	3.4%	0.25	NO	\$133,900	\$1,000,000	\$4,595	-\$220

**DRAFT FOR AGENCY REVIEW**

**Table 6.3-4 (cont'd)**  
**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
061.-01-41.0	1.73	VACANT COMMERCIAL LAND	PARTIAL	16.5%	0.29	NO	\$48,500	\$48,500	\$7,983	-\$311
071.-06-13.0	13.90	HOME FOR AGED	PARTIAL	0.7%	0.09	NO	\$605,500	\$10,977,575	\$4,126	-\$625
072.-09-18.0	1.93	VACANT COMMERCIAL LAND	PARTIAL	0.9%	0.02	NO	\$122,500	\$122,500	\$1,104	-\$48
084.-07-02.0	0.11	RESIDENTIAL VACANT LAND	PARTIAL	6.7%	0.01	NO	\$2,300	\$2,300	\$154	-\$6
084.-07-03.0	0.11	RESIDENTIAL VACANT LAND	PARTIAL	2.8%	0.00	NO	\$2,300	\$2,300	\$65	-\$3
085.-07-01.0*	5.29	SCHOOL	PARTIAL	0.2%	0.01	NO	\$366,600	\$10,000,000	\$801	-\$0
085.-08-02.0	0.19	RESIDENTIAL VACANT LAND	PARTIAL	1.6%	0.00	NO	\$1,500	\$1,500	\$24	-\$1
094.-10-01.0*	2.26	ELECTRIC POWER GENERATION FACILITY - O*	PARTIAL	2.6%	0.06	NO	\$548,500	\$15,865,000	\$14,262	-\$0
094.-11-05.0*	0.95	VACANT COMMERCIAL LAND	PARTIAL	1.8%	0.02	NO	\$60,500	\$60,500	\$1,075	-\$0
094.-11-06.0*	0.32	RAILROAD	PARTIAL	4.2%	0.01	NO	\$10,000	\$789,000	\$418	-\$0
094.-11-07.0*	0.41	OFFICE BUILDING	PARTIAL	18.5%	0.08	NO	\$71,100	\$600,400	\$13,164	-\$0
094.-12-03.0	0.61	VACANT INDUSTRIAL LAND	PARTIAL	8.0%	0.05	NO	\$61,100	\$61,100	\$4,875	-\$191
095.-05-01.0	4.21	PROFESSIONAL BUILDING	PARTIAL	0.7%	0.03	NO	\$2,579,300	\$8,048,700	\$18,905	\$1,073
095.-05-02.0*	2.79	APARTMENT	PARTIAL	2.9%	0.08	NO	\$2,356,000	\$7,645,000	\$68,271	-\$0
095.-06-01.0*	5.45	APARTMENT	PARTIAL	0.1%	0.00	NO	\$1,851,000	\$4,193,500	\$1,097	-\$0
095.-07-01.0*	7.46	APARTMENT	PARTIAL	0.1%	0.01	NO	\$2,433,200	\$5,250,200	\$3,164	-\$0
095.-13-01.0*	2.05	MUNICIPAL PUBLIC PARK	PARTIAL	3.5%	0.07	NO	\$107,900	\$234,900	\$3,814	-\$0
102.-05-01.0	1.78	SPECIAL SCHOOL	PARTIAL	1.3%	0.02	NO	\$346,000	\$2,310,000	\$4,626	-\$277
102.-06-04.0	1.09	PROFESSIONAL BUILDING	PARTIAL	3.6%	0.04	NO	\$734,500	\$2,702,000	\$26,454	-\$1,139
102.-06-05.0	3.51	APARTMENT	PARTIAL	1.0%	0.03	NO	\$2,061,400	\$6,490,000	\$20,444	-\$1,067
102.-06-06.0	4.04	APARTMENT	PARTIAL	0.1%	0.00	NO	\$2,601,500	\$10,953,000	\$2,295	-\$553
103.-01-01.0*	0.47	PARKING LOT	FULL	100.0%	0.47	NO	\$502,000	\$502,000	\$502,000	-\$0
103.-02-01.0*	0.31	PARKING LOT	FULL	100.0%	0.31	NO	\$147,000	\$147,000	\$147,000	-\$5,697
103.-08-01.0	0.21	VACANT COMMERCIAL LAND	PARTIAL	22.1%	0.05	NO	\$36,000	\$36,000	\$7,953	-\$308
103.-08-02.0	0.22	PARKING LOT	PARTIAL	17.4%	0.04	NO	\$17,200	\$17,200	\$2,998	-\$117
103.-08-03.0	0.18	APARTMENT	PARTIAL	10.1%	0.02	NO	\$28,200	\$140,000	\$2,837	-\$116

**DRAFT FOR AGENCY REVIEW**

Table 6.3-4 (cont'd)

**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
103.-12-01.0*	0.15	PARKING LOT	FULL	100.0%	0.15	NO	\$153,000	\$153,000	\$153,000	-\$0
103.-13-01.0	0.36	MANUFACTURING	PARTIAL	5.1%	0.02	NO	\$90,100	\$474,800	\$4,607	-\$199
103.-14-01.0	0.35	DRIVE-IN BRANCH BANK	PARTIAL	0.9%	0.00	NO	\$127,200	\$316,900	\$1,136	-\$57
103.-22-02.2	0.33	COMMERCIAL	FULL	100.0%	0.33	YES	\$397,000	\$547,000	\$547,000	-\$9,514
103.-23-01.0*	0.26	PARKING LOT	FULL	100.0%	0.26	NO	\$297,000	\$297,000	\$297,000	-\$0
104.-01-01.0	1.16	PARKING LOT	PARTIAL	6.1%	0.07	NO	\$220,000	\$245,000	\$13,375	-\$528
104.-01-02.1	0.09	PARKING LOT	PARTIAL	17.6%	0.02	NO	\$20,500	\$20,500	\$3,608	-\$140
104.-01-02.2*	0.07	VACANT COMMERCIAL LAND	PARTIAL	55.3%	0.04	NO	\$8,000	\$8,000	\$4,424	-\$0
104.01-03.0*	0.99	POLICE/FIRE PROTECTION	PARTIAL	44.0%	0.31	NO	\$175,600	\$496,894	\$400,000	-\$0
104.-01-04.0*	0.30	VACANT COMMERCIAL LAND	FULL	100.0%	0.30	NO	\$54,000	\$54,000	\$54,000	-\$0
104.-01-05.0	0.87	PARKING LOT	FULL	100.0%	0.87	NO	\$90,000	\$103,400	\$103,400	-\$4,008
104.-02-03.0**	0.35	VACANT COMMERCIAL LAND	PARTIAL	57.7%	0.20	NO	\$0	\$0	\$0	-\$0
104.-03-02.0	0.42	VACANT COMMERCIAL LAND	PARTIAL	61.2%	0.18	NO	\$100,000	\$100,000	\$61,201	-\$2,372
104.-04-01.0	0.53	PARKING LOT	PARTIAL	47.3%	0.25	NO	\$165,000	\$165,000	\$78,126	-\$3,032
104.-05-01.0	0.23	DETACHED ROW BUILDING	PARTIAL	7.6%	0.02	NO	\$256,200	\$356,200	\$19,436	-\$768
104.-05-07.0	0.31	PARKING LOT	PARTIAL	73.8%	0.23	NO	\$200,000	\$200,000	\$147,604	-\$5,723
104.-06-03.0*	0.05	VACANT COMMERCIAL LAND	PARTIAL	66.4%	0.03	NO	\$33,000	\$33,000	\$21,916	-\$0
104.-07-02.0	0.72	PARKING LOT	PARTIAL	0.1%	0.001	NO	\$511,450	\$522,400	\$493	-\$41
104.-08-01.0	4.13	MANUFACTURING	PARTIAL	0.4%	0.01	NO	\$1,794,000	\$4,900,000	\$6,497	-\$459
104.-11-01.0	0.20	PARKING LOT	FULL	100.0%	0.20	NO	\$40,000	\$60,000	\$60,000	-\$2,326
104.-11-02.0*	1.15	VACANT COMMERCIAL LAND	PARTIAL	72.2%	0.83	NO	\$44,100	\$44,100	\$31,857.1	-\$0
104.-11-03.0	0.98	OFFICE BUILDING	PARTIAL	8.8%	0.09	NO	\$210,400	\$591,700	\$18,582	-\$745
104.-11-04.2*	0.10	VACANT COMMERCIAL LAND	PARTIAL	15.2%	0.02	NO	\$28,000	\$28,000	\$4,249	-\$0
104.-11-05.1	5.27	OFFICE BUILDING	PARTIAL	0.3%	0.02	NO	\$600,000	\$13,851,000	\$2,058	-\$667
104.-16-02.0	0.24	PARKING LOT	PARTIAL	0.3%	0.001	NO	\$300,000	\$300,000	\$933	-\$49
106.-05-01.0	0.36	1 OCCUPANT SM STRUCTURE	PARTIAL	0.9%	0.00	NO	\$59,300	\$379,700	\$519	-\$36
117.-03-04.0	0.81	OFFICE BUILDING	PARTIAL	5.2%	0.04	NO	\$179,000	\$179,000	\$9,368.9	-\$370

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**Table 6.3-4 (cont'd)**  
**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

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117.-04-02.1	1.17	GAS STORAGE/DISTRIBUTION	PARTIAL	2.6%	0.03	NO	\$283,000	\$566,000	\$7,406.3	-\$311
117.-04-03.0	0.65	DISTRIBUTION FACILITY	PARTIAL	4.4%	0.03	NO	\$105,000	\$520,000	\$4,601.7	-\$200
117.-04-04.0	0.28	VACANT INDUSTRIAL LAND	PARTIAL	10.3%	0.03	NO	\$66,000	\$66,000	\$6,822.0	-\$267
117.-05-02.0	1.22	DISTRIBUTION FACILITY	PARTIAL	3.4%	0.04	NO	\$261,000	\$325,000	\$8,936.8	-\$360
118.-01-08.0	1.45	VACANT COMMERCIAL LAND	PARTIAL	1.1%	0.02	NO	\$143,400	\$143,400	\$1,513.6	-\$65
118.-03-01.1*	1.77	APARTMENT	PARTIAL	0.1%	0.00	NO	\$385,000	\$3,504,000	\$262.2	-\$0
118.-04-01.0*	2.87	MANUFACTURING	PARTIAL	5.2%	0.15	YES (smoke-stack)	\$488,000	\$1,320,000	\$25,337.8	-\$0
118.-04-02.0	1.00	OFFICE BUILDING	PARTIAL	1.6%	0.02	NO	\$175,000	\$1,144,000	\$2,784.8	-\$156
118.-05-01.0	3.66	ELECTRIC TRANSMISSION IMPROV	PARTIAL	1.6%	0.06	NO	\$634,000	\$8,105,000	\$10,398	-\$746
118.-05-02.1	1.99	DISTRIBUTION FACILITY	PARTIAL	19.7%	0.39	NO	\$490,000	\$500,000	\$96,326.2	-\$3,751
118.-06-05.1	1.86	APARTMENT	PARTIAL	2.2%	0.04	NO	\$217,100	\$2,600,000	\$4,716.2	-\$293
118.-06-06.0	0.88	VACANT COMMERCIAL LAND	PARTIAL	34.6%	0.31	NO	\$340,000	\$340,000	\$117,482.5	-\$4,563
118.-07-01.0	0.96	MANUFACTURING	PARTIAL	21.8%	0.21	NO	\$254,900	\$325,000	\$55,518.8	-\$2,163
118.-07-02.2	0.04	PARKING LOT	PARTIAL	38.8%	0.02	NO	\$35,000	\$35,000	\$13,581.0	-\$527
118.-07-03.0	0.04	VACANT COMMERCIAL LAND	FULL	100.0%	0.04	NO	\$12,000	\$12,000	\$12,000.0	-\$465
118.-07-04.0	0.04	PARKING LOT	PARTIAL	12.7%	0.01	NO	\$10,100	\$13,200	\$1,281.4	-\$50
118.-07-08.0	1.92	OFFICE BUILDING	PARTIAL	4.8%	0.09	NO	\$348,000	\$2,708,000	\$16,731.3	-\$763
118.-08-02.1	1.02	PARKING GARAGE	PARTIAL	8.8%	0.09	NO	\$205,500	\$1,338,300	\$18,144.7	-\$759
118.-08-04.0*	1.14	VACANT COMMERCIAL LAND	PARTIAL	12.3%	0.14	NO	\$46,600	\$46,600	\$5,734.5	-\$0
118.-08-11.0	3.04	RESIDENTIAL/CONDO	PARTIAL	0.6%	0.02	NO	\$1,152,000	N/A	\$6,965	-\$270
118.-08-12.2	0.03	VACANT COMMERCIAL LAND	FULL	100.0%	0.03	NO	\$15,200	\$15,200	\$15,200.0	-\$589
118.-08-12.2	0.21	VACANT COMMERCIAL LAND	FULL	100.0%	0.21	NO	\$15,200	\$15,200	\$15,200.0	-\$589
118.-08-12.3*	0.14	VACANT COMMERCIAL LAND	FULL	100.0%	0.14	NO	\$23,000	\$23,000	\$23,000.0	-\$0
118.-08-12.3*	0.19	VACANT COMMERCIAL LAND	FULL	100.0%	0.19	NO	\$23,000	\$23,000	\$23,000.0	-\$0
118.-08-12.4	0.23	VACANT COMMERCIAL LAND	FULL	100.0%	0.23	NO	\$20,000	\$20,000	\$20,000.0	-\$775

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Table 6.3-4 (cont'd)

**Community Grid Alternative Property Acquisitions and Reduction in Property Taxes**

Tax ID	Total Acres	Land Use	Acquisition Area				Assessed Value/Taxes			
			Full or Partial	Percent of Land to be Acquired	Acres to be Acquired	Impact to Building	Land Assessment per Tax Records	Total Assessment per Tax Records	Value of Portion to be Acquired Based on Tax Records	Reduction in Tax Revenue
118.-09-01.1*	0.54	SEWAGE TREATMENT	FULL	100.0%	0.54	NO	\$188,000	\$243,000	\$243,000.0	-\$0
118.-09-01.2	0.64	VACANT COMMERCIAL LAND	FULL	100.0%	0.64	NO	\$223,000	\$223,000	\$223,000.0	-\$8,643
118.-09-01.1	0.54	SEWAGE TREATMENT	FULL	100.0%	0.54	NO	\$188,000	\$243,000	\$243,000	-\$0
118.-09-01.2	0.64	VACANT COMMERCIAL LAND	FULL	100.0%	0.64	NO	\$223,000	\$223,000	\$223,000	-\$8,643
<b>TOWN OF DEWITT</b>										
028.-01-09.0	30.41	ROAD/STREET/HIGHWAY	PARTIAL	1.9%	0.58	NO	\$1,222,000	\$1,320,000	\$23,293.4	-\$0
<b>TOWN OF CICERO</b>										
031.-07-08.1	2.97	RURAL LOT 10 AC OR LESS	PARTIAL	9.2%	0.27	NO	\$15,000	\$15,000	\$1,372.6	-\$44.9
031.-07-16.0	0.48	SINGLE FAMILY RESIDENCE	PARTIAL	4.7%	0.02	NO	\$35,000	\$135,000	\$1,652.4	-\$54.0
035.-04-13.0	0.51	SINGLE FAMILY RESIDENCE	PARTIAL	14.2%	0.07	NO	\$35,900	\$129,000	\$5,104.3	-\$166.8
035.-04-14.2	0.31	SINGLE FAMILY RESIDENCE	PARTIAL	9.3%	0.03	NO	\$26,400	\$125,000	\$2,468.0	-\$80.6
037.-02-28.1	80.97	AUTO DEALER	PARTIAL	0.1%	0.05	NO	\$9,192,800	\$18,606,000	\$6,219.8	-\$203.2
<b>TOTALS</b>										
<b>164</b>	<b>338.1</b>			<b>7.8%</b>	<b>26.3</b>		<b>\$60.9 M</b>	<b>\$384.6 M</b>	<b>\$10.1 M</b>	<b>\$253 K</b>
NOTE: * Tax exempt properties; ** No property record.										
SOURCES: City of Syracuse and State of New York (GIS), Onondaga Department of Finance										

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viaduct, would be acquired. In both cases, parking extends below the existing viaduct beyond their property lines. Other full acquisitions include 527-51 Renwick Avenue, a vacant parcel abutting the Campus West Apartments in the University Hill area, and three parcels that would be affected by the shift of Almond Street to the east at the southern limits of the I-81 Viaduct Study Area. Additionally, a full acquisition would be required between East Washington Street and East Fayette Street to implement the extension of Irving Avenue, which affects the parking entrance for the Central New York Biotech Accelerator.

### Displacement

As shown in **Table 6.3-5**, five (5) commercial buildings would be acquired for the Community Grid Alternative. All properties are occupied, representing a total of eight (8) businesses and 83 employees. Among the businesses that would be displaced are Veteran's Fastener Supply, Syracuse Behavioral Health, and a Dunkin' Donuts.

**Table 6.3-5**  
**Community Grid Alternative Building Acquisitions**

Tax ID	Address	Commercial Occupants (Tenants except where noted as owner)	Employees	Dwelling Unit / Residents	2016 Market Value Based on Tax Records
008.-20-01.0	117 Butternut St	Veteran's Fastener Supply (owner)	7	-	\$372,671
017.-01-01.0	329 North Salina St Learbury Centre	Syracuse Behavioral Health; D'Arcangilo Co., LLP; FairHealth	41	-	\$3,602,484
030.-04-02.0	101 Lodi St	Tobin's Real Wood Furniture/Lawrence Automotive	7	-	\$223,602
050.-10-01.0	500 Renwick Ave	Syracuse Housing Authority Garage	13	-	\$228,323
103.-22-02.2	110 Almond St	Dunkin' Donuts	15	-	\$671,166
118.-04-01.0	706-16 N Clinton St	Smokestack only	N/A	N/A	n/a
TOTALS		8 Businesses	83	0	\$5,098,246

**Source:** Onondaga Department of Finance (2016 Assessment and Market Value), City of Syracuse, Manta.com,

There would be no residential building acquisitions under the Community Grid Alternative.

The largest building to be acquired would be the 41,472 gross square feet (gsf) Learbury Centre at 329 North Salina Street (017.-01-01.0), which includes tenants Syracuse Behavioral Healthcare, D'Arcangilo Co, LLP, and FairHealth. Veteran's Fasteners, Inc. occupies a 10,318 gsf commercial wholesale space in the Prospect Hill neighborhood, and Tobin's Real Wood Furniture and Lawrence Automotive are tenants at 101 Lodi Street in Washington Square. Other building acquisitions are a Dunkin' Donuts, and the Syracuse Housing Authority maintenance garage.

The Community Grid Alternative would maintain the existing highway corridor through the South, East, and North I-481 Study Areas and would not displace any businesses or residents in these areas.



### **Loss of Tax Revenues**

**Table 6.3-6** provides a preliminary estimate, subject to final appraisal and acquisition determination, of the potential loss of property tax revenue that could result from the Community Grid Alternative. For properties that would require a partial acquisition, the estimate of tax revenue reduction was calculated by multiplying the acreage of the partial acquisition by the total land value and then estimating the taxes of that value.

The Community Grid Alternative would result in a total tax loss of \$245,401 annually. This includes a \$58,535 annual tax loss for the City of Syracuse, a \$109,625 annual tax loss to the Syracuse City School District, and a \$76,544 annual tax loss to Onondaga County (including City of Syracuse, Town of Cicero, and Town of DeWitt county taxes). The Town of Cicero would lose \$38 in tax revenues annually, whereas the North Syracuse School District would lose \$391 annually. An additional \$299 in other taxes, including County Water and Highway, would be lost. The Town of DeWitt and the East Syracuse School District would not lose any tax revenues, as the one parcel to be acquired in that region is State owned and tax exempt. The total aggregate property tax loss would be less than one half of one percent annually and, thus, is not considered to be a significant adverse impact of the Community Grid Alternative.

**Table 6.3-6**

**Estimated Annual Property Tax Effects from the Community Grid Alternative**

	<b>Total Tax Levy</b>	<b>Estimated Tax Loss</b>	<b>Percent of Total Tax Levy</b>
City of Syracuse	\$34,315,624	\$58,535	0.171%
Syracuse City School District	\$58,556,352	\$109,625	0.187%
Onondaga County	\$167,684,449	\$76,544	0.046%
Town of Cicero	\$4,869,797	\$38	0.001%
North Syracuse School District	\$51,217,992	\$391	0.001%
Town of DeWitt	\$8,361,867	\$0	0.000%
East Syracuse School District/Library	\$34,315,624	\$0	0.000%
Other	\$9,894,889	\$299	0.000%
<b>TOTAL</b>	<b>\$392,484,529</b>	<b>\$245,401</b>	<b>0.063%</b>
<b>Notes:</b> Includes City of Syracuse, Onondaga County, Syracuse City School District, Onondaga County Water District, Town of Cicero, Cicero North Syracuse School District, Town of DeWitt, East Syracuse School District and Highway Taxes for Cicero and DeWitt.			
<b>Sources:</b> City of Syracuse Annual Budget, Fiscal Year Ending June 30, 2017; Onondaga County New York, 2017 Executive Budget; Onondaga Department of Finance, City of Syracuse School District, Budget Book, 2016-2017			

### **CONSTRUCTION EFFECTS**

Construction of the Community Grid Alternative would require 164 full or partial property acquisitions including five building acquisitions holding eight businesses with 83 total employees. Although these buildings, and their respective businesses and employees, would be displaced, there are numerous properties within the greater Syracuse area to allow these businesses to relocate nearby. Thus, their displacement as a result of the construction of the Project would not result in an adverse effect.

The Community Grid Alternative would result in temporary easements during construction. Agreements would be established with the owners for the use of these properties during construction, and the properties would be returned to their respective owners after construction for continued use.

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. The Contractor would be responsible for the fee acquisition of these properties and for their sale upon completion of construction. NYSDOT would require the Contractor to comply with the Uniform Act for acquisition activities.

### **INDIRECT EFFECTS**

The Community Grid Alternative would maintain the existing highway corridor through the South, East, and North I-481 Study Areas, and would not displace any businesses or residents in these study areas. As such, the alternative would not induce additional loss of business activity or residents that could negatively affect surrounding businesses and lead to increased vacancy or loss of value, nor would it be expected to result in growth inducing effects within these study areas.

The alternative would maintain transportation uses in the I-81 Viaduct Study Area, except that a section of the highway would be removed and traffic would be redirected to local streets. The displacement of eight businesses and 83 jobs (one-tenth of one percent—0.1 percent—of total jobs within the I-81 Viaduct Study Area) would not be anticipated to result in induced loss of business or employment in the area.

The Community Grid Alternative could lead to additional development on parcels that would be created in the former right-of-way of I-81 in Downtown and Southside. The removal of the highway could also result in redevelopment of parking areas on either side of I-81. In both instances, potential new development would increase property values and tax revenues for the City of Syracuse and Onondaga County.

### **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 and proposed development.

As described above, the developable parcels in the former right-of-way of I-81 in Downtown and Southside could provide opportunities for new development and increased tax revenues. Improved pedestrian amenities and bicycle facilities, which would connect to conceptualized or planned bicycle enhancements, would provide increased connectivity between existing neighborhoods and greater accessibility to remaining businesses. These improvements could potentially attract development due to their proximity to the Downtown and University Hill job centers and the improved pedestrian and visual connections between these areas.

## **MITIGATION**

The Community Grid Alternative would partially or fully acquire 164 properties and displace eight businesses (83 employees). All real estate transactions and businesses and residential relocations would comply with EDPL and the Uniform Act. The “mitigation” discussion for the Viaduct Alternative discusses the protections and assistance provided under these regulations. As described above for the Viaduct Alternative, there is sufficient commercial and residential availability in the I-81 Viaduct Study Area to reasonably accommodate the businesses that would be displaced by the Community Grid Alternative. Also, refer to the Conceptual Stage Relocation Plan in **Appendix D** for more information.

## SECTION 6.3.2

### LOCAL AND REGIONAL ECONOMIES

This section presents the assessment of potential effects of the project alternatives on the local and regional economies.

#### 6.3.2.1 AFFECTED ENVIRONMENT

##### DATA SOURCES AND METHODOLOGY

United States Census Bureau Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) Version 7 data were evaluated to provide an overview of general economic conditions in the study areas. LODES, a dataset from the US Census, describes geographic patterns of jobs, using employment locations, residential locations of workers, and the connections between the two locations. LODES Version 7 includes data for 2002-2014, for which Quarter 2 (April – June) is the reference period in each year.

Labor force data were obtained from the United States Census 2000 and the American Community Survey (ACS) 2010-2014. Unemployment data were obtained from the New York State Department of Labor (NYSDOL).

As described in **Section 6.1.1. Introduction**, the following four study areas were identified for the Project: I-81 Viaduct Study Area, I-481 South Study Area, I-481 East Study Area, and I-481 North Study Area (see **Figure 6.1-1**). In addition, the assessment of economic effects includes three regional study areas: the City of Syracuse, Onondaga County, and the 5-County Region (Onondaga County, Oswego County, Cayuga County, Cortland County, and Madison County).

##### LABOR FORCE 2000-2014

Labor force reflects the number of working age people (16 years and older) who reside in a geographic area and who either have a job or are seeking a job. As summarized in Table 6.3-7, the labor force in the I-81 Viaduct Study Area decreased from 22,590 employees in 2000 to 20,785 employees in 2014. This represents an 8 percent decrease in the number of employees, whereas the City of Syracuse had a 3 percent decrease as a whole. The I-481 South Study Area and I-481 East Study Area each experienced labor force increases of 21.5 percent and 22.4 percent, respectively. The I-481 North Study Area experienced a decrease in the labor force from 5,692 in 2000 to 5,312 in 2014, a 6.7 percent decrease. The combined Project Area experienced a 1.4 percent decrease in labor force overall, whereas Onondaga County and the 5-County Region each experienced labor force increases of 4.5 percent and 2.5 percent, respectively.

Table 6.3-7  
Change in Labor Force in the Study Areas

Labor Force Summary	2000	2014	% Change
I-81 Viaduct Study Area	22,590	20,785	-8.0%
I-481 North Study Area	5,692	5,312	-6.7%
I-481 South Study Area	4,758	5,779	21.5%
I-481 East Study Area	2,924	3,580	22.4%
Total Project Area	35,964	35,456	-1.4%
City of Syracuse	67,072	65,044	-3.0%
Onondaga County	228,431	238,683	4.5%
5-County Region	387,765	397,604	2.5%
Source: Census 2000 and ACS 2010-2014			

## EMPLOYMENT

Employment represents the number of filled positions within a particular geographic area. For the purpose of collecting, analyzing, and publishing statistical data, State and Federal agencies classify employment (i.e., jobs) by industry sectors as defined by the North American Industry Classification System (NAICS). For this assessment, employment information is provided by total employment and by two-digit NAICS codes.

- I-81 Viaduct Study Area:** In 2014, the I-81 Viaduct Study Area had 81,350 workers (see **Table 6.3-8**). Of them, 44 percent are in the educational, health, and social services industry sector, which is due to the presence of Syracuse University, State University of New York (SUNY) Upstate Medical University, and affiliated and other major medical institutions. The other sectors with substantial representation include professional, scientific, management, administrative, and waste management services (11 percent); public administration (10 percent); accommodation and food services (6 percent); retail trade (6 percent); and finance, insurance, real estate, and rental and leasing (5 percent).

Major employers located in this area include medical and educational institutions, insurance and utility firms, and the Roman Catholic Diocese of Syracuse (see **Table 6.3-9**). Downtown Syracuse is located west of I-81, but the area's largest employers—Syracuse University and SUNY Upstate Medical University (and Health System)—are concentrated in the University Hill neighborhood on the east side of I-81.

- I-481 South Study Area:** The I-481 South Study Area is located primarily in the southern portion of the City of Syracuse. As discussed in **Section 6.2.1, Land Use**, land uses in I-481 South Study Area are residential, commercial, and institutional, including several residential and care facilities for the elderly, such as Loretto Health and Rehabilitation Center, a short and long-term rehabilitation facility; the Heritage, an Alzheimer's care facility; and the Bernardine, an assisted care facility. The Loretto facility

is one of the largest employers in Onondaga County, with 2,476 workers.<sup>2</sup> As such, 54 percent of the 4,385 employees in the I-481 South Study Area are in the health care and social assistance industry (see **Table 6.3-8**). Other industries include accommodation and food services (7 percent), wholesale trade (6 percent), and retail trade (6 percent).

- **I-481 East Study Area:** The I-481 East Study Area, located in the Town of DeWitt, had 21,643 employees in 2014. The northern section of the study area and the area to the east of I-481 is primarily vacant, with small pockets of residential use along Pheasant Road 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. The I-481 East Study Area includes considerable transportation land use, specifically the CSX rail yard. 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 the study area.

Jobs in this area are primarily in the health care and social assistance (21 percent); educational services (10 percent); retail trade (9 percent); public administration (8 percent); professional, scientific, and technical services (7 percent); accommodation and food services (7 percent); and finance and insurance (6 percent) industries.

- **I-481 North Study Area:** In 2014, there were 7,086 employees in the I-481 North Study Area, which is located in the Town of Cicero and just north of the Syracuse Hancock International Airport (see **Table 6.3-8**). These jobs are primarily in retail trade (31 percent); transportation and warehousing (15 percent); professional, scientific, and technical services (10 percent); and accommodation and food services industries (9 percent).

Commercial uses in the I-481 North Study Area are located near the I-81 and I-481 interchanges. 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 car dealerships. Around the I-481 and Northern Boulevard interchange are industrial, warehouse, and vacant land uses. One of the industrial uses is SRC, Inc., a company that has approximately 885 employees.<sup>2</sup>

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<sup>2</sup> Employment at major employers is from Onondaga County Office of Economic Development (<http://www.syracusecentral.com/Industries---Companies-Largest-Employers.aspx>). Site last accessed 9/14/2016.

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**Table 6.3-8**  
**2014 Jobs by North American Industry Classification System (NAICS)**  
**Industry Sector**

NAICS Industry Sector	I-81 Viaduct Study Area		I-481 North Study Area		I-481 South Study Area		I-481 East Study Area		Total Project Area	
	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	4	0.0%	7	0.1%	0	0.0%	13	0.1%	24	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Utilities	1,801	2.2%	177	2.5%	1	0.0%	15	0.1%	1,994	1.7%
Construction	1,851	2.3%	327	4.6%	223	5.1%	1,020	4.7%	3,421	3.0%
Manufacturing	2,602	3.2%	194	2.7%	133	3.0%	1,634	7.5%	4,563	4.0%
Wholesale Trade	1,720	2.1%	442	6.2%	275	6.3%	1,470	6.8%	3,907	3.4%
Retail Trade	4,778	5.9%	2,208	31.2%	257	5.9%	2,536	11.7%	9,779	8.5%
Transportation and Warehousing	1,324	1.6%	1,068	15.1%	136	3.1%	1,784	8.2%	4,312	3.8%
Information	1,635	2.0%	62	0.9%	3	0.1%	1,766	8.2%	3,466	3.0%
Finance and Insurance	2,986	3.7%	103	1.5%	30	0.7%	3,543	16.4%	6,662	5.8%
Real Estate and Rental and Leasing	1,047	1.3%	82	1.2%	81	1.8%	284	1.3%	1,494	1.3%
Professional, Scientific, and Technical Services	5,102	6.3%	697	9.8%	159	3.6%	1,754	8.1%	7,712	6.7%
Management of Companies and Enterprises	1,018	1.3%	10	0.1%	30	0.7%	623	2.9%	1,681	1.5%
Administration & Support, Waste Management and Remediation	3,582	4.4%	147	2.1%	186	4.2%	816	3.8%	4,731	4.1%
Educational Services	17,198	21.1%	50	0.7%	40	0.9%	145	0.7%	17,433	15.2%
Health Care and Social Assistance	18,760	23.1%	275	3.9%	2,371	54.1%	1,579	7.3%	22,985	20.1%
Arts, Entertainment, and Recreation	966	1.2%	210	3.0%	9	0.2%	153	0.7%	1,338	1.2%
Accommodation and Food Services	4,901	6.0%	620	8.7%	310	7.1%	1,431	6.6%	7,262	6.3%
Other Services (excluding Public Administration)	2,052	2.5%	246	3.5%	114	2.6%	990	4.6%	3,402	3.0%
Public Administration	8,023	9.9%	161	2.3%	27	0.6%	87	0.4%	8,298	7.7%
<b>Total</b>	<b>81,350</b>	<b>100.0%</b>	<b>7,086</b>	<b>100.0%</b>	<b>4,385</b>	<b>100.0%</b>	<b>21,643</b>	<b>100.0%</b>	<b>114,464</b>	<b>100.0%</b>
<b>Source: United States Census Bureau Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) Version 7</b>										

Table 6.3-9  
Major Employers in I-81 Viaduct Study Area

Name	Number of Employees
Upstate University Health System	9,525
Syracuse University	4,976
Crouse Hospital	2,700
National Grid	2,000
Time Warner Cable	1,800
Syracuse VA Medical Center	1,400
Roman Catholic Diocese	1,000
AXA Equitable Life Insurance	943
Total	23,989
<b>Sources:</b> Employment at major employers is from Onondaga County Office of Econ Development ( <a href="http://www.syracusecentral.com/Industries--Companies-Largest-Employers.aspx">http://www.syracusecentral.com/Industries--Companies-Largest-Employers.aspx</a> ), last accessed 9/14/2016, and Syracuse University ( <a href="http://www.syr.edu/about/facts.html">http://www.syr.edu/about/facts.html</a> ).	

### City of Syracuse, Onondaga County, and 5-County Region

As of 2014, there were 100,158 employees in the City of Syracuse (see **Table 6.3-10**). Health care and social assistance (25 percent) and educational services (19 percent) are the dominant employers in the area. These industry sectors are also prominent employers in Onondaga County, representing 16 percent and 13 percent of its jobs, respectively. Retail trade (11 percent), accommodations and food services (8 percent), and manufacturing (8 percent) also represent notable sectors of employment in the County. These sectors of employment are similar to the distribution found in the 5-County Region, where 347,606 employees work primarily in educational services (14 percent), health care and social assistance (16 percent), retail trade (12 percent), accommodations and food services (9 percent), and manufacturing (9 percent).

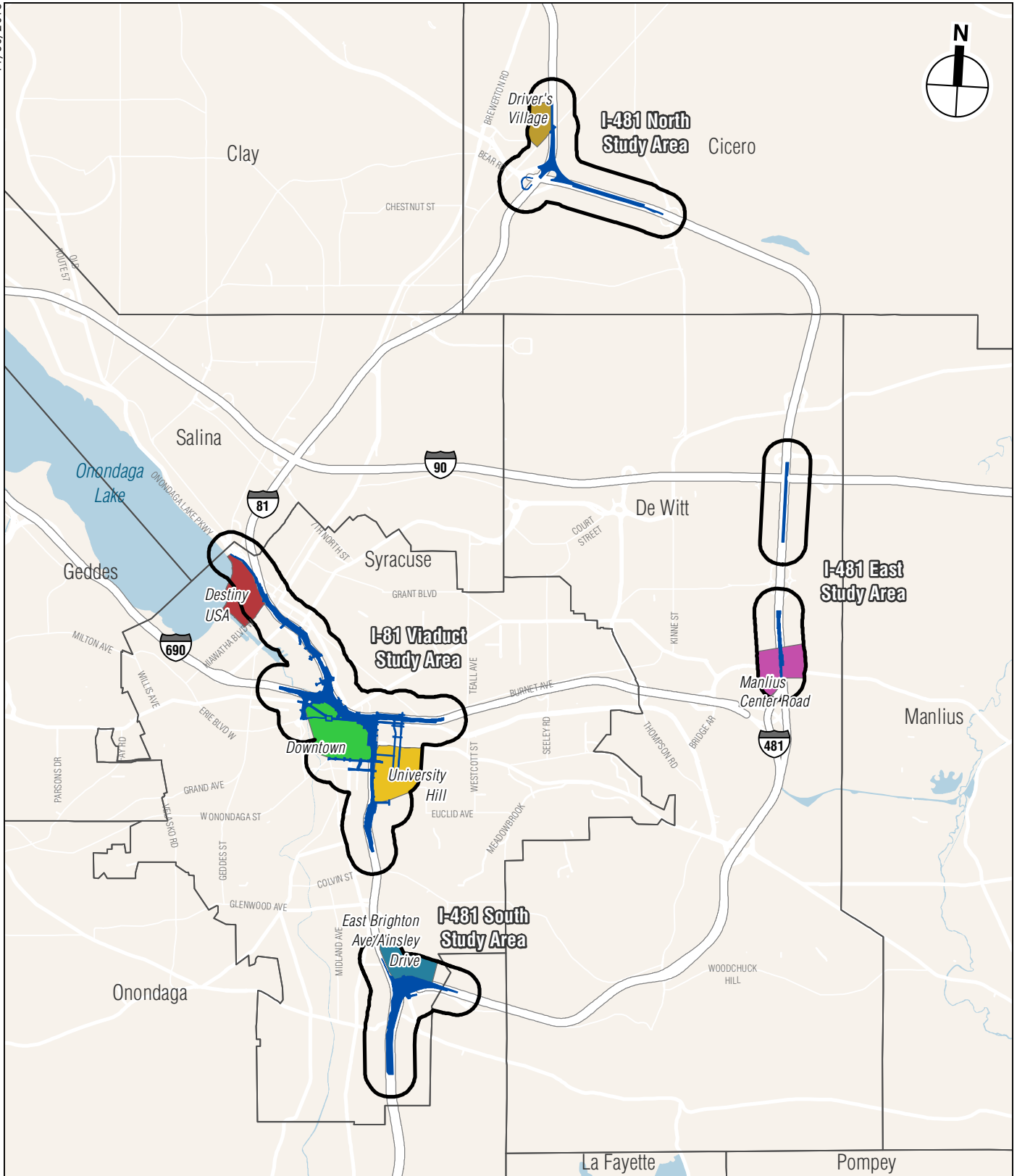
### BUSINESS DISTRICTS



The major commercial centers within the Project Area are shown in **Figure 6.3-3**.

#### I-81 Viaduct Study Area

- **Downtown:** As further described in **Section 6.2.1, Land Use**, Downtown serves as the commercial center of the City of Syracuse and greater Central New York region. Downtown generally occupies an area bordered 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.





-  Project Limits
-  Study Areas (1/4-Mile Boundary)

**Table 6.3-10**  
**2014 Jobs by North American Industry Classification System (NAICS)**  
**Industry Sector**

NAICS Industry Sector	City of Syracuse		Onondaga County		5-County Region	
	Count	Share	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	4	0.0%	568	0.2%	2,086	0.6%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	141	0.1%	231	0.1%
Utilities	1,801	1.8%	2,459	1.0%	4,245	1.2%
Construction	2,046	2.0%	9,461	3.8%	12,900	3.7%
Manufacturing	3,071	3.1%	18,786	7.5%	31,129	9.0%
Wholesale Trade	2,210	2.2%	14,029	5.6%	16,358	4.7%
Retail Trade	7,179	7.2%	27,707	11.1%	40,268	11.6%
Transportation and Warehousing	1,476	1.5%	10,470	4.2%	12,360	3.6%
Information	1,725	1.7%	4,546	1.8%	5,270	1.5%
Finance and Insurance	4,395	4.4%	11,247	4.5%	13,067	3.8%
Real Estate and Rental and Leasing	1,304	1.3%	3,283	1.3%	3,945	1.1%
Professional, Scientific, and Technical Services	5,820	5.8%	14,947	6.0%	18,190	5.2%
Management of Companies and Enterprises	1,333	1.3%	2,746	1.1%	3,323	1.0%
Administration & Support, Waste Management and Remediation	4,095	4.1%	12,701	5.1%	15,373	4.4%
Educational Services	19,422	19.4%	32,963	13.2%	49,673	14.3%
Health Care and Social Assistance	25,186	25.1%	40,594	16.3%	55,021	15.8%
Arts, Entertainment, and Recreation	1,119	1.1%	3,440	1.4%	4,468	1.3%
Accommodation and Food Services	6,917	6.9%	19,959	8.0%	29,911	8.6%
Other Services (excluding Public Administration)	2,818	2.8%	8,707	3.5%	12,327	3.5%
Public Administration	8,237	8.2%	10,670	4.3%	17,461	5.0%
	100,158	100.0%	249,424	100.0%	347,606	100.0%
<b>Sources:</b> United States Census Bureau Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) Version 7						

Major employers in Downtown include government, cultural institutions, and health care facilities, such as the Syracuse City Hall; the Museum of Science and Technology (MOST); the Erie Canal Museum; the Oncenter/Nicholas J. Pirro Convention Center/War Memorial Arena; and Upstate Medical University facilities. As such, of the 21,318 total jobs in Downtown as of 2014, most jobs were in public administration/government (34 percent); professional scientific and technical services (13 percent); and finance and insurance (10 percent) sectors. Approximately 7 percent of jobs in Downtown are in retail trade and accommodation and food services.<sup>3</sup>

<sup>3</sup> U.S. Census Bureau's OnTheMap, accessed September 2016.

Downtown's core has seen increased investment in recent years. Salina Street, the historical "Main Street" of Downtown, no longer serves as the city and region's primary shopping and entertainment district, the result of commercial and residential sprawl that occurred throughout the mid- and late twentieth century. However, over the last two decades, streets surrounding and adjacent to Armory Square, including West Jefferson Street, Walton Street, and South Franklin Street, have been redeveloped and are now the city's primary mixed-use retail and cultural destination. The area is now home to hundreds of residential units and local and national retailers, numerous restaurants, the MOST, and co-working facilities. Redevelopment is now planned in many areas throughout the Downtown core.

As described in **6.2.1, Land Use**, the majority of Downtown development, business, and cultural activity is located several blocks from existing highway right-of-way. Generally, development patterns near I-81 lack density, and there is substantial underutilized land. Where active land uses are located within a block of the highways, the uses are often buffered from the highways by large areas of surface parking. Additionally, the majority of recent and/or proposed development within Downtown has located or been proposed in the higher-density, pedestrian-oriented traditional core, away from I-81 and I-690, and on University Hill. Only Upstate Medical Center has developed and has proposed to develop areas adjacent to I-81.

- **University Hill:** University Hill is immediately east of I-81 between Genesee Street and East Colvin Street. As described in **Section 6.2.1, Land Use**, University Hill is the City's educational and medical district. The defining land uses are institutional and include Syracuse University, SUNY College of Environmental Science and Forestry (SUNY ESF), SUNY Upstate Medical University, Crouse Hospital, Syracuse Veterans Affairs (VA) Medical Center, and Richard H. Hutchings Psychiatric Center. The majority of non-institutional commercial and residential uses either supports or is affiliated with the institutions and caters primarily to university and medical staff and to students and visitors. Commercial uses include several hotels, as well as retail, the latter primarily along Marshall Street and South Crouse Avenue. Part of the SUNY Upstate campus is located west of Almond Street along Harrison and Adams Streets. This area has also seen the recent development of several apartment buildings that cater to students of the universities and residents from the hospitals.
- **Destiny USA:** 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 acres of surface parking lots. To the south of Destiny USA, the Inner Harbor area surrounds a port on Onondaga Creek. A former industrial site, Inner Harbor now includes marinas, a hotel, and commercial office and retail. This area also has large tracts of vacant land where former industrial and warehouse uses have been demolished. Some tracts have been slated for new commercial and/or residential development.

### **I-481 South Study Area**

To the north and east of the I-481 and I-81 interchange is a mix of commercial, automotive, and industrial uses 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.

### **I-481 East Study Area**

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.

### **I-481 North Study Area**

Located near the interchange of I-81 and I-481 is Driver's Village, a former shopping mall that now holds several automobile dealerships.

## **SPECIFIC BUSINESS TYPES**

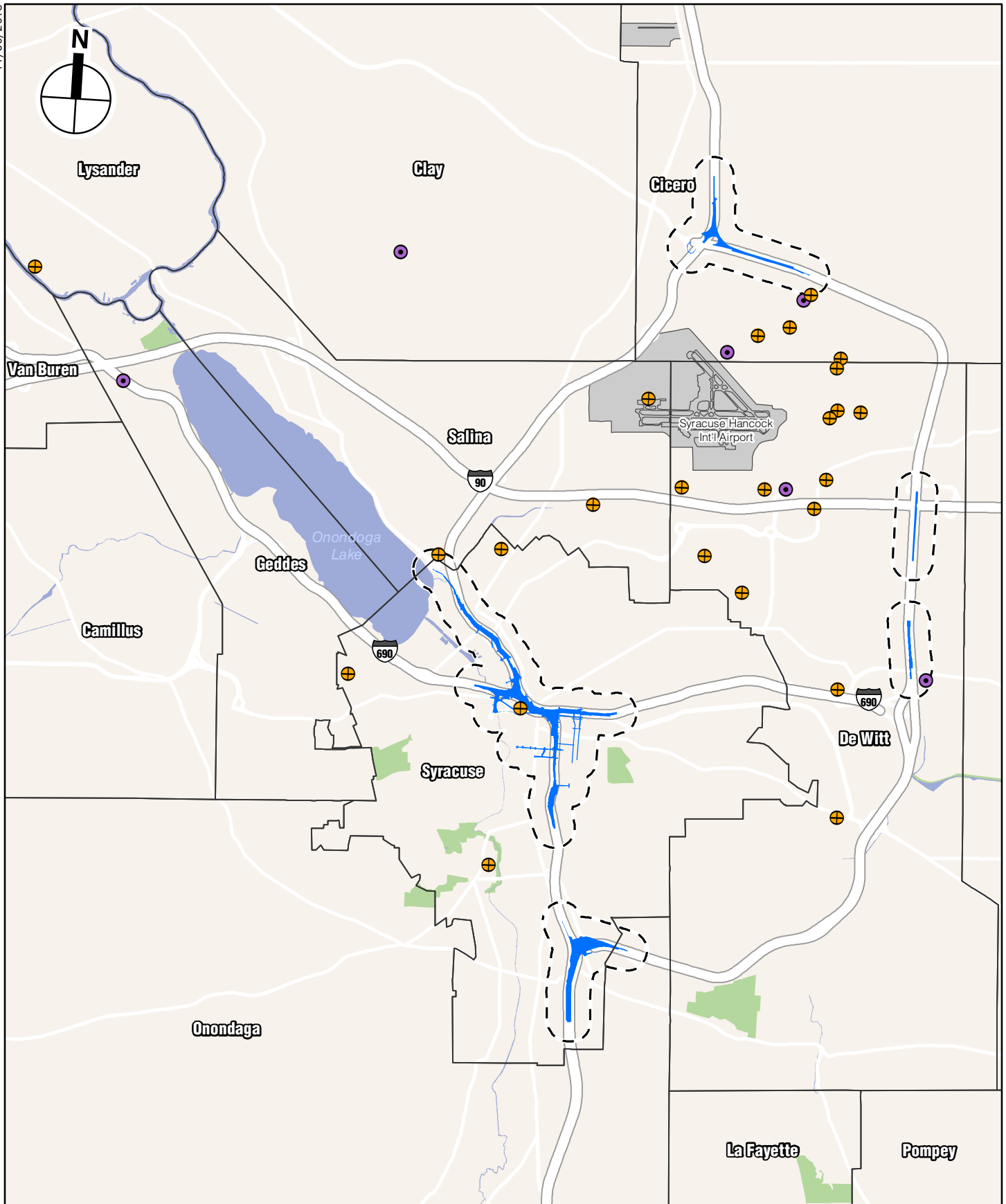
### **Freight (Trucks)**

As shown in **Figure 6.3-4**, there are a number of freight and truck oriented businesses within the study areas, including warehouse and distribution centers, as well as freightliner companies. These businesses are primarily concentrated on the outskirts of Syracuse, particularly in the vicinity of the I-481 North Study Area and the I-481 East Study Area, which are nearest to the New York State Thruway (I-90) and Syracuse Hancock International Airport. As discussed above, the transportation and warehousing sector is a major employer in the I-481 North Study Area, comprising 15 percent of the workforce. In the I-481 East Study Area, it comprises 8.2 percent of the workforce (see **Table 6.3-8**).

The existing interstate highway system in and around the study areas includes I-81, I-90, I-690, and I-481, and these interstates are the primary truck routes through the area. Based on NYSDOT Classification Count Average Weekday Data Reports, truck traffic comprises approximately 15 percent of all vehicles traveling on I-81 within the I-81 Viaduct Study Area, and approximately 10 percent of all vehicles traveling on I-481 within or near the North, South, and East Study areas.<sup>4</sup> Trucks coming from the north and south currently travel on I-81 to access points within the City of Syracuse and destinations south of its northern interchange with I-481, such as the Syracuse Hancock International Airport. I-481 is currently used to bypass the City of Syracuse or to reach points east of the City. Both I-81 and I-481 provide access to I-690 and I-90; as such, trucks may use either route to access destinations within these corridors.

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<sup>4</sup> New York State Traffic Data Viewer, New York State Department of Transportation Classification County Average Weekday Data Report (2008, 2010, 2011, 2014).



- Project Limits
- Study Area (1/4 Mile Boundary)
- Freight Companies
- Distribution Centers

0 2 MILES

## **Medical**

Numerous medical institutions are located within the I-81 Viaduct Study Area, including St. Joseph's Hospital, SUNY Upstate Medical Center, Crouse Hospital, and Syracuse VA Medical Center. These medical institutions are currently accessible from I-81 Interchanges 18, 19, and 20. As discussed above, the health care industry is a major employer in the region and, in particular, the I-81 Viaduct and the I-481 South Study Areas, where it employs 23 percent and 54 percent of the workforce, respectively (see **Table 6.3-8**).

## **Educational Services**

Syracuse University is located within the I-81 Viaduct Study Area. The approximately 270-acre campus is located east of I-81 and south of the I-690 interchange. Syracuse University is a major employer and source of economic activity within the I-81 Viaduct Study Area. Total university enrollment in the fall of 2015 was approximately 21,800 students. Syracuse University employs 910 tenured and tenure-track faculty; 240 full-time non-tenure-track faculty; 551 part-time non-tenure-track faculty; 3,205 full-time staff; and 310 part-time staff.<sup>5</sup>

SUNY Upstate Medical University, which is discussed above under "Medical," also falls under this category of businesses, as it is an educational institution as well as a provider of medical services.

Also within the I-81 Viaduct Study Area is SUNY ESF. The approximately 12-acre ESF campus supports a total enrollment of approximately 1,650 undergraduate students and 600 graduate students.<sup>6</sup>

In total, approximately 21 percent of the workforce in the I-81 Viaduct Study Area is in the educational services industry (see **Table 6.3-8**).

## **Retail**

The City of Syracuse and Onondaga County serve as the primary retail destination for the Syracuse metropolitan area. Downtown Syracuse contains locally owned stores and small national retailers, concentrated in and around Armory Square and along South Salina Street, the traditional Downtown retail spine. The majority of local and regional retail is located outside of the I-81 Viaduct Study Area (including Downtown) in portions of Syracuse and surrounding Onondaga County. Generally, retail within the region is located in shopping centers anchored by mid-box or big-box format stores along arterial roadways, in regional malls, and interspersed with other uses in small storefronts along the main streets of towns.

Destiny USA is located in the I-81 Viaduct Study Area. With approximately 2.4 million square feet of retail and entertainment space, including over 300 stores, it is the largest shopping mall in New York State. Other shopping centers in the City of Syracuse are found off I-81 to the north of Downtown near the airport, along Erie Boulevard to the east of

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<sup>5</sup> <http://www.syr.edu/about/facts.html>

<sup>6</sup> <http://www.esf.edu/welcome/facts.htm>

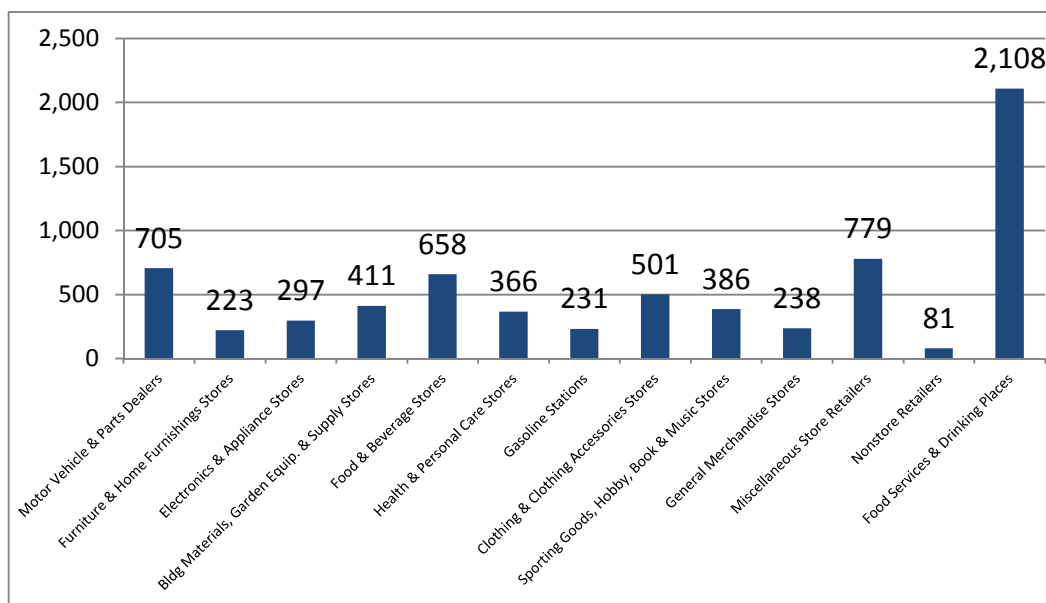
Downtown, Genesee Street to the west of Downtown, and in smaller neighborhood concentrations.

Based on data from ESRI, a national data provider, the 5-county region contains approximately 6,984 retail establishments, including food services and drinking establishments. As shown in **Exhibit 6.3-1**, many establishments (30 percent) are food services and drinking. Miscellaneous store retailers represent 11 percent of establishments, and food and beverage stores represent approximately 9 percent. Retail establishment data from ESRI for the U.S. indicate that the distribution of retail establishments across retail sectors is generally similar for the metropolitan area and the nation as a whole, with the exception of the high percentage of food services and drinking places.

Regionally, retail has experienced decentralization over the years, with large-scale shopping centers found in suburban locations to the east, west, and north of Syracuse in surrounding Onondaga County. In DeWitt to the east, Erie Boulevard (NY-5) near the I-690 and I-481 interchange is lined with stand-alone national retailers, shopping centers, and the nearly one million-square-foot Shoppingtown Mall. Similarly, Genesee Street to the west in Camillus is lined with large, national retail stores. In North Syracuse, US-11 north of I-481 also hosts a number of national chains. Farther north, the town of Clay is home to the Great Northern Mall, an 896,000-square-foot mall situated at the intersection of I-481 and NY-31, as well as a number of freestanding chain retailers, located just west of the mall.

**Exhibit 6.3-1**

**Retail Establishments in the Syracuse Metropolitan Area, 2014**



**Source:** ESRI Business Analyst

There are fewer shopping centers located in the four counties surrounding Onondaga County. To the south, the primary retail concentration in Cortland County is found near the convergence of NY-281 and NY-13 to the west of Downtown Cortland, which includes the 476,000-square-foot Cortlandville Crossings and smaller shopping centers anchored by mid- or big-box establishments or grocery stores. Retail in Madison County to the east is generally centered along NY-5 in the northern portion of the county, but options are limited to scattered retailers and stand-alone big-box retailers. Retail in Oswego County to the north is concentrated in Fulton, at the convergence of I-481 and NY-3, and in Oswego, along NY-104 near I-481. A larger concentration of retail is found along Route 20 in Cayuga County, just west of Auburn.

Local retail in the I-81 Viaduct Study Area is largely concentrated in Downtown, with Salina Street serving as the traditional Downtown retail corridor and Armory Square providing an example of retail growth through mixed-use revitalization. However, the primary retail concentration is located in the northernmost area of the study area adjacent to I-81—Destiny USA. Additional smaller retail clusters are located throughout Downtown. East of I-81, there is a concentration of retail toward the northern end of the Syracuse University campus, with some additional retail located along East Genesee Street. Retail in the University Hill area—especially along Marshall Street—tends to be college-oriented, catering to the students and employees of Syracuse University and SUNY ESF.

Based on 2016 data from ESRI, Inc., the I-81 Viaduct Study Area currently contains approximately 425 retail establishments and another 233 food service and drinking places. As shown in **Table 6.3-11**, retail sales at these 658 businesses—which accounts for nearly 10 percent of all retail within the 5-County Region—are estimated at \$947 million. At the same time, demand for retail goods and services from households living in the study area is estimated at \$144 million. As such, there is an \$803 million surplus in retail and food and drink sales within the I-81 Viaduct Study Area. Therefore, the I-81 Viaduct Study Area is drawing retail sales from a base much wider than its own year-round residential population, including from workers, tourists, or other visitors, making it a retail destination.

While several business districts with retail are located within the I-81 Viaduct Study Area, including Downtown (Armory Square) and University Hill (Marshall Street), the primary retail destination and driver is Destiny USA. The mall's national and local retail, dining, and entertainment attractions draw customers from the City of Syracuse, the Region, elsewhere in New York State, Pennsylvania, and Canada. As such, Destiny USA, like many large shopping malls, relies on its proximity to highways as they provide high capacity access to and from these facilities.



Table 6.3-11

Retail Demand, Sales, and Capture Rates for I-81 Viaduct Study Area

Retail Sector	Retail Demand (Millions of 2016 Dollars)	Retail Sales (Millions of 2016 Dollars)	Capture Rate (% of Demand Captured In Specified Area)
Motor Vehicle & Parts Dealers	\$27.1	\$151.3	558%
Furniture & Home Furnishings Stores	\$4.3	\$36.0	841%
Electronics & Appliance Stores	\$9.3	\$64.2	693%
Bldg Materials, Garden Equip. & Supply Stores	\$3.4	\$10.3	264%
Food & Beverage Stores	\$27.3	\$90.6	331%
Health & Personal Care Stores	\$10.3	\$57.6	558%
Gasoline Stations	\$8.6	\$28.2	327%
Clothing & Clothing Accessories Stores	\$10.1	160.1	1,579%
Sporting Goods, Hobby, Book & Music Stores	\$3.6	\$50.2	137%
General Merchandise Stores	\$15.9	\$111.4	700%
Miscellaneous Store Retailers	\$6.2	\$56.3	912%
Nonstore Retailers	\$3.0	\$2	7%
Total Retail Trade	\$130.2	\$816.9	627%
Food Services & Drinking Places	\$13.8	\$129.6	936%
Total Retail Trade and Food & Drink	\$13.8	\$129.6	936%
<b>Notes:</b> Retail sales estimates sales to consumers by establishments. Retail demand (expenditure potential) estimates the amount spent by consumers at retail establishments. <b>Sources:</b> ESRI, Inc., 2016 Retail Market Place Profile report			

Destiny USA is an important component of the local and regional economy as a result of revenue generated from the 8 percent sales tax on retail goods. Of this, 4 percent goes to the County and 4 percent goes to the State. The center is exempt from most property taxes under a 30-year agreement with the City of Syracuse that expires in 2037.<sup>7</sup> Based on retail sales data from ESRI Business Analyst, the \$300 million in annual retail sales at Destiny USA would result in \$12 million in sales taxes to Onondaga County and \$12 million to the State of New York.

### 6.3.1.5 NO BUILD ALTERNATIVE

The No Build Alternative would maintain the highway in its existing configuration with only routine maintenance and repairs. Existing access to employment centers, universities, businesses, and truck routes would be maintained.

<sup>7</sup> [http://www.syracuse.com/news/index.ssf/2012/06/destiny\\_usa\\_wont\\_be\\_growing\\_la.html](http://www.syracuse.com/news/index.ssf/2012/06/destiny_usa_wont_be_growing_la.html)

### 6.3.1.6 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

#### PERMANENT/OPERATIONAL EFFECTS

Under the Viaduct Alternative, I-81 and I-690 and their interchanges would be rebuilt or modified, improving the connections between these two interstates and increasing access from local roadways. The Viaduct Alternative would maintain interstate access through the I-81 Viaduct Study Area for cars and trucks, and new roadway design elements would improve safety and operations. This would have a positive effect for users of I-81 throughout the region, including residents, workers, and freight operators.

New ramp connections between eastbound I-690 and northbound I-81 and from southbound I-81 to westbound I-690 would be added, improving connectivity to and from this area and between Destiny USA and I-690 west of the existing interchange. Additionally, ramps connecting West Street to and from I-690 would be reconfigured and West Street would be rebuilt as a surface street, enhancing the visual and physical connection between Downtown and the Near Westside. The removal of the West Street overpass also would provide an opportunity to expand the Creekwalk and relocate a portion of the trail to be adjacent to Onondaga Creek.

The Viaduct Alternative would result in the acquisition of 24 buildings in the I-81 Viaduct Study Area. These structures hold 38 businesses with an estimated 622 employees. While the acquisition of the commercial and retail buildings could potentially reduce employment if the 38 businesses are unable to relocate within the I-81 Viaduct Study Area, as described in **Section 6.3.1, Land Acquisition, Displacement, and Relocation**, relocation options exist within the I-81 Viaduct Study Area for the businesses to relocate. Furthermore, even if these businesses choose to relocate outside of the area, the loss of the 622 employees represents less than one percent (0.8 percent) of total I-81 Viaduct Study Area employment, and 0.6 percent of total City, County, or Regional employment. Therefore, no direct adverse effects to the local or regional employment base would be anticipated from the relocation and/or potential loss of these businesses.

The Viaduct Alternative is not anticipated to have an adverse effect on the healthcare and education institutions within the I-81 Viaduct Study Area. Approximately 207 jobs—less than one percent of jobs in these industry sectors within the I-81 Viaduct Study Area—would be displaced as a result of the Project, and locations are available for relocation within the Study Area (see **Section 6.3.1, Land Acquisition, Displacement, and Relocation** for more information.) Furthermore, these institutions would continue to be accessible to students, employees, and visitors, much as they are with the existing I-81 viaduct.

The Viaduct Alternative would not result in perceptible changes to business districts. Within Downtown, where the majority of business displacement would occur, less than one percent of total jobs within the I-81 Viaduct Study Area would be displaced and there are many options for business relocation within Downtown. Additionally, and as discussed in **Section 6.2.1, Land Use**, the Viaduct Alternative is unlikely to alter current development patterns in areas adjacent to the viaduct where development has been influenced by the presence of the

existing highway for decades. Existing properties 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 development patterns are expected to continue under the Viaduct Alternative. Therefore, the Viaduct Alternative would not have a substantial effect on local or regional economies, as key industries, including healthcare and education, and employers, such as Upstate Medical University and Syracuse University, would remain, and development plans under the No Build Alternative are expected to proceed as planned. Furthermore, the Viaduct Alternative would not substantially alter the movement of goods or people through the City of Syracuse compared to the No Build Alternative. Existing truck routes and existing commercial and retail development patterns would be expected to continue within the I-81 Viaduct Study Area.

In summary, the Viaduct Alternative would improve vehicular travel to, from, and through Downtown Syracuse, and it would improve pedestrian and bicycle connectivity between neighborhoods in the I-81 Viaduct Study Area. The continued presence and wider footprint of the I-81 viaduct south of I-690 would limit the alternative's potential to encourage development on underutilized lots adjacent to it, or to better connect neighborhoods in a manner that would meaningfully affect the local economy. The Viaduct Alternative also would not have a significant adverse impact on employment and business districts or on specific businesses and institutional uses, such as freight, retail, medical, and education.

### **CONSTRUCTION EFFECTS**

Construction of the Viaduct Alternative would last approximately six years, and could result in adverse effects to businesses due to temporary lane and/or road closures that could impede access by customers and/or workers, including drivers, pedestrians, and bicyclists.

Short-term benefits to the Project Area would occur during the construction phase of the Project in the form of increased demand for local materials, services and labor. The short-term increases in employment would be expected to filter through the regional and local economies, generating consumer and business spending.

Temporary lane, road, and intersection closures and associated rerouting of traffic would be likely during construction. These closures would temporarily affect the movement of cars, pedestrians, and bicyclists within and between the neighborhoods in the 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. Lane closures on I-81 would be conducted during the off-peak period to minimize traffic effects. Temporary traffic increases may also occur in areas where vehicles are diverted due to construction work, which could result in increased business patronage to businesses along these routes during construction.

While temporary easements may be required, there would be no additional acquisitions for construction. However, the Viaduct Alternative could result in effects to business access, which may require mitigation (e.g., signing, detours), but in all cases, NYSDOT and/or its Contractor would maintain a point of access to these uses unless it would be infeasible

and/or impractical to do so. In addition, efforts would be undertaken to communicate about construction activities with businesses that would be affected by the temporary construction inconveniences. 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, which would facilitate access to local businesses during construction (see **Chapter 5, Transportation and Engineering Considerations**). The implementation and effectiveness of the plans would be monitored throughout the construction period and modified as needed.

### **INDIRECT EFFECTS**

The Viaduct Alternative would involve the continuation of an existing transportation corridor and, with the exception of the acquisition properties, its implementation would not impede existing employment, businesses, or institutional uses in the I-81 Viaduct Study Area.

As described in **Section 6.3.1, Land Acquisition, Displacement, and Relocation**, the Viaduct Alternative would be unlikely to induce additional business or employment displacement or relocation. Building acquisitions would not remove a substantial number or percentage of businesses and employment, either in total or in any one industry sector that may influence a business to move or lose its customer base.

The displacement of 38 businesses (622 jobs) would be unlikely to indirectly impact other area businesses that serve commuters (i.e., restaurants, convenience stores, gas stations). The 38 businesses are located throughout the I-81 Viaduct Study Area such that displacement would be dispersed. Furthermore, there is opportunity for relocation to occur in other buildings within and near the I-81 Viaduct Study Area.

Therefore, it is unlikely that any individual business would be significantly adversely affected by the displacement of 622 employees. As such, overall business activity would not be affected by the loss of these establishments. If the displaced businesses relocate to one of the many properties nearby that are for lease or for sale and could accommodate these businesses, then the property would benefit from the lease of its space, thus reducing building vacancy in the area.

The Viaduct Alternative would be unlikely to induce substantial new retail, commercial, mixed-use, or institutional development beyond what would be expected in the No Build Alternative. Development 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, and the Viaduct Alternative would not improve or create an environment substantively different or more attractive to development types most likely to locate in a downtown as compared with the No Build Alternative.

### **CUMULATIVE IMPACTS**

As described in **Chapter 5, Transportation and Engineering Considerations**, the Viaduct Alternative would meet regional travel needs well into the future to support the

current businesses and employment within the I-81 Viaduct Study Area. As described above, the Viaduct Alternative would not substantially alter the existing pattern of development within the City of Syracuse as compared to the No Build Alternative.

The alternative could positively affect the freight industry as a result of improved travel times and safety on I-81; however, the time savings would be modest. Additionally, as previously shown in **Figure 6.3-4**, most freight businesses are located closer to I-481 and I-90 (New York Thruway); thus, the I-81 highway improvements would not affect these businesses in a meaningful way.

Based on the effects of the Viaduct Alternative described above, no significant adverse cumulative effects to the local and regional economies would be anticipated as a result of the Viaduct Alternative and other proposed projects.

## **MITIGATION**

Efforts were made during preliminary engineering of the Viaduct Alternative to avoid or minimize property acquisitions. For example, in several instances where initial engineering indicated a building acquisition would be required, further refinements to the alignment were undertaken as practicable to avoid the building or structure. As a result, permanent displacement of businesses within the I-81 Study Area was reduced to 38 businesses contained in 24 buildings under the Viaduct Alternative.

The displacement of the 38 businesses would be undertaken pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and the New York State Eminent Domain Procedures Law. Owners and tenants of affected properties would be provided relocation assistance, and owners of properties that would be acquired would be compensated at fair market value. Research indicates that there is sufficient commercial availability in the study area to reasonably accommodate the businesses that would be displaced by the Viaduct Alternative. The Conceptual Stage Relocation Plan is in **Appendix D**.

As discussed in **Chapter 4, Construction Means and Methods**, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the six-year construction period early in the Design-Build process. Since it would be the Contractor's responsibility to develop and implement the plan that would need to be approved by NYSDOT, the specifics cannot be predicted at this time. However, NYSDOT would require its Contractor to retain an access point to each business unless it is infeasible, and the communication and outreach plan would include measures to minimize other temporary adverse construction effects to businesses to the extent practicable, such as staggering construction along roadways and limiting work to specified hours, and through signage and detours.

### 6.3.1.7 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

#### PERMANENT/OPERATIONAL EFFECTS

The Community Grid Alternative would improve the connectivity of the I-81 Viaduct Study Area by re-establishing east-west crossings along Almond Street, re-establishing the street grid in the Near Eastside, and providing improved pedestrian and bicycle amenities and connections between Downtown/Southside and University Hill/Near Eastside. This would improve the flow of people and goods between these neighborhoods and could result in improved economic activity due to improved conditions for development currently supported by market conditions, namely mixed use residential and commercial.

The Community Grid Alternative would promote the use of the street grid throughout the I-81 Viaduct Study Area, including the reconnection of some streets (i.e., the extension of Irving Avenue to I-690) and the restoration of others (i.e., Oswego Boulevard and Pearl Street. 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 former I-81 right-of-way would shift east and under the railroad bridge to connect to Almond Street just north of Martin Luther King, Jr. East (MLK, Jr. East). The potential development of these parcels could add to local property tax revenues and may increase local sales taxes should retail be developed.

By removing the viaduct and moving traffic to local streets, the Community Grid Alternative would result in increased travel times for some through trips, particularly those from the south that would otherwise travel along I-81 to their destination. Changes to local street traffic patterns could also slightly affect travel times on local streets as well as the movement of goods, both locally and regionally. This could result in adverse impacts to truck routes and the delivery of goods within the I-81 Viaduct Study Area; however, these impacts are not expected to be significant. (For more on traffic patterns and impact analysis, see **Chapter 5, Transportation and Engineering Considerations**.) As such, the alternative would not adversely affect truck routes through and around the City of Syracuse, as local deliveries would continue to be able to access neighborhoods within the City.

West Street ramps to and from I-690 would be reconfigured, and the West Street overpass would be removed. This would improve 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. Increased visibility and pedestrian activity between these neighborhoods could have a beneficial effect on the local economy, as more residents and businesses may relocate to the area.

New ramp connections between I-690 and the I-81 former north segment (i.e., the section of I-81 north of I-690, which would remain) would be added, improving connectivity between the two highways.

The Community Grid Alternative would result in the acquisition of five buildings in the I-81 Viaduct Study Area, including a drive-thru restaurant, three industrial/warehouse uses, and a medical office. These buildings include 8 businesses with 83 total employees, representing a

fraction of a percent (0.1 percent) of the total jobs within the I-81 Study Area. It is likely that suitable space for these businesses could be found in the nearby area. Therefore, no direct adverse effects to employment within the local or regional economies would be anticipated from the relocation of these businesses. For more on building acquisitions, see **Section 6.3.1, Land Acquisition, Displacement, and Relocation**.

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, it would not change existing truck access to these study areas. The Community Grid Alternative would also include improvements to the re-designated I-81 (I-481) to increase capacity and flow. No business displacement would occur in these areas. Trucks and freight currently utilize I-481 to access points north and south of the City of Syracuse. The improvement of this interstate highway would facilitate the movement of goods through the study areas. It is anticipated that existing truck routes to access points north of the existing I-690 and I-81 interchange, such as the Syracuse Hancock International Airport, would be modified by drivers who would now access the airport from different routes, including I-90 and the re-designated I-81 (formerly I-481).

Retail would not be adversely affected as a result of the Community Grid Alternative, and in some instances retail conditions could improve; for example, in Downtown, increased travel along local routes could improve business conditions of local retail establishments and attract additional establishments. Regionally, although I-81 would be rerouted along the current I-481, highway connections to Destiny USA would continue from all directions, including from the south by connecting with I-690. Although travel times from the south may increase, the change would be small and unlikely to affect visitation from regional consumers. (See **Chapter 5, Transportation and Engineering Considerations** for more information on travel times.)

Since the new I-81 would bypass the airport, trucks would travel either on the re-designated highway spur in the northern segment (former I-81 between I-690/I-81 and I-481/I-81 interchanges) or on I-90 to access the airport and destinations within that area. This could add travel time to existing truck routes. (See **Chapter 5, Transportation and Engineering Considerations** for more.)

In summary, the Community Grid would increase connectivity and economic activity in the I-81 Viaduct Study Area as compared with the No Build Alternative by creating new development parcels in former viaduct right-of-way; and by improving local connectivity between Downtown and surrounding neighborhoods where infill development would be most likely to occur given the improved visibility, pedestrian, and bicycle connectivity. In addition, while some existing truck routes and trips to Destiny USA would be modified as a result of the alternative, as described in **Chapter 5, Transportation and Engineering Considerations**, travel times are not expected to increase substantively. Finally, although there would be the need to relocate eight businesses, there are numerous spaces available for their relocation within the I-81 Viaduct Study Area. Should these businesses relocate outside of the study area, they represent a fraction of a percent of total I-81 Viaduct Study Area jobs.

Additionally, the creation of the new developable parcels within the I-81 Viaduct Study Area could offset a loss of economic activity associated with these businesses.

### **CONSTRUCTION EFFECTS**

Construction of the Community Grid Alternative would last approximately five years, and could result in adverse effects to businesses due to temporary lane and/or road closures that could impede access by customers and/or workers, including drivers, pedestrians, and bicyclists.

Temporary lane, road, and intersection closures and associated rerouting of traffic would be likely during construction. These closures would temporarily affect the movement of cars, pedestrians, and bicyclists within and between the neighborhoods in the Community Grid 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. Lane closures on I-81 would be conducted during the off-peak period to minimize traffic effects. Temporary traffic increases may also occur in areas where vehicles are diverted due to construction work, which could result in increased business patronage to businesses along these routes during construction.

While temporary easements may be required, there would be no additional acquisitions for construction. However, the Community Grid Alternative could result in effects to business access, which may require mitigation (e.g., signing, detours), but in all cases, NYSDOT and/or its Contractor would maintain a point of access to these uses unless it would be infeasible and/or impractical to do so. In addition, efforts would be undertaken to communicate about construction activities with businesses that would be affected by the temporary construction nuisances. 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 (see **Chapter 4, Construction Means and Methods**). Mitigation efforts would include a traffic management plan, which would facilitate access to local businesses during construction (see **Chapter 5, Transportation and Engineering Considerations**). The implementation and effectiveness of the plans would be monitored throughout the construction period and modified as needed.

### **INDIRECT EFFECTS**

As described in **Section 6.3.1, Land Acquisition, Displacement, and Relocation**, the Community Grid Alternative would not displace residents or lead to the loss of economic activity associated with residents. Local businesses and places of employment are located along and accessible via the local street network, which would be enhanced through improved local connections in the I-81 Viaduct Study under the Community Grid Alternative. Furthermore, existing businesses near areas of displaced employment do not rely on this employment, or proximity to portions of the viaduct to be removed, for their business operations. While some businesses and institutions (e.g., Upstate Medical Center, Destiny USA) depend on highway access for customers within the larger region to access



them, regional customers would still be able to access these locations via the remaining or redesignated highways, as well as the local roadway connections included in the 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 development patterns by removing the elevated highway and improving connections across Almond Street. New developable parcels would result from demolition of I-81 east and west of West Street at the intersection of West Genesee Street, near the Dr. King Elementary School, and along Almond Street near the existing I-81 and I-690 interchange. This could result in new mixed use development that could include combinations of residential, retail, medical, educational, or office uses within the study area, thus increasing employment and business opportunities. In particular, the development parcels could appeal to both Syracuse University and Upstate University Medical Center given the improved pedestrian, bicycle, and visual connections. These development parcels could also attract private investment (e.g., mixed use residential and commercial) to the area for housing and supportive retail adjacent to jobs. Additionally, the new I-690 interchange at Crouse and Irving Avenues would provide an enhanced connection from I-690 to and from University Hill, which could spur additional development given the large vacant or underutilized properties in the area.

### **CUMULATIVE EFFECTS**

As described in **Chapter 5, Transportation and Engineering Considerations**, the Community Grid Alternative would meet regional travel needs well into the future to support existing and future businesses and employment within the Project Area.

Enhancements to pedestrian and bicycle facilities under this alternative, in combination with other conceptualized and planned improvements in the City of Syracuse's bike plan, would improve accessibility to local businesses and places of employment.

As described above, the Community Grid Alternative would potentially lead to increased economic opportunities and investment in University Hill and Downtown.

### **MITIGATION**

Efforts were made during preliminary engineering of the Community Grid Alternative to avoid or minimize property acquisitions. For example, in instances where building acquisition would be required, further refinement to the alignment was undertaken wherever practicable to avoid the building or structure. As a result, permanent displacement of businesses under the Community Grid Alternative was reduced to five buildings holding eight establishments.

The displacement of the eight businesses would be undertaken pursuant to the Federal Uniform Act and the New York EDPL. Owners and tenants of affected properties would be provided relocation assistance, and owners of properties that would be acquired would be compensated at fair market value. Additionally, research indicates that there is sufficient commercial availability in the I-81 Study Area to reasonably accommodate the businesses that would be displaced by the Community Grid Alternative. The Conceptual Stage Relocation Plan is in **Appendix D**.

As discussed in **Chapter 4, Construction Means and Methods**, the Contractor would be required to prepare an approved communication and outreach plan for implementation throughout the five-year construction period early in the Design-Build process. Since it would be the Contractor's responsibility to develop and implement the plan that would need to be approved by NYSDOT, the specifics cannot be predicted at this time. However, NYSDOT would require its Contractor to retain an access point to each business unless it is infeasible, and the communication and outreach plan would include measures to minimize other temporary adverse construction effects to businesses to the extent practicable, such as staggering construction along roadways and limiting work to specified hours, and through signage and detours.