

SECTION 6.4.2

PARKLANDS AND RECREATIONAL RESOURCES

This section presents the assessment of potential effects of project alternatives on parklands and recreational and open space resources. The study areas presented in the introduction to Chapter 6 (I-81 Viaduct Study Area, I-481 North Study Area, I-481 East Study Area, and I-481 South Study Area) were used for the assessment.

6.4.2.1 AFFECTED ENVIRONMENT

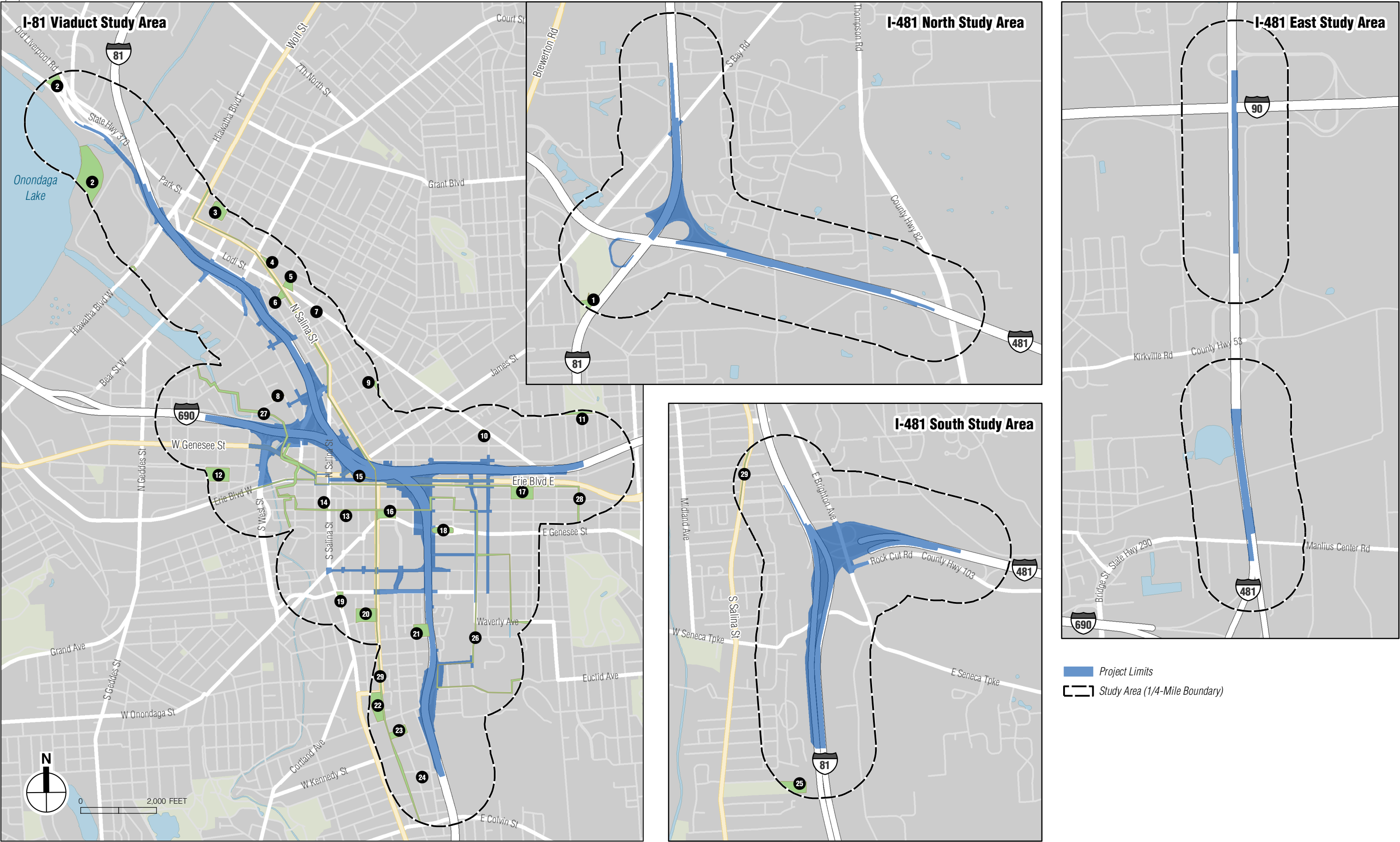
Recreational resources include parks, recreational areas, and state and local trails. Recreational resources adjacent to or in close proximity to the Project have the greatest potential for direct effects, but resources located within close viewing proximity of the project alternatives are also considered for potential visual effects (see **Section 6.4.3, Visual Resources**, for further discussion on potential visual effects related to the Project).

To identify parks and recreational resources in each of the study areas, information was compiled through field reconnaissance, internet research, and geographic information systems (GIS) databases for Onondaga County.

Table 6.4.2-1 lists the parks and recreational resources identified in the study areas. **Figure 6.4.2-1** shows the locations of these parks and recreational resources using the map codes provided in the table. As shown in the table and figure, 29 recreational resources are located throughout the study areas, with the exception of the I-481 East Study Area, which does not contain any parks or recreational resources. There are no wildlife or waterfowl refuge areas or National Natural Landmarks within the study areas. The recreational resources in the study areas comprise a mix of active and passive uses. Active resources generally include opportunities for more exertive physical activities (e.g., playgrounds, sports facilities), and passive resources have a greater emphasis on open space and low levels of development (e.g., picnic areas, walking trails).

Of the 29 recreational resources located within the study areas, seven resources are located within, immediately adjacent to, or traverse (i.e., trails) the project limits and would have a higher likelihood of being affected by the I-81 Viaduct Project. These seven resources are described below.

- **Hoggee Monument (Map Code #15):** Located at 318 Erie Boulevard East, across the street from the Erie Canal Museum, is a small green space with a sculpture of a mule and driver, also known as a hoggee. This monument pays homage to the historic Erie Canal operations.



I-81 Viaduct Project

Parklands
Figure 6.4.2-1

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Table 6.4.2-1
Parklands and Trails Within the Study Areas

Map Code	Park or Trail Name	Location	Jurisdiction	Type of Resource	Size ¹	Description/Notes
1	Kennedy Park	114 Grove Street, North Syracuse	Village (North Syracuse)	Active	2.5 acres	Outdoor swimming pool, picnic/pavilion facilities, playground and volleyball court
2	Onondaga Lake County Park	6790 Onondaga Lake Parkway, Liverpool, NY	County	Active	7.5 miles	Linear greenway featuring trails, waterfront picnic areas, skate and dog parks, playground, and sporting and other recreational spaces
3	Washington Square Park	Park Street and LeMoyne Avenue,	City	Active	3.2 acres	Neighborhood park with basketball court, Little League diamond, playground, picnic pavilion, and monument.
4	Unnamed Park	North Salina Street and Alvord Street	City	Passive	0.8 acres	Green space within triangular intersection with trees, grassy areas, and a monument
5	DeMong Park	Lodi Street, Kirkpatrick Street, and Union Place	City	Passive	1.0 acres	Green space with trees, grassy areas, and benches
6	Union Park	North Salina Street and Kirkpatrick Street	City	Active	0.9 acres	Grassy areas, playground, seating areas, and a fountain
7	Freedom Garden	North Townsend Street and Lodi Street	City	Passive	0.1 acres	Small green space with seating area
8	Franklin Park	Solar Street and Plum Street	City	Passive	0.9 acres	Downtown park with gardens, a fountain, and etched quotes from Benjamin Franklin
9	James McGroarty Park	North McBride Street and East Laurel Street	City	Passive	0.8 acres	Green space within McBride Street with grassy areas, trees, and a seating area
10	Clinton Playlot	Lodi Street and Gertrude Street	City	Active	0.5 acres	Playground, basketball court, grassy areas

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Table 6.4.2-1 (cont'd)
Parklands and Trails Within the Study Areas

Map Code	Park or Trail Name	Location	Jurisdiction	Type of Resource	Size¹	Description/Notes
11	Lincoln Park	Robinson Street and Mather Street	City	Active	19.3 acres	Neighborhood park with swimming pool, children's spray fountain, tennis court, Little League Field, playground
12	Leavenworth Park	Park Avenue Barker Avenue	City	Active	3.5 acres	Neighborhood park with grassy areas, trees, and a playground
13	Lemp Park	Fayette Street and Warren Street	City	Passive	0.1 acres	Small green space with benches and public art
14	Perseverance Park	South Salina Street and West Washington Street	City	Active	0.2 acres	Small green space with terraced lawn area, seating, and public art
15*	Hoggee Monument	Erie Boulevard East and Oswego Boulevard	City	Passive	0.3 acres	Small green space with grassy areas, seating, trees, and the Hoggee and Mule statue
16	Firefighter's Memorial Park	East Genesee Street and South State Street	City	Passive	1.2 acres	Downtown park with firefighter monuments and memorials, a fountain, and a statuary
17	Ormond G. Spencer Park	East Water Street and University Avenue	City	Active	7.0 acres	Neighborhood park with a Little League Field, tennis courts, basketball courts, playground, and a pavilion
18*	Forman Park	East Genesee and Almond Street	City	Passive	1.3 acres	Downtown park with monument and police and firefighter memorial
19	Billings Park	South Salina Street and East Adams Street	City	Passive	0.1 acres	Downtown park with Rock of the Marne Monument and Spanish War Memorial
20	Roesler Park	Montgomery Street and New Street	City	Active	2.6 acres	Neighborhood park with Little League Field, full basketball courts, tennis court, and playground

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Table 6.4.2-1 (cont'd)
Parklands and Trails Within the Study Areas

Map Code	Park or Trail Name	Location	Jurisdiction	Type of Resource	Size ¹	Description/Notes
21*	Wilson Park	McBride Street and Taylor Street	City	Active	2.1 acres	Neighborhood park with the Wilson Community Center, swimming pool, basketball courts, green space, and a playground
22	Libba Cotten Grove	Castle Street and State Street	City	Active	1.8 acres	Neighborhood park with the Elizabeth "Libba" Cotten Statue, playground, and a basketball court
23	Dunbar Park	1453 South State Street	City	Passive		Adjacent to Dunbar Center; includes playground, small green area, basketball court, and recreational blacktop area
24	Baker Playlot	200 block of Baker Ave.	City	Active	0.5 acres	Neighborhood park with a playground, grassy areas, and seating areas
25	Heath Park	South Salina Street and Conifer Drive	City	Passive	30.6 acres	Natural area containing open green space
26*	Connective Corridor	Citywide	County/ Local/ Private	Active	2 miles	Pedestrian and bicycle facilities along local City of Syracuse streets
27*	Creekwalk	Citywide	City	Active	2.6 miles	Pathway from Armory Square to Onondaga Lake
28*	Erie Canalway Trail	Statewide	Federal/ State/ Local	Active	360 miles	Statewide off- and on-road trail generally following the historic Erie Canal alignment
29*	NYS Bicycle Route 11	Statewide	State	Active	320 miles	Marked bicycle route along Route 11
Note: ¹ This column indicates the full acreage or length of the parkland or trail resource. Figure 6.4.2-1 shows the portion of the resource that falls within the study areas. * Park or recreational resource that is within or adjacent to the project limits and is described in further detail in this section. Sources: ESRI, 2015; Syracuse Department of Parks, Recreation & Youth Programs, http://www.syracuse.ny.us/parks/						

- **Forman Park (Map Code #18):** Forman Park is a 1.3-acre park flanked by eastbound and westbound Genesee Street near its intersection with Almond Street and the I-81 viaduct. The park has benches, a fountain, and a monument, upon which are three bronze statues representing historical figures of Syracuse. The park also includes a police and firefighter memorial. Improvements at Forman Park were funded under the Land and Water Conservation Fund Act.
- **Wilson Park (Map Code #21):** Wilson Park is a two-acre neighborhood park located on the block bounded by South McBride Street, East Taylor Street, Almond Street and the I-81 viaduct, and Jackson Street. The park includes a swimming pool, basketball courts, a playground, and green space for other recreational activities. The site also houses the Wilson Community Center, which offers a variety of recreational, educational, and support programs for children. Wilson Park was a recipient of funds under the Urban Parks and Recovery Act of 1978 for upgrade of the interior recreation center to meet Americans with Disabilities Act (ADA) standards, relocation of the playground, and installation of new playground equipment.¹
- **Connective Corridor (Map Code #26):** The City of Syracuse, Onondaga County, and Syracuse University partnered to develop the Connective Corridor, which was recently completed. It is an on-street pathway consisting of green-painted bicycle lanes and a number of streetscape enhancements, such as public art, improved lighting, green infrastructure, and tree plantings. The Connective Corridor travels primarily along University Place, East Genesee Street (where it crosses Almond Street beneath the I-81 Viaduct), and West Fayette Street.
- **Onondaga Creekwalk (Map Code #27):** Creekwalk is an off-road paved path generally following Onondaga Creek through the City of Syracuse. The completed portion stretches 2.6 miles from Armory Square in Downtown Syracuse to Onondaga Lake. Creekwalk is largely a separated pathway, but it does continue along city sidewalks in some areas, such as along West Washington Street, North and South Franklin Street, and West Genesee Street. It passes beneath I-690 as an off-road path just east of the West Street interchange. Creekwalk links to other existing paths outside the project limits and the I-81 Viaduct Study Area along Onondaga Lake, as well as the Inner Harbor, which includes open space areas and an amphitheater.
- **Erie Canalway Trail (Map Code #28):** The Erie Canalway Trail is a 360-mile trail following the former Erie Canal alignment and historic rail corridors from Albany to Buffalo. The trail is part of the Erie Canalway National Heritage Corridor, established in 2000 by the U.S. Congress to recognize the historical importance of the Erie Canal. The trail passes through Syracuse as primarily an on-road path along local streets, with some areas including marked bicycle lanes. Within the I-81 Viaduct Study Area, the Erie Canalway Trail travels just south of I-690 primarily along East Water Street, where it intersects the I-81 viaduct, and then along Erie Boulevard West.

¹ https://www.nps.gov/ncrc/programs/uprr/cities/new_york.html. Accessed August 31, 2016.

- **New York State Bicycle Route 11 (Map Code #29):** New York State Bicycle Route 11 is an on-road signed bicycle route that extends along U.S. Route 11 for 320 miles north-south across New York State from the Pennsylvania border (near Binghamton, New York) to the Quebec border (near Rouses Point, New York). Route 11 traverses the I-81 Viaduct Study Area primarily along South State Street, where it intersects the I-690 overpass, and then continues along North Salina Street north of I-690. While the route is signed, there generally are no designated bicycle lanes through the I-81 Viaduct Study Area.

Parklands are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. § 303, as amended) and the Federal Highway Administration (FHWA) regulations for implementing the National Environmental Policy Act (NEPA; 23 CFR § 774). A Section 4(f) evaluation for the Project was prepared (see **Chapter 7, Draft Section 4(f) Evaluation**).

Section 6(f) of the Land and Water Conservation Fund of 1965 (LWCF) (16 U.S.C. § 4601-4) requires that property acquired or developed with LWCF funds shall not be converted to uses other than for public outdoor recreation uses. Coordination with the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) is necessary since it is the state agency responsible for administering the LWCF funds. Consultation with the National Park Service (NPS) is required for final approval if it is determined that a conversion is needed. As noted above, one park near the project limits, Forman Park, received LWCF funds. However, as described later in this section, no portion of Forman Park would be acquired or converted to a non-recreational use under the Project.

Section 1010 of the Urban Parks and Recovery Act of 1978 (16 U.S.C. § 2501–2514) protects recreation sites that received funding under the Urban Parks and Recreation Recovery (UPARR) Program. This program provided Federal funds to economically distressed urban communities for the rehabilitation and renovation of recreational facilities. Pursuant to Section 1010 of the Act, no property improved or developed with UPARR assistance can be converted to other than public recreation uses without the approval of the National Park Service. A conversion will only be approved if it is found to be in accord with the current local park and recreation Recovery Action Program and/or equivalent recreation plans and only upon such conditions as deemed necessary to assure the provision of adequate recreation properties and opportunities of reasonably equivalent location and usefulness. One park, Wilson Park, near the project limits received funding from the UPARR Program. However, as described further below, no portion of this park would be acquired or converted to non-recreational use under the Project.

6.4.2.2 NO BUILD ALTERNATIVE

The No Build Alternative would not change existing parks or recreation areas as no project-related disturbances or property acquisitions would occur.

6.4.2.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

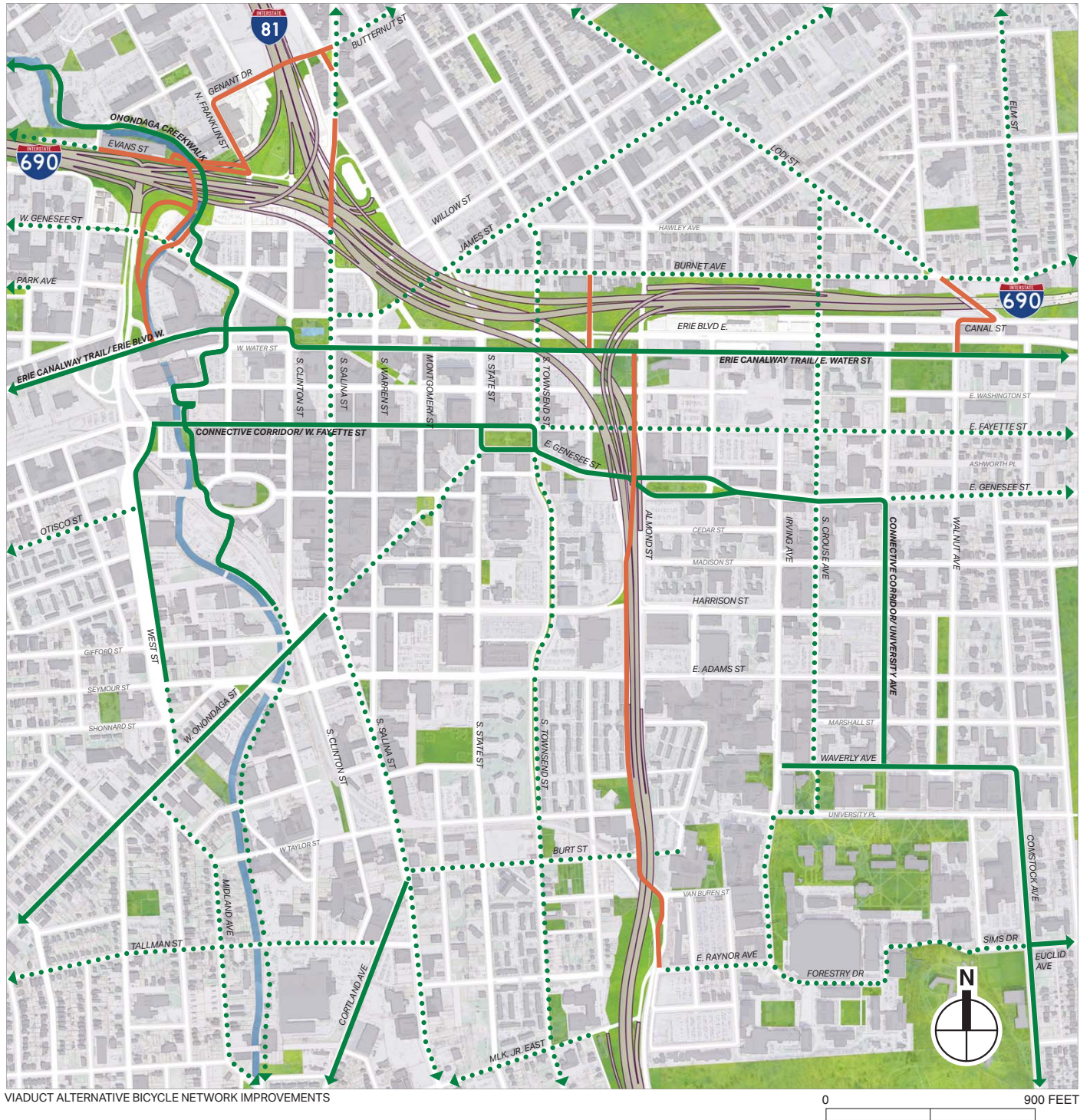
The Viaduct Alternative would not result in permanent adverse effects to parks and recreational resources, including those that were identified above as being in close proximity to the project limits (see discussion under **“Construction Effects”** below for a description of temporary effects during construction).

Under the Viaduct Alternative, the new viaduct would be wider than the existing viaduct to meet current Federal highway design standards. The wider viaduct would be over state right-of-way that is currently used as parkland and is part of Wilson Park. The parkland is permitted in the state right-of-way through a deed between the State of New York and the City of Syracuse. There would be no change in the use of this land as part of Wilson Park, but the wider viaduct would overhang a small section of it, including a portion of the existing basketball courts and an open grass area. The viaduct overhang would be approximately 10 feet wider toward the southern end of the park (including the open grass area) and about 3-5 feet wider toward the northern end of the park (where the basketball courts are located). The new viaduct would also be about 10 to 15 feet higher than the existing viaduct. The areas beneath the widened viaduct would be retained as parkland and the Viaduct Alternative would not diminish the usefulness of this open space. Therefore, the Viaduct Alternative would not result in permanent adverse effects to Wilson Park.

The Viaduct Alternative would enhance pedestrian and bicycle facilities in Downtown Syracuse, resulting in benefits to existing and planned recreational paths that pass through the Project Area. As detailed further in **Chapter 3, Alternatives**, streets within the project limits in the I-81 Viaduct Study Area would be improved with pedestrian and bicycle enhancements, such as distinctive pavement markings (in compliance with FHWA’s Manual on Uniform Traffic Control Devices [MUTCD]) to clearly define pedestrian and bicycle spaces, signals to facilitate safe crossings for both bicyclists and pedestrians, bollards and traffic islands for pedestrian protection and refuge, and “bump-outs” at sidewalk corners to narrow pedestrian crossings.

Pedestrian and bicycle facilities implemented under the Viaduct Alternative would be designed to connect with existing pedestrian and bicycle infrastructure (including the Connective Corridor and Erie Canalway Trail), and to not preclude planned future improvements outlined in the “Syracuse Bicycle Plan 2040,” thereby improving connectivity with the larger recreational path and trailway network throughout Syracuse. **Figure 6.4.2-2** shows proposed bicycle facilities under the Viaduct Alternative in relation to existing and future City bicycle facilities.

As part of the Viaduct Alternative, the West Street interchange on I-690 would be rebuilt. As part of this effort, a new path would be built along the west bank of Onondaga Creek between Erie Boulevard and Evans Street, which could be incorporated into the Creekwalk, pending coordination with the City of Syracuse. This would provide a benefit to Creekwalk



- I-81 Project Proposed Bicycle Facility
- Existing City Bicycle Facility
- ... Proposed City Bicycle Facility*

*Syracuse Bicycle Plan: A Component of the Syracuse Comprehensive Plan, 2012

Existing and Proposed Bicycle Facilities -
Viaduct Alternative
Figure 6.4.2-2

by increasing its off-road designated trail components and remove it from existing street sidewalks, enhancing the recreational experience of this trail.

As noted above, Forman Park, which is adjacent to the project limits, received funding under the U.S. Land and Water Conservation Fund Act. While Forman Park would be adjacent to the construction zone, no construction activities would encroach within the park boundary and no land in the park would be converted under the Viaduct Alternative. Therefore, an analysis pursuant to Section 6(f) of the Act is not needed.

CONSTRUCTION EFFECTS

A portion of Wilson Park would be temporarily occupied during construction of the Viaduct Alternative during the removal of the existing viaduct and construction of the new viaduct. The eastern edge of Wilson Park currently encroaches on NYSDOT right-of-way, and this area would be used by NYSDOT to demolish and reconstruct the viaduct. In addition, a 20-foot-wide adjacent strip of Wilson Park outside of the state right-of-way would be occupied during construction for equipment staging (i.e., placement of a crane). In total, a temporary easement on 0.12 acres of Wilson Park would be required for approximately three years of the approximate six-year construction period. One of the two basketball courts at the park would be inaccessible to park users for this period, as well as a section of the adjacent grassy area. While these park amenities would not be available during a three-year period of construction, this constitutes a small section of the 2.1-acre park, and their inaccessibility would be temporary. Furthermore, the remaining portion of the park would remain accessible and usable.

As noted above, Wilson Park received funding under the UPARR for upgrades to facilities on the western portion of the park, namely the recreational center and playground. The portion of Wilson Park that would be temporarily closed off during construction does not contain the facilities funded by UPARR, and therefore, no conversion of UPARR resources would occur under the Viaduct Alternative. Temporary occupancy with respect to Section 4(f) is discussed in **Chapter 7, Draft Section 4(f) Evaluation**.

The designated trailways and bicycle paths that intersect the construction zone would be subject to temporary closures or detours at these intersections to protect pedestrian and bicyclist safety. These include the Connective Corridor crossing along Genesee Street at Almond Street under the I-81 viaduct, the Erie Canalway Trail crossing along Water Street under the viaduct, New York State Bicycle Route 11 along State Street under I-690, and the Onondaga Creekwalk under I-690. Where each of these pedestrian and bicycle facilities pass through intersections or underneath highway bridges that would be removed and rebuilt, pedestrian and bicycle access would be restricted for up to one to two months at a few times during construction. Connection of trail and path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets. Since these effects would be temporary, and overall use of the trails and paths would not be impeded, these would not constitute adverse effects.

Forman Park would be adjacent to the construction zone, but no construction activities would encroach within the park boundary. Sidewalks along the western edge of Forman

Park, within the transportation right-of-way, would be reconstructed in conjunction with reconstruction of the Genesee Street/Almond Street intersection. A fence may be installed along the western perimeter of the park for the safety of the public during construction, but access to the park would still be available from the north, south, and east. Construction activities would also increase noise at the park and would affect views of and from it, but these effects would be temporary. Upon completion of construction, there would be no permanent effects to the park. The Hoggee Monument would be in proximity to demolition and reconstruction of I-690 bridges, but all construction activities would be outside of the park. While construction activities may increase noise in the vicinity of the monument, the plaza in which the monument is located would remain accessible during construction.

While construction activities may temporarily diminish user experience of parks and recreational features near the construction zone due to noise, visibility of construction activities and equipment, construction vehicles, traffic detours, and altered or restricted access, these effects would be short-term and all affected facilities would be restored to existing, or improved, conditions.

INDIRECT EFFECTS

Since the Viaduct Alternative would replace an existing use with the same use, it would not result in adverse indirect effects. As discussed in **Section 6.2.1, Land Use**, the Viaduct Alternative would not be expected to substantially induce growth or development beyond what would occur under the No Build Alternative. Therefore, it would not result in adverse indirect effects with respect to parks and recreational resources. However, the enhanced pedestrian and bicycle facilities implemented with the Viaduct Alternative would result in beneficial indirect effects to parks and recreational resources. The improvements to pedestrian and bicycle facilities within the project limits would provide better connectivity between areas east and west of the I-81 viaduct, potentially providing a greater opportunity for the City of Syracuse to implement its pedestrian and bicycle initiatives. This would enhance connectivity throughout the greater trail and path network within Syracuse.

CUMULATIVE EFFECTS

The Viaduct Alternative would not result in adverse cumulative effects with respect to parks and recreational resources. The Project would not result in long-term effects on the demand for or provision of parklands, and therefore, there would be no adverse cumulative effects in combination with planned development or parks improvement projects. Rather, potential cumulative effects of the Viaduct Alternative would be beneficial to these resources. Enhancements to pedestrian and bicycle facilities under this alternative, in combination with other conceptualized and planned improvements that could be undertaken by the City of Syracuse, would work collectively to enhance the overall efficiency, function, and connectivity of the recreational trail and path network throughout Syracuse.

MITIGATION

The Viaduct Alternative would not result in operational (permanent) adverse effects to parks and recreational resources in the Project Area. Although a portion of Wilson Park would be

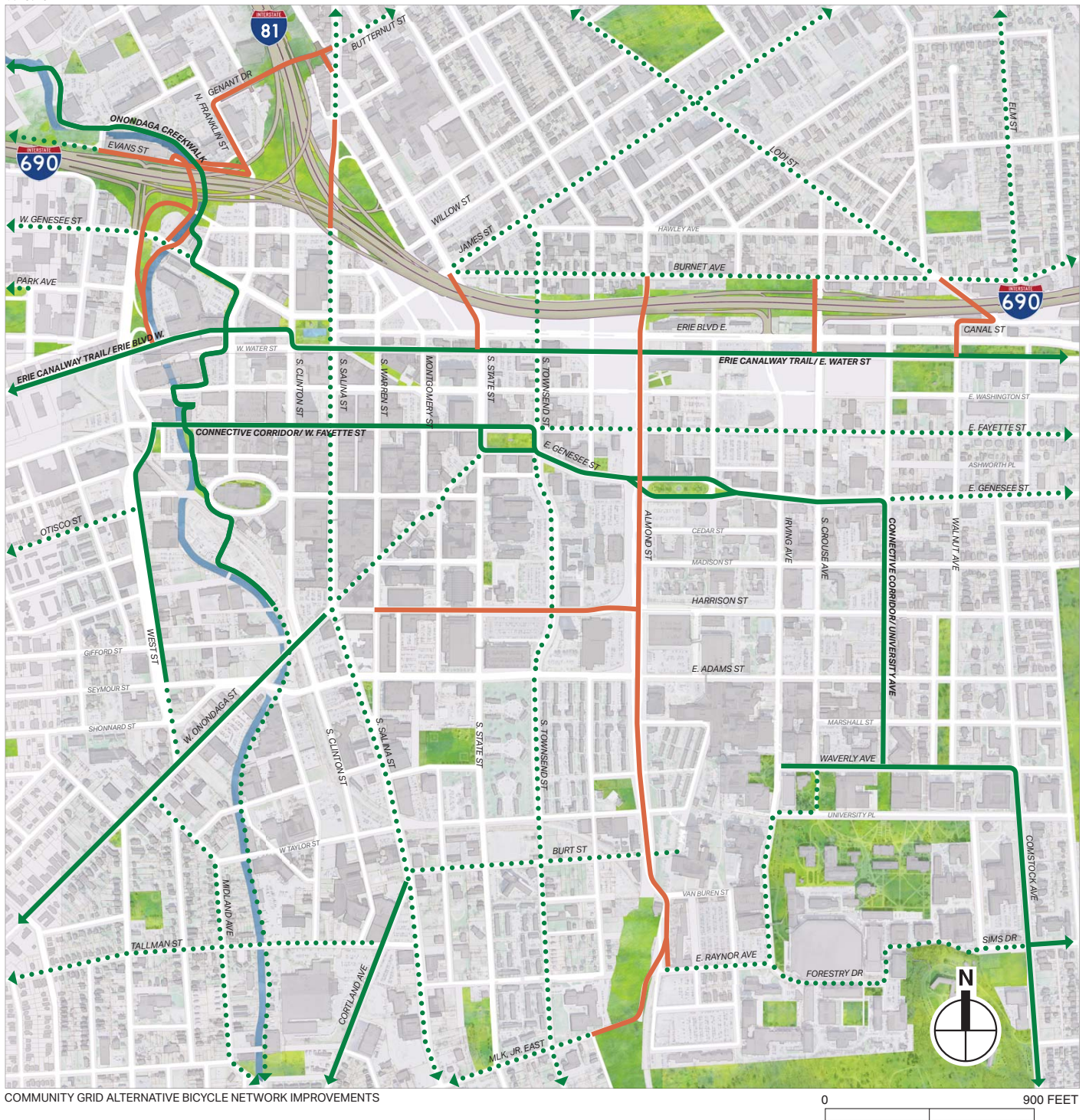
occupied during construction, segments of several trails and pathways where they intersect the project limits would be closed for short periods, and several parks in proximity to construction activities would experience increased noise at times, these would be temporary conditions and these resources, including the park area and basketball court at Wilson Park, would be returned to their current uses, in the same or improved condition, upon the completion of construction. Access to all other parks and recreational resources would be maintained during construction. Construction duration would be minimized to the extent feasible and practicable at each location to minimize effects to parks and recreational resources. Where path and trail segments are temporarily impeded (e.g., due to intersection closures and demolition or reconstruction of the viaduct), detours would be established to route users around the construction zone, which would be incorporated into the Project's Maintenance and Protection of Traffic (MPT) planning (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**). Therefore, no additional mitigation would be included as part of this Project.

6.4.2.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

PERMANENT/OPERATIONAL EFFECTS

The Community Grid Alternative would not result in adverse effects to parks and recreational resources. Enhancement to pedestrian and bicycle facilities would be beneficial to these resources. Under the Community Grid Alternative, the I-81 viaduct would be demolished and Almond Street would be reconstructed. Almond Street and other roadways in the project limits would be enhanced with pedestrian and bicycle facilities as described in **Chapter 3, Alternatives**. The pedestrian and bicycle facilities would be designed to connect with existing pedestrian and bicycle infrastructure (including the Connective Corridor and Erie Canalway Trail) and to not preclude planned future improvements outlined in the "Syracuse Bicycle Plan 2040," thereby improving connectivity with the larger recreational path and trailway network throughout Syracuse. In addition, removal of infrastructure at the I-690/West Street interchange would allow potential path improvements to the Creekwalk, pending coordination with the City of Syracuse, as described under the Viaduct Alternative. **Figure 6.4.2-3** shows proposed bicycle facilities under the Community Grid Alternative in relation to existing and future City bicycle facilities.

Within the project limits, Almond Street would be reconstructed as a two-way urban arterial with an 18- to 29-foot-wide planted center median, adding new green space to this corridor. The reconstructed corridor would also include dedicated cycle tracks as well as shared use (bicycle and pedestrian) paths, and vegetated buffers between the cycle tracks/shared use paths, sidewalks, and the roadway. Other notable pedestrian and bicycle facilities in the project limits associated with the Community Grid Alternative include new sidewalks along Crouse and Irving Avenues between Burnet Street and Genesee Street, as well as a new bicycle/pedestrian path on the west side of Crouse Avenue between Burnet Street and Water Street.



- I-81 Project Proposed Bicycle Facility
- Existing City Bicycle Facility
- ... Proposed City Bicycle Facility*

*Syracuse Bicycle Plan: A Component of the Syracuse Comprehensive Plan, 2012

Existing and Proposed Bicycle Facilities -
Community Grid Alternative
Figure 6.4.2-3

The removal of the viaduct under this alternative would remove the overhead structure near Wilson Park, thereby increasing daylight at the park and enhancing its recreational function, providing a benefit to the park. There is also opportunity under the Community Grid Alternative to provide new open space resources in the area near James Street and near Dr. Martin Luther King, Jr. East (MLK, Jr. East).

As noted above, Forman Park, which is adjacent to the project limits, received funding under the U.S. Land and Water Conservation Fund Act, but no land in this park would be converted under the Community Grid Alternative and an analysis pursuant to Section 6(f) of the Act is not needed. In addition, Wilson Park received funding under the UPARR Program, but no portion of this park would be converted to non-recreational use under the Community Grid Alternative, and an analysis pursuant to Section 1010 is not required.

CONSTRUCTION EFFECTS

Under the Community Grid Alternative, a portion of Wilson Park would be temporarily occupied for up to two years to remove the existing viaduct. The eastern edge of Wilson Park currently encroaches on NYSDOT right-of-way, and this area would be used by NYSDOT to demolish the viaduct. In addition, a 20-foot-wide adjacent strip of Wilson Park would be occupied during construction for equipment staging (i.e., placement of a crane). In total, a temporary easement on 0.12 acres of Wilson Park would be required for up to two years. One of the two basketball courts at the park would be inaccessible to park users for this period, as well as a section of the adjacent grassy area. While these park amenities would not be available during construction, they constitute a small section of the entire 2.1-acre park and their inaccessibility would be temporary. Furthermore, the remaining portion of the park would remain accessible and usable.

There are some other parks and recreational resources in the Project Area that would experience temporary effects associated with construction activities for the Community Grid Alternative. The designated trailways and bicycle facilities that cross the construction zone (i.e., Crouse Avenue, Irving Avenue, Almost Street, I-690, etc.) would be subject to temporary closures or detours at these intersections to protect pedestrian and bicyclist safety. These include the Connective Corridor crossing along Genesee Street, the Erie Canalway Trail crossing along Water Street under the viaduct, New York State Bicycle Route 11 along State Street under I-690, and the Onondaga Creekwalk under I-690. Where each of these pedestrian and bicycle facilities passes through the construction area, pedestrian and bicycle access would be temporarily restricted for up to one to two months a few times during construction. Connection of trail and path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets. Since these effects would be temporary, and overall use of the trails and paths would not be impeded, these would not constitute adverse effects.

Forman Park along Genesee Street would be in close proximity to construction activities, but no construction activities would encroach within the park boundary. Sidewalks along the western edge of Forman Park, within the public right-of-way, would be reconstructed in conjunction with reconstruction of the Genesee Street/Almond Street intersection, which would temporarily increase noise at the park and restrict access from this section, but access

to the park would remain from all other sides during this time. A construction fence may be temporarily installed along the western edge of the park, which would alter the aesthetics of the park along this section for a short period, but overall use of the park would not be affected.

The Hoggee Monument would be in proximity to demolition and reconstruction of Interstate 690 bridges, but all construction activities would remain outside of the park. While construction activities may temporarily increase noise in the vicinity of the monument, the green space in which the monument is located would remain accessible.

While construction activities may temporarily diminish user experience of parks and recreational features in close proximity to the project limits due to construction noise, visibility of construction activities and equipment, construction traffic, and altered or restricted access, these effects would be short-term and all affected facilities would be restored to existing, or improved, conditions. As such, there would be no adverse construction effects to parks and recreational resources under the Community Grid Alternative.

INDIRECT EFFECTS

As discussed in **Section 6.2.1, Land Use**, the Community Grid Alternative may enhance development interest in the existing I-81/Almond Street corridor in Downtown Syracuse due the removal of the I-81 viaduct. This potential new development and growth-inducing effects of this alternative would not result in adverse indirect effects to parks and recreational resources. Existing parks and recreational resources would be able to adequately accommodate additional usage from new development. Indirect effects to parks and recreational resources under the Community Grid Alternative would be largely beneficial. The improvements to pedestrian and bicycle facilities within the project limits would provide better connectivity between areas east and west of the I-81 viaduct as compared to existing conditions and the No Build Alternative, potentially providing a greater opportunity for the City of Syracuse to implement its pedestrian and bicycle initiatives. This would enhance connectivity throughout the greater trail and path network within Syracuse.

CUMULATIVE EFFECTS

The Community Grid Alternative would not result in adverse cumulative effects with respect to parks and recreational resources. The Community Grid Alternative would not result in adverse cumulative effects with respect to parks and recreational resources. The Project would not result in long-term effects on the demand for or provision of parklands, and therefore, there would be no adverse cumulative effects in combination with planned development or parks improvement projects. Rather, potential cumulative effects of the Community Grid Alternative would be beneficial to these resources. Enhancements to pedestrian and bicycle facilities under this alternative, in combination with other conceptualized and planned improvements by the City of Syracuse and others, would work collectively to enhance the overall efficiency, function, and connectivity of the recreational trail and path network throughout Syracuse.

MITIGATION

While a portion of Wilson Park (the basketball court and adjacent lawn) would be closed during construction, segments of trails and pathways would be closed where they intersect the construction zone for short periods, and several parks near the construction zone may experience increased noise and changes in views at times, these conditions would be temporary and affected areas would be returned to their current use, in the same or improved condition, upon the completion of construction. Access to all other parks and recreational resources would be maintained during construction. Construction duration would be minimized to the extent feasible and practicable at each location to minimize effects to parks and recreational resources. Where path and trail segments are temporarily impeded (e.g., due to intersection closures and demolition or reconstruction of the viaduct), detours would be established to route users around the construction zone, which would be incorporated into the Project's MPT planning (see **Chapter 4, Construction Means and Methods** and **Chapter 5, Transportation and Engineering Considerations**). Thus, the Community Grid Alternative would not result in adverse direct, indirect, or cumulative permanent (operational) or temporary (construction) effects on parklands, and no mitigation is required.