CHAPTER 7

DRAFT SECTION 4(f) EVALUATION

This chapter evaluates the Project in accordance with Section 4(f) of the U.S. Department of Transportation Act of 1966.

7.1 INTRODUCTION

Section 4(f) (49 United States Code [U.S.C.] 303) of the Department of Transportation Act of 1966 applies to publicly owned parks, recreation areas, and wildlife and waterfowl refuges and publicly or privately owned significant historic properties. The requirements of Section 4(f) apply to the Federal Highway Administration (FHWA) and other administrations of the U.S. Department of Transportation.

Section 4(f) requires that special effort should be made to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and archaeological and historic sites (sites listed on or determined to be eligible for listing on the National Register of Historic Places), and that measures should be undertaken to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities. Section 4(f) prohibits FHWA from approving the use of any Section 4(f) resource for a transportation project, except under the following conditions:

- There is no feasible and prudent alternative that would avoid the use of the Section 4(f) resource, and
- The Project includes all possible planning to minimize harm to that property (23 CFR 774.3(a)).

Section 6009 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted in 2005, amended Section 4(f) legislation at both Title 49 U.S.C. Section 303 and Title 23 U.S.C. Section 138 to simplify the process and approval of projects that have only *de minimis* impacts on Section 4(f) properties. Under these provisions, once FHWA determines that a transportation use of Section 4(f) property results in a *de minimis* impact, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

In response to SAFETEA-LU, both FHWA and the FTA proposed comprehensive changes to their Section 4(f) regulations. The new regulations are codified at 23 Code of Federal Regulations (CFR) 774. The new regulations incorporate the *de minimis* use requirements and include a new definition of "all possible planning to minimize harm" as well as a list of factors to consider in determining which alternatives minimize overall harm. This chapter has been developed in accordance with 23 CFR Part 774 – Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)).

FHWA and the New York State Department of Transportation (NYSDOT) have prepared this Draft Section 4(f) Evaluation in coordination with the I-81 Viaduct Project Draft

Design Report (DDR)/Draft Environmental Impact Statement (Draft EIS). It considers two build alternatives—the Viaduct Alternative and the Community Grid Alternative. This Draft Section 4(f) Evaluation has been prepared because both alternatives would use Section 4(f) properties.

7.2 NEED, PURPOSE, AND OBJECTIVES

I-81 and I-690 are elevated through Downtown Syracuse. Their interchange and viaducts comprise multiple highway bridges. These bridge structures were constructed primarily in the 1960s, and many of their components are nearing the end of their design service life. Over time, these structures have experienced varying levels of deterioration from exposure to weather, de-icing salts, and heavy vehicle use. Bridges are particularly susceptible to wear and tear because many of the structural elements are directly exposed to weather conditions. The I-81 and I-690 corridors are characterized by high traffic volumes and reduced travel speeds (in the range of 20 mph, well below the posted 45 mph speed limit); notable delays and queues are common in some sections near the I-81/I-690 interchange.

The purpose of the I-81 Viaduct Project (the "Project") is to address the structural deficiencies and non-standard highway features in the I-81 corridor while creating an improved corridor through the City of Syracuse that meets transportation needs and provides the transportation infrastructure to support long-range planning efforts.

To meet the Project's purpose, its objectives are to:

- Address vehicular, pedestrian, and bicycle geometric and operational deficiencies in the I-81 viaduct priority area;
- Maintain or enhance vehicle access to the interstate highway network and key destinations (i.e., Downtown business district, hospitals, and institutions) within neighborhoods along the I-81 viaduct priority area;
- Address structural deficiencies in the I-81 viaduct priority area;
- Maintain or enhance the vehicular, pedestrian, and bicycle connections in the local street network within the Project Area to allow for connectivity between neighborhoods, the Downtown business district, and other key destinations; and
- Maintain access to existing local bus service and enhance transit amenities within and adjacent to the I-81 viaduct priority area.

The need, purpose, and objectives are the basis for determining the reasonable range of alternatives that have been developed for the I-81 Viaduct Project, which are described below. A detailed discussion of the Project's needs, purpose, and objectives is provided in **Chapter 1, Introduction**.

7.3 ALTERNATIVES

The Project involves segments of I-81 in Onandaga County, New York and modifications to I-690, I-481, and related highway interchanges and local streets. These roadways and adjacent lands are referred to as the "Project Area." As described in **Chapter 3**,

Alternatives, of this Draft EIS, 19 potential options for the I-81 Viaduct Project were evaluated to determine whether they would meet the project purpose and objectives, which are fully describe in the **Chapter 1, Introduction**. Two alternatives have been progressed for detailed evaluation in the Draft EIS—the Viaduct and Community Grid Alternatives—since they would meet the project purpose and objectives. The No Build Alternative is retained for analysis for comparison purposes, as indicated below.

NO BUILD ALTERNATIVE

The National Environmental Policy Act (NEPA) requires the evaluation of a No Build Alternative. The No Build Alternative serves as the baseline against which the build alternatives are compared. The No Build Alternative for the I-81 Viaduct Project would maintain the highway in its existing configuration, although ongoing maintenance and repairs to ensure the safety of the traveling public will continue. The No Build Alternative would not meet the objectives that were developed to address the purpose and need for the Project.

VIADUCT ALTERNATIVE

The Viaduct Alternative would involve a full reconstruction of I-81 between approximately Colvin Street and Spencer Street, as well as modifications to highway features north of Spencer Street to Hiawatha Boulevard and along I-690 from Leavenworth Street to Lodi Street. The new viaduct would provide four to six 12-foot travel lanes (a minimum of two in each direction), as well as inside shoulders (a minimum of four feet in each direction) and outside shoulders (a minimum of 10 feet in each direction). The new viaduct would be approximately 10 to 15 feet higher than the existing one at some locations. South of Harrison Street, the new viaduct generally would be approximately 10 to 20 feet wider than the 66-foot-wide existing viaduct. The Viaduct Alternative would reconstruct I-690 and the existing I-81/I-690 interchange; addressing nonstandard and nonconforming design features, provide missing I-81/I-690 ramp connections (between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690); improve connections to local streets; and implement traffic, bicycle, and pedestrian enhancements. A detailed description of the Viaduct Alternative is presented in **Chapter 3, Alternatives.**

COMMUNITY GRID ALTERNATIVE

The Community Grid Alternative would involve demolition of the existing viaduct between the New York, Susquehanna and Western Railway bridge and the I-81 and I-690 interchange. New or reconfigured interchanges would be constructed on I-690 (i.e., West Street, Crouse Avenue, and Irving Avenue) and on the former I-81 north of the interchange. The Community Grid would disperse traffic throughout the city grid by promoting broader use of the existing street network. Vehicular traffic would be channeled through Almond Street and along parallel corridors such as Crouse Avenue, Irving Avenue, James Street, Oswego Boulevard, State Street, and Townsend Street, as well as other local streets that would have the capacity to accommodate this traffic. The Community Grid Alternative would also improve connections to local streets and implement traffic, bicycle, and

pedestrian enhancements. A detailed description of the Community Grid Alternative is presented in **Chapter 3, Alternatives.**

7.4 DESCRIPTION OF SECTION 4(f) PROPERTIES

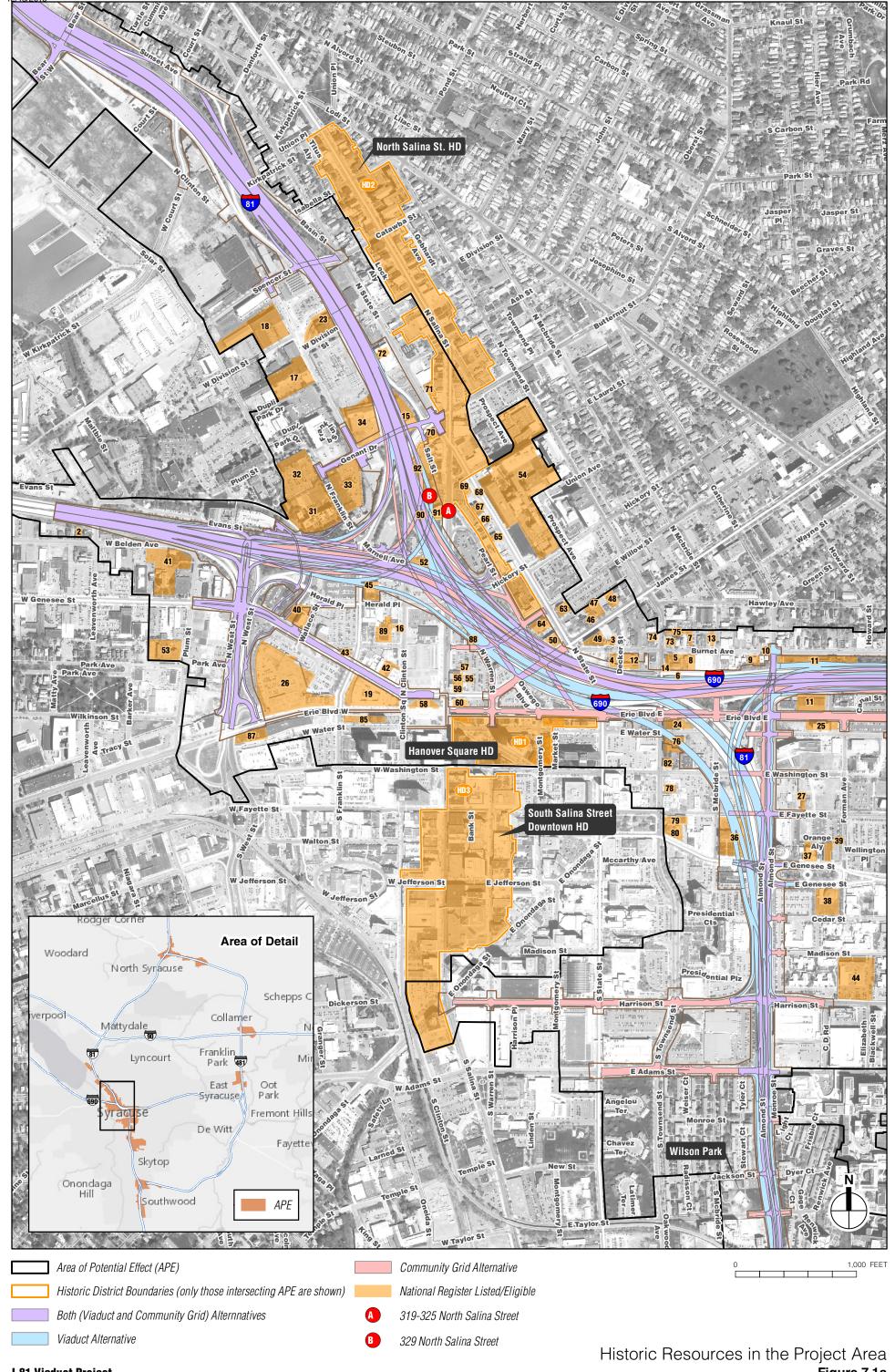
Section 4(f) applies to parks and recreation areas of national, state, or local significance that are both publicly owned and open to the public; publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and historic sites of national, state, or local significance in public or private ownership, regardless of whether they are open to the public. In addition, Section 4(f) applies to those portions of Federally designated Wild and Scenic Rivers that are publicly owned and function as, or are designated in a management plan as, a significant park, recreation area, or wildlife and waterfowl refuge (23 CFR § 774.11(g)).

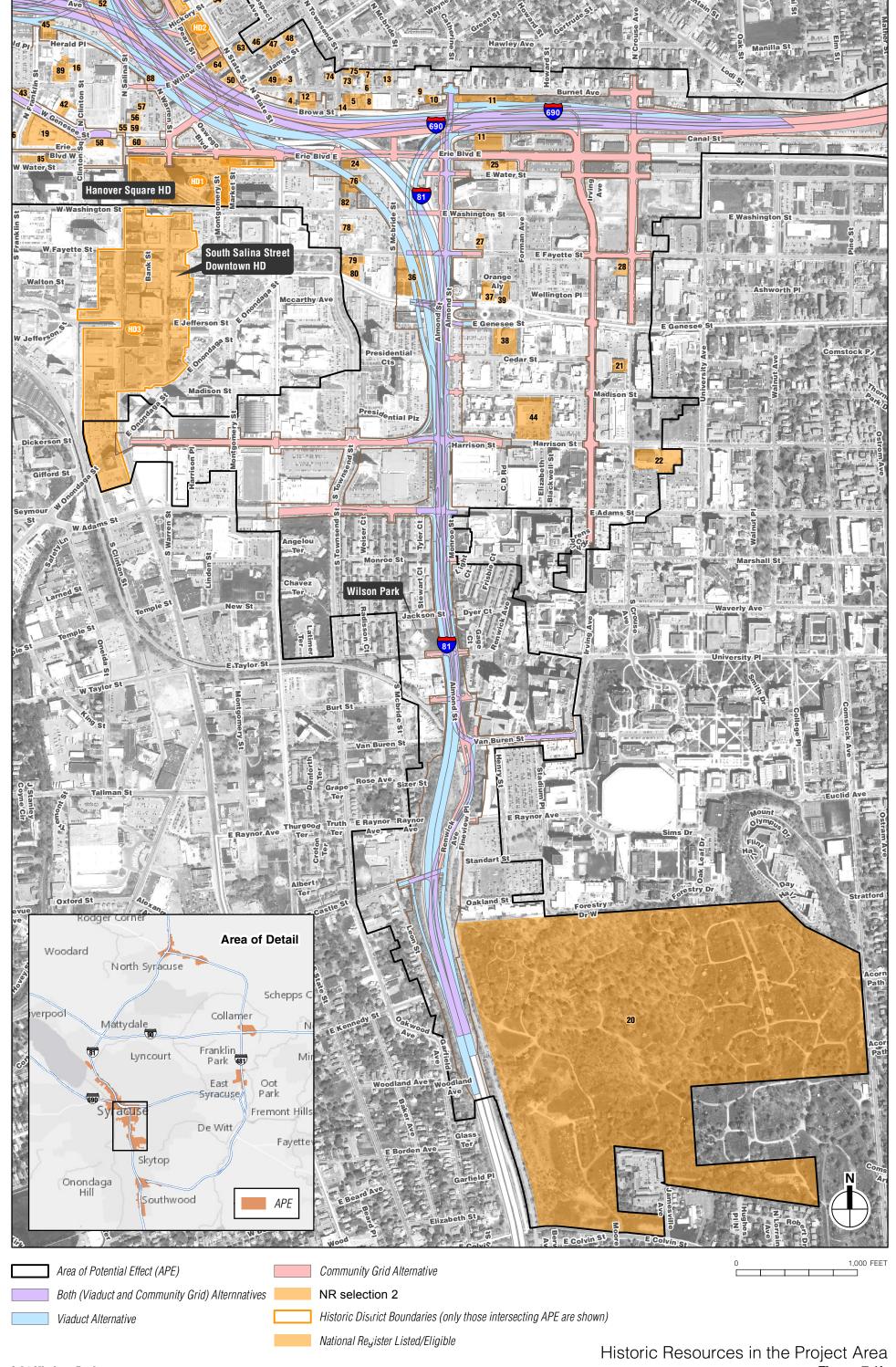
There are no Federally designated Wild and Scenic rivers or publicly owned wildlife and waterfowl refuges in the Project Area under either the Viaduct Alternative or Community Grid Alternative. However, restoration of wetland acreage in Cicero Swamp Wildlife Management Area (WMA) is under consideration for compensatory mitigation for the Community Grid Alternative. Swamp WMA is a Section 4(f) resource, but the wetland restoration would not constitute a transportation use.

Section 4(f) historic properties were identified through the Section 106 consultation process pursuant to 36 CFR Part 800. The historic properties located within the Area of Potential Effect (APE) of the Project, which was developed in consultation with the New York State Historic Preservation Office (SHPO), the Onondaga Nation, and other parties invited to consult on the Project's Section 106 review, are listed in **Table 7-1** and shown on **Figure 7-1a and Figure 7-1b**. The Section 4(f) use of these properties is indicated in the table and described more fully in **Section 7.5**.

As identified in **Table 7-1**, the Project would have a use of the following:

• 319-25 Salina Street North (Map ID A): Also known as 317-327 Salina Street North/Britton Block, 319-25 Salina Street North is a four-story brick commercial building, which was constructed circa 1891 and is situated on 0.19 acres. The building features a flat roof with a stepped parapet, a corbelled cornice, a date panel at third-story level, segmental-arched windows, and original storefronts the ground floor. It is a contributing resource to the North Salina Street Historic District, which was determined eligible for the National Register in 1978 under Criterion C (distinctive architecture) with two boundary expansions determined eligible in 1999 and 2016. The district contains the largest collection of architecturally distinctive nineteenth- and twentieth-century brick





		Viaduct Alternative			Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use		
HD-1	Hanover Square Historic District	No Adverse Effect	The potential use of properties in the historic district is identified below.	No Adverse Effect	The potential use of properties in the historic district is identified below.		
	330 EAST ERIE BLVD Strempel's Locksmiths	No Adverse Effect	No Use	No Adverse Effect	No Use		
	118 EAST GENESEE ST aka 120 Genesee St E	No Adverse Effect	No Use	No Adverse Effect	No Use		
	122-26 EAST GENESEE ST Franklin Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	128 EAST GENESEE ST Franklin Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	132 EAST GENESEE ST Franklin Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	134-36 EAST GENESEE ST Franklin Building (134) Post-Standard Building (136)	No Adverse Effect	No Use	No Adverse Effect	No Use		
	140 EAST GENESEE ST	No Adverse Effect	No Use	No Adverse Effect	No Use		
	200 EAST GENESEE ST Granger Block	No Adverse Effect	No Use	No Adverse Effect	No Use		
	201-19 EAST GENESEE ST & WARREN ST aka 109 S. Warren St/ State Tower Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	225 EAST GENESEE ST	No Adverse Effect	No Use	No Adverse Effect	No Use		
	237-43 EAST GENESEE ST Courier Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	106 EAST MONTGOMERY STEngine House #1	No Adverse Effect	No Use	No Adverse Effect	No Use		
	233 EAST WASHINGTON ST Syracuse City Hall	No Adverse Effect	No Use	No Adverse Effect	No Use		
	100 EAST WATER ST	No Adverse Effect	No Use	No Adverse Effect	No Use		
	101-13 EAST WATER ST 101 Salina Street St./ Onondaga County Savings Bank Bldg.	No Adverse Effect	No Use	No Adverse Effect	No Use		
	119-21 EAST WATER ST Gere (Robert) Bank Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	123 EAST WATER ST Phoenix Buildings	No Adverse Effect	No Use	No Adverse Effect	No Use		
	125-31 EAST WATER ST Phillips Block (125-127) Phoenix Building (129)	No Adverse Effect	No Use	No Adverse Effect	No Use		
	135 EAST WATER ST Dana Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	203 EAST WATER ST Bress Chevrolet	No Adverse Effect	No Use	No Adverse Effect	No Use		
	207-33 EAST WATER ST TO EAST ERIE BLVD aka 215 E Water St	No Adverse Effect	No Use	No Adverse Effect	No Use		
	239 EAST WATER ST Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	243-49 EAST WATER ST Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	246-48 EAST WATER ST 246 East Water Street	No Adverse Effect	No Use	No Adverse Effect	No Use		
	235 EAST WATER ST Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	250 EAST WATER ST	No Adverse Effect	No Use	No Adverse Effect	No Use		
	251 EAST WATER ST aka 253 East Water Street	No Adverse Effect	No Use	No Adverse Effect	No Use		
	257 EAST WATER ST	No Adverse Effect	No Use	No Adverse Effect	No Use		
	258 EAST WATER ST 258 East Water Street	No Adverse Effect	No Use	No Adverse Effect	No Use		
	301 EAST WATER ST Weighlock Building	No Adverse Effect	No Use	No Adverse Effect	No Use		
	311-17 EAST WATER ST 311-317 East Water Street	No Adverse Effect	No Use	No Adverse Effect	No Use		

	Viaduct Alternative		Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use
	319-21 EAST WATER ST		17 - 17		
	319 East Water Street	No Adverse Effect	No Use	No Adverse Effect	No Use
	325 EAST WATER ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	Warehouse	No Adverse Effect	No use	NO Adverse Effect	No use
	327 EAST WATER ST	No Adverse Effect	No Use	No Adverse Effect	No Use
HD-2	North Salina Street Historic District	Adverse Effect	The potential use of properties in the historic district is identified below.	Adverse Effect	The potential use of properties in the historic district is identified below.
	204 BUTTERNUT ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	206 BUTTERNUT ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	514 OSWEGO BLVD	No Adverse Effect	No Use	No Adverse Effect	No Use
	205 HICKORY ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	404 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	410 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	412 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	416 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	418 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	502-04 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	504 PEARL ST REAR	No Adverse Effect	No Use	No Adverse Effect	No Use
	506-24 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	500 PEARL ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	320-24 PEARL ST/ Knise & Krick	No Adverse Effect	No Use	No Adverse Effect	No Use
А	319-25 SALINA ST N/ aka 317-327 SALINA ST N/ Britton Block	Adverse Effect.	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition -0.193 acres and demolition of the Britton Block building, a contributing resource to the Historic District).	No Adverse Effect	No Use. Under the Community Grid Alternative, no property acquisition would be required. The setting of the resource would change somewhat due to the removal of the nearby contributing building (329 N. Salina St.), however, proximity impacts would not be so severe that its protected features or attributes would be substantially impaired (i.e., no constructive use).
В	329 SALINA ST N/ aka 401 SALINA ST N Learbury Centre/ Syracuse Behavioral Healthcare	Adverse Effect.	Use Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition -1.853 acres and demolition of the Learbury Centre, a contributing resource to the Historic District).	Adverse Effect	Use Under the Community Grid, this property would be permanently incorporated into the transportation facility (full acquisition -1.853 acres and demolition of the Learbury Centre, a contributing resource to the Historic District).
	330 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	344 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	401-11 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	413-15 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	417-19 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	423-25 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	429 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	435 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	437 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	443 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	447 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	449 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	466 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	472-74 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	478 SALINA ST N	No Adverse Effect.	No Use	No Adverse Effect.	No Use
	484 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use

			Viaduct Alternative		Community Grid Alternative
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use
	488 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	500 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	501-05 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	507-13 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	517 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	522-24 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	523 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	525-27 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	526-28 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	529-35 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	530 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	539 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	541-45 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	547 SALINA ST N aka 549 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	553 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	557 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	561-63 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	567-81 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	601 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	603-05 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	607-09 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	613 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	615-17 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	619 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	633-39 SALINA ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	301-19 STATE ST N/ aka 313 WILLOW ST E/ aka Nettleton Commons	No Adverse Effect	No Use	No Adverse Effect	No Use
	602 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	606 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	610 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	622-30 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use
	701 STATE ST N TO SALT ST	No Adverse Effect	No Use	No Adverse Effect	No Use
	705 STATE ST N TO SALT ST	No Adverse Effect	No Use	No Adverse Effect	No Use
HD-3	South Salina Street Downtown Historic District	No Adverse Effect	The potential use of properties in the historic district is identified below.	No Adverse Effect	The potential use of properties in the historic district is identified below.
	130-44 ONONDAGA ST W	No Adverse Effect	No Use	No Adverse Effect	No Use
	484-98 SALINA ST S	No Adverse Effect	No Use	No Adverse Effect	No Use
	500-50 SALINA ST S/ Chimes Building	No Adverse Effect	No Use	No Adverse Effect	No Use
Other His	toric Properties				
1	145 ARSENAL DR REAR/ Onondaga Hollow Burial Ground, House Family Cemetery	No Adverse Effect	No Use	No Adverse Effect	No Use
2	804 BELDEN AVE W	No Adverse Effect	No Use	No Adverse Effect	No Use
3	111-15 BURNET AVE	No Adverse Effect	No Use	No Adverse Effect	No Use

	Viaduct Alternative Community Grid Alternative					
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use	
4	112-16 BURNET AVE/ Michael Dolphin Building/ Barboni Building	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.018 acres of 0.18 acres or 10%), but the building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the back of the property, which is open space. The partial acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.018 acres of 0.18 acres or 10%), but the building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the back of the property, which is open space. The partial acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	
5	204 BURNET AVE/ Corner Block Factory Shop/ Turack Motor Service	No Adverse Effect	No Use	No Adverse Effect	No Use	
6	210 BURNET AVE	No Adverse Effect	No Use	No Adverse Effect	No Use	
7	211 BURNET AVE/ Doll House	No Adverse Effect	No Use	No Adverse Effect	No Use	
8	212 BURNET AVE	No Adverse Effect	No Use	No Adverse Effect	No Use	
9	314 BURNET AVE	No Adverse Effect	No Use	No Adverse Effect	No Use	
10	316 BURNET AVE	No Adverse Effect	No Use	No Adverse Effect	No Use	
11	400 BURNET AVE & 815 ERIE BLVD E/ New York Central Railroad Passenger and Freight Station	Adverse Effect	Use. Under the Viaduct Alternative, the Freight Station parcel (400 Burnet Avenue) would be permanently incorporated into the transportation facility (full acquisition and demolition of this contributing resource to the New York Central Railroad Passenger and Freight Station). The Passenger Station, with an address at 815 East Erie Boulevard, would not be physically altered; however, the removal of a contributing component of the complex would diminish the integrity of the Passenger Station.	Adverse Effect	Use. Under the Community Grid Alternative, a portion of both parcels would be permanently incorporated into the transportation facility (a minor partial acquisition of: the Freight Station parcel at 400 Burnet Avenue—0.004 acres of 1.28 acres or 0.3%; and the Passenger Station parcel at 815 Erie Boulevard—0.475 acres of 2.36 acres or 20.1%). The buildings on these parcels would not be physically impacted. The partial acquisition would consist of a large section of the Passenger Station parking lot east of the building. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of the property's significant features.	
12	122-24 BURNET AVE & DECKER ST/ Brayton- Folker House/ Caldwell & Ward Brass Co Office/ "Cab Fab"	No Adverse Effect	No Use	No Adverse Effect	No Use	
13	219 BURNET AVE & MC BRIDE ST Dollard House	No Adverse Effect	No Use	No Adverse Effect	No Use	
14	200 BURNET AVE & TOWNSEND ST/ Lammert Residence	No Adverse Effect	No Use	No Adverse Effect	No Use	
15	117 BUTTERNUT ST & SALT ST/ Veterans Fastener Supply Corp	Adverse Effect	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition and demolition of the Veteran's Fastener Supply Corporation Building).	Adverse Effect	Use. Under the Community Grid Alternative, this property would be permanently incorporated into the transportation facility (full acquisition and demolition of the Veteran's Fastener Supply Corporation Building).	
16	315 CLINTON ST N/ Residence (Paul Cowley & Associates)	No Adverse Effect	No Use	No Adverse Effect	No Use	
17	667 CLINTON ST N/ Amphion Piano Player Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
18	717 CLINTON ST N & DIVISION S Simonds Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
19	101 CLINTON ST N & GENESEE ST/ Syracuse Post Office and Courthouse	No Adverse Effect	No Use	No Adverse Effect	No Use	
20	940 COMSTOCK AVE & COLVIN ST/ Oakwood Cemetery	No Adverse Effect	No Use	No Adverse Effect	No Use	
21	410-18 CROUSE AVE S	No Adverse Effect	No Use	No Adverse Effect	No Use	

	Viaduct Alternative				Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use		
22	601-15 CROUSE AVE S & HARRISON S/ 601 South Crouse Avenue/ Temple Adath Yeshurun/Hotel Skyler	No Adverse Effect	No Use	No Adverse Effect	No Use		
23	102 DIVISION ST W & CLINTON S/ Oak Knitting Co. Mill	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.016 acres of 1 acre or 1.6%) under the Viaduct Alternative. The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the east side of the building eliminating the small amount of greenspace. This taking would result in the roadway abutting the east elevation of the building. The acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.016 acres of 1 acre or 1.6%) under the Viaduct Alternative. The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the east side of the building eliminating the small amount of greenspace. This taking would result in the roadway abutting the east elevation of the building. The acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.		
24	500 ERIE BLVD E & TOWNSEND ST/ Smith Restaurant Supply	Adverse Effect	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition of 0.360 acres and demolition of the Smith Restaurant Supply building.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.018 acres of 0.36 acres or 5.1%) The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the northern edge of the parcel. The acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.		
25	740 ERIE BLVD E TO WATER ST E/ Terminal Building Warehouse (U Haul Warehouse)	No Adverse Effect	No Use. Under the Viaduct Alternative, the Terminal Building Warehouse would not be directly affected and no property acquisition would be required. The setting of the property would change somewhat as I-690 would be higher; however, the existing setting of the warehouse already includes the viaduct and the change with the Project would not constitute a constructive use.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.034 acres of 0.49 acres or 6.9%) The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the north edge of the parcel, which is currently greenspace and sidewalks. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.		
26	300-20 ERIE BLVD W/ The Niagara Hudson Building	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.018 acres of 5.27 acres or 0.3%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a narrow strip taking along the northeast corner of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.		Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.018 acres of 5.27 acres or 0.3%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a narrow strip taking along the northeast corner of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.		
27	711 FAYETTE ST E/ People's African Methodist Episcopal Zion Church	No Adverse Effect	No Use	No Adverse Effect	No Use		
28	938 FAYETTE ST E & CROUSE AVE/ The Sylvester	No Adverse Effect	No Use	No Adverse Effect	No Use		
29	312 FILLMORE AVE/ The Heritage at Loretto	No Adverse Effect	No Use	No Adverse Effect	No Use		

	Viaduct Alternative		Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use
30	438-46 FRANKLIN ST N & GENANT DR/ 446 North Franklin Street	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.305 acres of 0.88 acres or 34.6%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the north edge of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.305 acres of 0.88 acres or 34.6%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the north edge of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.
31	429 FRANKLIN ST N/ Remington Monarch Typewriter Company Building/New Process Gear Plant #3	No Adverse Effect	No Use	No Adverse Effect	No Use
32	455 FRANKLIN ST N & PLUM ST/ Regal Textile Plant	No Adverse Effect	No Use	No Adverse Effect	No Use
33	432 FRANKLIN ST N TO CLINTON/ C.C. Bradley Plant	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.092 acres of 1.92 acres or 4.8%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the northern edge of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.092 acres of 1.92 acres or 4.8%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the northern edge of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.
34	311 GENANT DR TO CLINTON ST N/ Syracuse Lighting Co. Plant	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.392 acres of 1.99 acres or 19.7%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the west and south edges of the parcel, which are currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.392 acres of 1.99 acres or 19.7%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the west and south edges of the parcel, which are currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.
35	237-43 GENESEE ST E/ Courier Building	No Adverse Effect	No Use	No Adverse Effect	No Use
36	601 GENESEE ST E & MCBRIDE ST/ Peck Hall/Reid Hall	Adverse Effect	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition of 1.78 acres and demolition of both of the NR-eligible buildings—Peck Hall and Reid Hall).	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.024 acres of 1.78 acres or 1.3%). Neither of the NR-eligible buildings that occupy this parcel, Peck Hall and Reid Hall, would be removed or physically altered. The partial acquisition would consist of a strip taking along the east edge of the parcel, which is currently greenspace and a parking lot. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity its significant features.
37	713-15 GENESEE ST E	No Adverse Effect	No Use	No Adverse Effect	No Use

		Viaduct Alternative		Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use	
38	728 GENESEE ST E & FORMAN AVE	No Adverse Effect	No Use	No Adverse Effect	No Use	
39	719 GENESEE ST E TO ORANGE AL/ National	No Adverse Effect	No Use	No Use No Adverse Effect No Adverse Effect		
39	Casket Co.	No Adverse Effect		No Adverse Effect	No Use	
40	400 GENESEE ST W & WALLACE ST/ Engine Company 12	No Adverse Effect	Use. Under the Viaduct Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.31 acres of .99 acres or 44%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the east edge of the parcel, which is currently used for parking. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.31 acres of .99 acres or 44%). The building on this parcel would not be physically impacted. The partial acquisition would consist of a strip taking along the east edge of the parcel, which is currently used for parking. Although this property would be directly affected, the acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.	
41	620 GENESEE ST W TO BELDEN AV/ First Presbyterian Church and Belden House	No Adverse Effect	No Use	No Adverse Effect	No Use	
42	226-30 GENESEE ST W TO CLINTON S/ FOE #53	No Adverse Effect	No Use	No Adverse Effect	No Use	
43	308 GENESEE ST W TO WILLOW ST	No Adverse Effect	No Use	No Adverse Effect	No Use	
44	725 HARRISON ST & MADISON ST/ Washington Irving School	No Adverse Effect	No Use	No Adverse Effect	No Use	
45	212 HERALD PL & FRANKLIN ST N/ Syracuse Herald Building	Adverse Effect	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition— 0.409 acres and demolition of the NR-eligible Syracuse Herald Building).	No Adverse Effect	No Use. Under the Community Grid Alternative, the Syracuse Herald Building would not be directly affected. While this property would experience increased views to the I-690 viaduct, this change would not constitute a constructive use.	
46	429 JAMES ST/ Norton House	No Adverse Effect	No Use	No Adverse Effect	No Use	
47	437 JAMES ST/ Church of the Saviour	No Adverse Effect	No Use	No Adverse Effect	No Use	
48	457 JAMES ST	No Adverse Effect	No Use	No Adverse Effect	No Use	
49	408-22 JAMES ST & BURNET AVE/ The Snowden Hotel/ Apartments	No Adverse Effect	No Use	No Adverse Effect	No Use	
50	323-35 JAMES ST & STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
51	452 LAFAYETTE RD	No Adverse Effect	No Use	No Adverse Effect	No Use	
52	Use. Under the Viaduct Alternative, this incorporated into the transportation		Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition—0.530 acres and demolition of the NR-eligible Webster's Landing).	No Adverse Effect	No Use. Under the Community Grid Alternative, this property would not be directly affected. The building is currently located immediately adjacent to both the I-690 and I-81 viaducts. While the property would experience changes in setting, it is already surrounded on all sides by transportation corridors and the proximity effects would not be substantial.	
53	200-232 PARK AVE & PLUM ST	No Adverse Effect	No Use	No Adverse Effect	No Use	
54	301 PROSPECT AVE TO LAUREL ST/ Saint Joseph's Hospital Nurse's Home	No Adverse Effect	No Use	No Adverse Effect	No Use	
55	114-18 SALINA ST N/ One Clinton Square Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
56	120-22 SALINA ST N/ 100 Clinton Square Commercial Building No Adverse Effect No Use		No Adverse Effect	No Use		
57	126-28 SALINA ST N/ Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
58	99 SALINA ST N/ Clinton Square	No Adverse Effect	No Use	No Adverse Effect	No Use	
59	108-12 SALINA ST N & JAMES ST/ Community Chest Building (Third National Bank)	No Adverse Effect	No Use	No Adverse Effect	No Use	

		Viaduct Alternative		Community Grid Alternative		
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use	
60	100 SALINA ST N & JAMES ST/ Syracuse Savings Bank	No Adverse Effect	No Use	No Adverse Effect	No Use	
61	382 SENECA TNPK E/ House	No Adverse Effect	No Use	No Adverse Effect	No Use	
62	485 SENECA TNPK E	No Adverse Effect	No Use	No Adverse Effect	No Use	
63	214 STATE ST N & WILLOW ST E/ Saint John the Evangelist Rectory	No Adverse Effect	No Use	No Adverse Effect	No Use	
64	215 STATE ST N & WILLOW ST E/ St John the Evangelist Church	No Adverse Effect	No Use	No Adverse Effect	No Use	
65	429 STATE ST N & BELDEN AVE E/ A. Angeloro Commercial Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
66	509 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
67	511-513 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
68	521-23 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
69	525-27 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
70	707-09 STATE ST N TO SALT ST	No Adverse Effect	No Use	No Adverse Effect	No Use	
71	820-28 STATE ST N	No Adverse Effect	No Use	No Adverse Effect	No Use	
72	909 STATE ST N TO OSWEGO BLVD/ Wag Foods	Adverse Effect	Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition and demolition of the NR-eligible Wag Foods Building).	No Adverse Effect	No Use. Under the Community Grid Alternative, this property would not be directly affected. While the I-690 and I-81 viaducts to the north would be somewhat more visible in the resource's setting, the change would not constitute a constructive use.	
73	202 TOWNSEND ST N & BURNET AV/ Samuel Stapehy House	No Adverse Effect	No Use	No Adverse Effect	No Use	
74	205 TOWNSEND ST N/ Wolverine Apartments	No Adverse Effect	No Use	No Adverse Effect	No Use	
75	206 TOWNSEND ST N/ Frederick Featherly House	No Adverse Effect	No Use	No Adverse Effect	No Use	
76			Use. Under the Viaduct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition—0.5 acres and demolition of the NR-eligible former manufacturing building at 105 S. Townsend Street/ 500 Water Street) and removal of the 2nd story enclosed walkway to 107-109 S. Townsend Street (aka Phoenix Foundry).	No Adverse Effect	No Use. Under the Community Grid Alternative, this property would not be directly affected. While the I-690 and I-81 viaducts to the north would be somewhat more visible in the resource's setting, the change would not constitute a constructive use.	
78	205 TOWNSEND ST S/ 205 South Townsend Street	No Adverse Effect	No Use	No Adverse Effect	No Use	
79	301 TOWNSEND ST S & FAYETTE S/ Park Central Presbyterian Church	No Adverse Effect	No Use	No Adverse Effect	No Use	
80	307 TOWNSEND ST S & GENESEE S/ Hamilton White House	No Adverse Effect	No Use	No Adverse Effect	No Use	
81	233 WASHINGTON ST E/ Syracuse City Hall	No Adverse Effect	No Use	No Adverse Effect	No Use	
82	501 WASHINGTON ST E/ Brown Place	No Adverse Effect	No Use	No Adverse Effect	No Use	
83	101-13 WATER ST E/ Onondaga County Savings Bank Bldg	No Adverse Effect	No Use	No Adverse Effect	No Use	
84	119-21 WATER ST E/ Gere (Robert) Bank Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
85	208 WATER ST W/ Amos Block	No Adverse Effect	No Use	No Adverse Effect	No Use	
86	301 WATER ST E & ERIE BLVD E/ Weighlock Building	No Adverse Effect	No Use	No Adverse Effect	No Use	
87	376 WATER ST W TO ERIE BLVD W/ Commercial	No Adverse Effect	No Use	No Adverse Effect	No Use	

			Viaduct Alternative		Community Grid Alternative
Map ID	Resource Identification	Section 106 Effect	Section 4(f) Type of Use	Section 106 Effect	Section 4(f) Type of Use
88	123-29 WILLOW ST E/ Howard & Jennings Pump Factory/ Colella Galleries Building	Adverse Effect	Use. Under the Viadct Alternative, this property would be permanently incorporated into the transportation facility (full acquisition of 0.23 acres and demolition of the NR-eligible Howard & Jennings Pump Factory Building).	No Adverse Effect	Use. Under the Community Grid Alternative, a portion of this property would be permanently incorporated into the transportation facility (partial acquisition—0.017 acres of .23 acres or 7.6%). The building would not be physically impacted. The partial acquisition would consist of a triangular taking along the north edge of the parcel in an area used as a parking lot. The acquisition would not remove character-defining features within the property or its setting or alter the property in a manner that would diminish the integrity of its significant features.
89	230 WILLOW ST W/ C.W. Snow & Company Warehouse	No Adverse Effect	No Use	No Adverse Effect	No Use

commercial row buildings in Syracuse, including examples of Italianate, Victorian Gothic, Romanesque Revival, Queen Anne, Neo-Classical, and Mediterranean Revival styles. The residences range from modest wood frame examples of the Federal and Greek Revival styles to large-scale late Victorian period brick buildings with Queen Anne and Neoclassical style features. The area was home to the city's German community in the nineteenth century and the Italian immigrants in the early twentieth century.

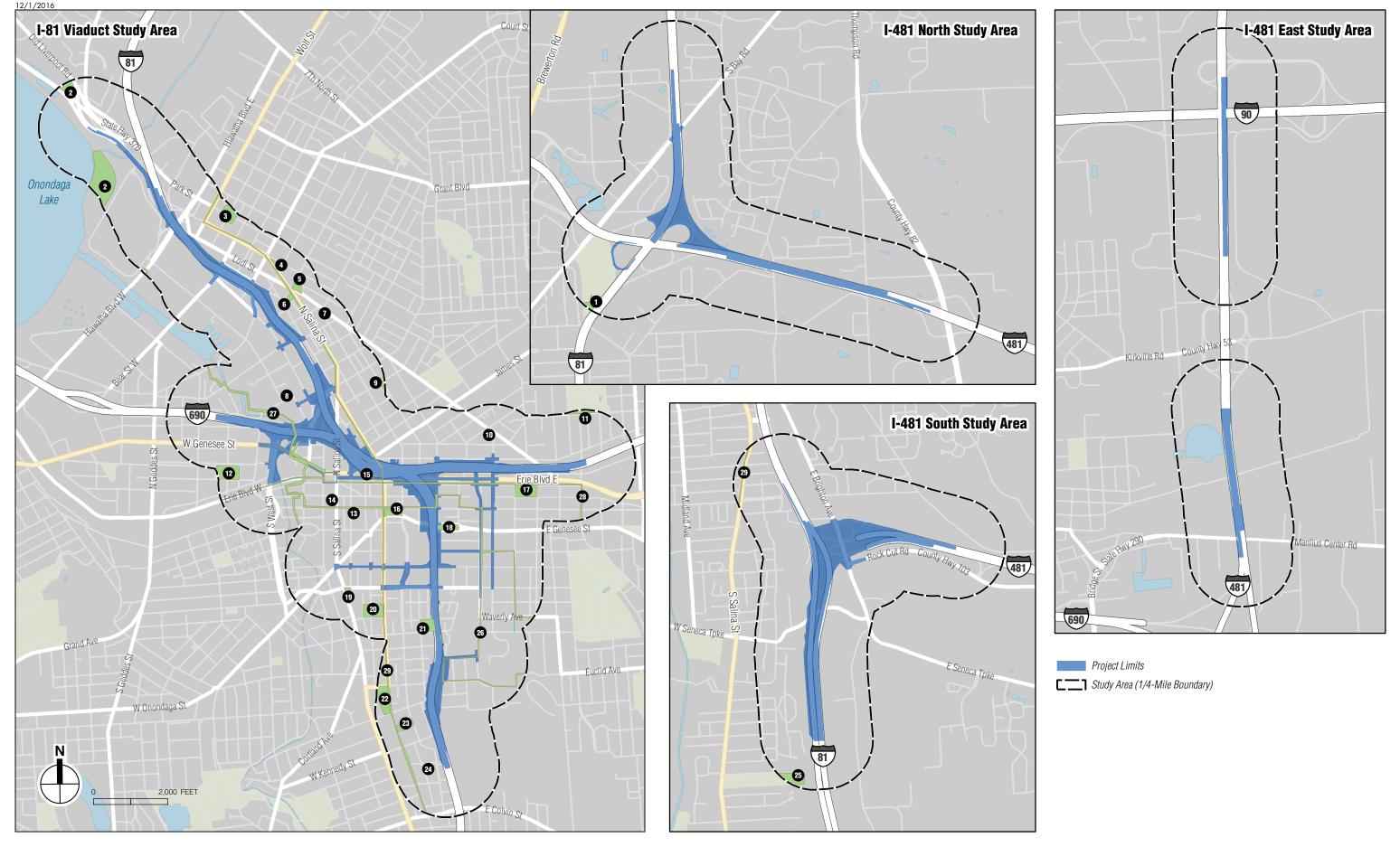
- 329 Salina Street North (Map ID B): Also known as 401 Salina Street North Learbury Centre, this office building is situated on 1.85 acres and houses Syracuse Behavioral Healthcare. It is a four-story brick light-industrial building with a rectangular plan and an 18-bay facade. The building has a flat roof and a corbelled brick cornice. It is also a contributing resource to the North Salina Street Historic District Expansion (described above).
- 112-16 Burnet Avenue (Map ID #4): Also known as the Michael Dolphin Building/Barboni, this resource is a two-story Italianate brick building on 0.18 acres constructed in 1872. The house is eligible for listing on the National Register of Historic Places under Criterion C as a rare surviving example of an unaltered Victorian rowhouse.
- 400 Burnet Avenue and 815 Erie Boulevard East (Map ID #11): The New York Central Railroad Passenger and Freight Station is located at 815 Erie Boulevard East and 400 Burnet Avenue, on 2.36- and 1.28-acre parcels, respectively. This complex was designed by J.P. Gallagher and constructed ca. 1934. Listed on the National Register, it is eligible under Criteria A and C for its place in the history of railroads in Syracuse, and as an outstanding example of the Art Deco style.
- 117 Butternut Street and Salt Street (Map ID #15): The Veterans Fastener Supply Corp is located at 117 Butternut Street (and Salt Street) on 0.89 acres. Currently housing a distribution facility, it is eligible for listing on the National Register of Historic Places. The building meets Criteria A and C as a relatively intact circa 1927 Neoclassical-style municipal building constructed by the City of Syracuse to house a City meat inspection facility as a response to health concerns related to the industry, which was a regionally important economic engine. The building also housed a municipal archery facility, and later served as the Syracuse Transportation Department's offices.
- 102 Division Street West and Clinton Street (Map ID #23): The Oak Knitting Company Mill, located at 102 West Division Street on 1.0 acre, is a four-story industrial building constructed in 1899. Listed on the National Register of Historic Places, it is eligible under Criteria B and C as an example of early twentieth century industrial/manufacturing architecture and as an example work of architect Archimedes Russell, a regionally prominent architect.
- 500 Erie Boulevard East and Townsend Street (Map ID #24): The Smith Restaurant Supply Building is located at 500 Erie Boulevard East on 0.36 acres. Constructed in 1876, it is eligible for listing on the National Register of Historic Places

- under Criteria A and C as one of the few canal-era manufacturing/warehousing buildings remaining, and as the oldest surviving building of any type, in Downtown.
- 740 Erie Boulevard East to Water Street East (Map ID #25): The Terminal Building Warehouse (U Haul Warehouse) is an eight-story brick warehouse on 0.49 acres located at 740 East Erie Boulevard. Constructed in 1930, the warehouse is associated with the industrial and commercial growth of the city during the Depression Era (1930-1941) and is eligible for listing on the National Register of Historic Places under Criteria A and C.
- 300-20 Erie Boulevard West (Map ID #26): The Niagara Hudson Building consists of two adjoined structures located at 300-320 West Erie Boulevard on 5.27 acres. Constructed between 1930 and 1932 in the Art Deco and Art Moderne styles, the buildings are listed on the National Register of Historic Places and are significant under Criterion A, as a symbol of the age of electricity, and Criterion C, as an outstanding example of Art Deco architecture.
- 438-46 Franklin Street North and Genant Drive (Map ID #30): This one-story brick warehouse is located at 446 North Franklin on 0.88 acres. It is eligible for listing on the National Register of Historic Places under Criterion C, as a significant example of early twentieth century industrial/manufacturing architecture.
- 432 Franklin Street North (Map ID #33): The C.C. Bradley Plant Building is located at 432 North Franklin Street on 1.92 acres. Constructed in 1903, it is eligible for listing on the National Register of Historic Places under Criterion C as a significant example of early twentieth century industrial/manufacturing architecture.
- 311 Genant Drive to Clinton Street (Map ID #34): The Syracuse Lighting Company Building is located at 311 Genant Drive on 1.99 acres. Constructed in 1911, it is listed on the National Register of Historic Places under Criteria B and C as the only remaining intact structure representing upstate New York utility services in the twentieth century.
- 601 Genesee Street East and McBride Street (Map ID #36): This 1.78 acre property includes Peck Hall at University College located at 309 South McBride Street, which was designed by Albert Brockway of Benson and Brockway and constructed in 1896 in a modified Renaissance style. It is eligible for listing on the National Register of Historic Places under Criterion A for its association with local medicine and education and under Criterion C as a fine example of late nineteenth century Renaissance style architecture. Reid Hall, located at 610 East Fayette Street, was constructed in 1914 in the Neoclassical style. It is eligible under Criterion A for its association with local medicine and education and under Criterion C as an intact example of early twentieth century Neoclassical architecture.
- 400 Genesee Street West and Wallace Street (Map ID #40): The Engine Company #12 is a fire Station located at 400 West Genesee Street (and Wallace Street) on 0.99 acres. Constructed in 1923 in the Colonial Revival architecture, it is eligible for listing on the National Register of Historic Places under Criterion C as a significant example of

early twentieth century architecture and as one of two remaining historic fire stations in Downtown.

- 212 Herald Place and Franklin Street North (Map ID #45): The Syracuse Herald Building is located at 220 Herald Place on 0.41 acres. Constructed in 1928, it is a Classical Revival-style building that is eligible for listing on the National Register of Historic Places under Criteria A and C for its association with the newspaper, The Herald, and as an example of industrial design.
- 471-81 Oswego Boulevard/1 Webster's Landing/VIP Structures (Map ID #52): The Marshall & Sons Warehouse is located at 471-81 Oswego Boulevard on 0.53 acres. Currently an office building, the Marshall & Sons Warehouse was constructed in 1893, designed by Archimedes Russell in the Romanesque Revival style. It is eligible for listing on the National Register of Historic Places under Criteria A and C as one of few canalera manufacturing/ warehousing buildings remaining in Downtown Syracuse and a fine example of Russell's commercial architecture.
- 909 State Street North to Oswego Boulevard (Map ID #72): The former Wag Foods warehouse is located at 909 North State Street (to Oswego Boulevard) on 0.16 acres. It is eligible for listing on the National Register of Historic Places under Criteria A and C as a relatively intact example of an early twentieth century grocery warehouse associated with a major Syracuse-based grocery distributor.
- 105-109 Townsend Street South (Map ID #76): This 0.5 acre property contains two buildings, which shared owners and manufacturing uses at some points in their history, and are physically connected via a second-story enclosed walkway. Constructed circa 1865, 105 South Townsend Street is eligible for listing on the National Register of Historic Places under Criterion C. The building has a distinctive rounded corner and cupola. The Phoenix Foundry & Machine Company at 107-109 South Townsend Street is eligible for listing on the National Register of Historic Places under Criteria A and C for its association with several prominent local manufacturing companies in the late nineteenth and early twentieth centuries and as an intact example of late nineteenth century industrial architecture.
- 123-29 Willow Street East (Map ID #88): The Howard & Jennings Pump Factory/Colella Galleries Building is located at 123-29 Willow Street East on 0.23 acres. This detached row building was constructed in 1879 and designed by Charles E. Colton in the Gothic Revival style. It is eligible for listing on the National Register of Historic Places under Criterion C as one of the few Victorian Gothic commercial building facades remaining in Syracuse.

The public parks and recreation areas located in the Project Area are listed on **Table 7-2** and shown on **Figure 7-2**. Use of these resources is indicated in the table and described more fully in **Section 7.5** below.



Parks and Recreation Areas in the Project Area Figure 7-2

Table 7-2 Section 4(f) Properties—Public Parks and Recreation Areas

Мар	Park or Trail			beetion (i) Properties Te	
Code	Name	Location	Description/Notes	Viaduct Alternative	Community Grid Alternative
1	Kennedy Park	114 Grove Street, North Syracuse	This 2.5-acre park has an outdoor swimming pool, picnic/pavilion facilities, playground and volleyball court	No Use	No Use
2	Onondaga Lake County Park	6790 Onondaga Lake Parkway, Liverpool, NY	This 7.5-mile linear greenway features trails, waterfront picnic areas, skate and dog parks, playground, and sporting and other recreational spaces	No Use	No Use
3	Washington Square Park	Park Street and LeMoyne Avenue,	This 3.2-acre neighborhood park has a basketball court, Little League diamond, playground, picnic pavilion, and monument.	No Use	No Use
4	Unnamed Park	North Salina Street and Alvord Street	This 0.8-acre green space lies within a triangular intersection with trees, grassy areas, and a monument	No Use	No Use
5	DeMong Park	Lodi Street, Kirkpatrick Street, and Union Place	This 1.0-acre green space has trees, grassy areas, and benches	No Use	No Use
6	Union Park	North Salina Street and Kirkpatrick Street	This 0.9-acre park has grassy areas, playground, seating areas, and a fountain	No Use	No Use
7	Freedom Garden	North Townsend Street and Lodi Street	This 0.1-acre garden is a small green space with seating area	No Use	No Use
8	Franklin Park	Solar Street and Plum Street	This 0.9-acre Downtown park has gardens, a fountain, and etched quotes from Benjamin Franklin	No Use	No Use
9	James McGroarty Park	North McBride Street and East Laurel Street	This 0.8-acre green space within McBride Street has grassy areas, trees, and a seating area	No Use	No Use
10	Clinton Playlot	Lodi Street and Gertrude Street	This 0.5-acre playground has a basketball court and grassy areas	No Use	No Use

Table 7-2 (cont'd) Identification of Section 4(f) Properties—Public Parks and Recreation Areas

Map Code	Park or Trail Name	Location	Description/Notes	Viaduct Alternative	Community Grid Alternative
11	Lincoln Park	Robinson Street and Mather Street	This 19.3-acre neighborhood park has a swimming pool, children's spray fountain, tennis court, Little League Field, and playground	No Use	No Use
12	Leavenworth Park	Park Avenue Barker Avenue	This 3.5-acre neighborhood park has grassy areas, trees, and a playground	No Use	No Use
13	Lemp Park	Fayette Street and Warren Street	This 0.1-acre small green space has benches and public art	No Use	No Use
14	Perseverance Park	South Salina Street and West Washington Street	This 0.2-acre small green space has a terraced lawn area, seating, and public art	No Use	No Use
15*	Hoggee Monument	Erie Boulevard East and Oswego Boulevard	This 0.3-acre green space has grassy areas, seating, trees, and the Hoggee and Mule statue	No Use	No Use
16	Firefighter's Memorial Park	East Genesee Street and South State Street	This 1.2-acre Downtown park has firefighter monuments and memorials, a fountain, and a statuary	No Use	No Use
17	Ormond G. Spencer Park	East Water Street and University Avenue	This 7.0-acre neighborhood park has a Little League Field, tennis courts, basketball courts, playground, and a pavilion	No Use	No Use
18*	Forman Park	East Genesee and Almond Street	This 1.3-acre Downtown park has a monument and police and firefighter memorial	No Use	No Use
19	Billings Park	South Salina Street and East Adams Street	This 0.1-acre Downtown park has the Rock of the Marne Monument and Spanish War Memorial	No Use	No Use
20	Roesler Park	Montgomery Street and New Street	This 2.6-acre neighborhood park has a Little League Field, full basketball courts, tennis court, and playground	No Use	No Use

Table 7-2 (cont'd) Identification of Section 4(f) Properties—Public Parks and Recreation Areas

Map Code	Park or Trail Name	Location	Description/Notes	Viaduct Alternative	Community Grid Alternative
21*	Wilson Park	McBride Street and Taylor Street	This 2.1-acre neighborhood park has the Wilson Community Center, swimming pool, basketball courts, green space, and a playground	Use A 20-foot-wide strip of Wilson Park would be occupied during construction for equipment staging during removal of the existing viaduct and construction of the new viaduct. In total, a temporary easement on 0.12 acres of Wilson Park would be required for approximately three years of the 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. Use of this Section 4(f) property would occur due to temporary occupancy, as determined by the criteria in 23 CFR 774.13(d) ¹ . While the duration of the occupancy would be less than the Project's construction period and no change of ownership would occur, the scope of work would not be minor since it could not be performed without interfering with park activities (basketball).	Use
22	Libba Cotten Grove	Castle Street and State Street	This 1.8-acre neighborhood park has an Elizabeth "Libba" Cotten Statue, playground, and a basketball court	No Lice	No Use
23	Dunbar Park	1453 South State Street	This park is adjacent to Dunbar Center; and includes a playground, small green area, basketball court, and recreational blacktop area	No Use	No Use

^{1 &}quot;Temporary occupancies of land that are so minimal as to not constitute use must meet the following conditions: 1) Duration must be temporary, i.e., less than the time needed for construction of the Project, and there should be no change in ownership of the land; 2) Scope of work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal; 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis; 4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the Project; and 5) There must be documented agreement of the official(s) with jurisdiction over the Section (4f) property regarding the above conditions."

Table 7-2 (cont'd) Identification of Section 4(f) Properties—Public Parks and Recreation Areas

Map Code	Park or Trail Name	Location	Description/Notes	Viaduct Alternative	Community Grid Alternative
24	Baker Playlot	200 block of Baker Ave.	This 0.5-acre neighborhood park has a playground, grassy areas, and seating areas	No Use	No Use
25	Heath Park	South Salina Street and Conifer Drive	This 30.6-acre natural area contains open green space	No Use	No Use
26*	Connective Corridor	Citywide	Is a 2-mile-long pedestrian and bicycle facility along local City of Syracuse streets	No Use Construction activities would occur at an intersection crossing of the Connective Corridor for a period of one to two months. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d)	No Use Construction activities would occur at an intersection crossing of the Connective Corridor for a period of one to two months. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d)
27*	Creekwalk	Citywide	Is a 2.6-mile pathway from Armory Square to Onondaga Lake	No Use Construction activities would occur at intersection crossings of Creekwalk, and in other locations along the path for bridge removal and reconstruction, for periods of one to two months at several points during the Project's construction period. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d).	No Use Construction activities would occur at intersection crossings of Creekwalk, and in other locations along the path for bridge removal and reconstruction, for periods of one to two months at several points during the Project's construction period. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d).

Table 7-2 (cont'd) Identification of Section 4(f) Properties—Public Parks and Recreation Areas

Map Code	Park or Trail Name	Location	Description/Notes	Viaduct Alternative	Community Grid Alternative
28*	Erie Canalway Trail	Statewide		No Use Construction activities would occur at the Erie Canalway Trail crossing along Water Street under the viaduct for a period of one to two months. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d)	No Use Construction activities would occur at the Erie Canalway Trail crossing along Water Street under the viaduct for a period of one to two months. Connection of path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets so that pedestrian and bicycle use of the facility is not impeded. This temporary impact would not constitute use as per the criteria in 23 CFR 774.13(d)
29*	NYS Bicycle Route 11	Statewide	This 320-mile marked bicycle route is along Route 11	No Use	No Use

Of the Section 4(f) properties identified in **Table 7-2**, the Project would have a use of the following:

• Wilson Park (Map ID #21): Wilson Park is a two-acre neighborhood park located on the block bounded by South McBride Street, East Taylor Street, Almond Street, 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.

7.5 USES OF SECTION 4(f) PROPERTIES

The Section 4(f) regulations define three types of "use" of Section 4(f) property (23 CFR Part 774.17):

- (1) When land is permanently incorporated into a transportation facility;
- (2) When there is a temporary occupancy of land that is adverse to the preservation purpose of Section 4(f) as determined by the criteria in 23 CFR 774.13(d); and
- (3) When there is a constructive use of a Section 4(f) property, which occurs "when the transportation project does not incorporate land from a Section 4(f) resource, but the proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired" (23 CFR Part 774.15(a)).

The types of Section 4(f) use are further described below.

- **Permanent Incorporation:** The permanent incorporation of land into a transportation facility occurs when land from a Section 4(f) property is purchased outright for a transportation facility, or when a project acquires the property interest that allows permanent access onto a property such as a permanent easement for maintenance. This permanent incorporation is considered a "use" of Section 4(f) property.
- Temporary Occupancy: Temporary occupancy results when Section 4(f) property, in whole or in part, is required for project construction-related activities. The property is not permanently incorporated into a transportation facility but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f). Under the provisions of 23 CFR 774.13(d), a temporary occupancy does not constitute a Section 4(f) use if the following conditions are met: 1) The duration is less than the time needed for the project's construction and there is no change in ownership of land; 2) The scope of work is minor, in that both the nature and magnitude of changes to the 4(f) property are minimal; 3) No permanent, adverse physical impacts are anticipated, and there will be no temporary or permanent interference with the protected activities, features, or attributes of the property; 4) The land is fully restored, and returned to a condition at least as good as that which existed prior to the project; and 5) The agreement of the official(s) with jurisdiction over the Section 4(f) property regarding the above conditions is documented.

If one of more of these conditions is not met, there is a use of the Section 4(f) property, even though the duration of construction related activities is temporary.

• Constructive Use: A constructive use involves no physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. According to 23 CFR Part 775.15, a constructive use occurs when the project's proximity impacts are so severe that the protected activities, features or attributes that qualify the property for protection under Section 4(f) are substantially impaired. This includes situations where the projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected by Section 4(f). It also includes situations where the proximity of the proposed project substantially impairs esthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property.

DESCRIPTION OF PROJECT USES OF SECTION 4(F) PROPERTIES

A description of the use of the Section 4(f) properties that would result from the Viaduct and Community Grid Alternatives is provided below.

The Viaduct Alternative would result in the use of Section 4(f) properties as a result of the:

- Permanent incorporation of land from 10 historic properties (full acquisition and demolition of 11 buildings) into the transportation facility;
- Permanent incorporation of a portion of 7 historic properties (open space or parking areas, which are part of the historic property) into the transportation facility; and
- Temporary occupancy of Wilson Park.

The Community Grid Alternative would result in the use of Section 4(f) properties as a result of the:

- Permanent incorporation of land from 2 historic properties (full acquisition and demolition of 2 buildings) into the transportation facility;
- Permanent incorporation of a portion of 12 historic properties (open space or parking areas, which are part of the historic property) into the transportation facility; and
- Temporary occupancy of Wilson Park.

VIADUCT ALTERNATIVE

Under the Viaduct Alternative, 10 Section 4(f) properties would be permanently incorporated into the transportation facility via full acquisition and building demolition, as described below. Photographs of these properties are presented in **Figure 7-3**.





319-325 North Salina Street (Britton Block), a contributing resource to the North Salina Street Historic District.





329 North Salina Street (The Learbury Centre), a contributing resource (shown on the left) to the North Salina Street Historic District (HD-2).



400 Burnet Avenue and **515 Erie Boulevard East**, Building 11 (The New York Central Railroad Passenger & Freight Station complex)





117 Butternut Street, Building 15 (The Veteran's Fastener Supply Corp. building)



500 Erie Boulevard, Building 24 (Smith Restaurant Supply)



601 Genesee Street East, Building 36 (Peck Hall and Reid Hall)

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601 Genesee Street East, Building 36 (Peck Hall and Reid Hall)



212 Herald Place, Building 45 (The Syracuse Herald Building)





471-81 Oswego Boulevard, Building 52 (aka 1 Webster's Landing or VIP Structures)



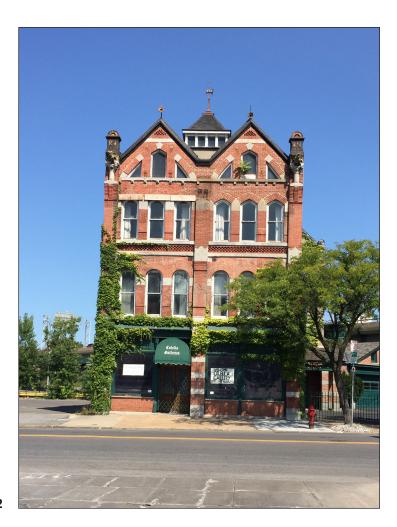
909 North State Street, Building 72 (Wag Foods)



105 S. Townsend Street, Building 76 (aka 500 Water Street)



107-109 S. Townsend Street, Building 77 (Phoenix Foundry)



123-129 Willow Street East, Building 88 (the Howard & Jennings Pump Factory)

- The Britton Block at 319-325 North Salina Street (Photo #1), a contributing resource to the North Salina Street Historic District, would be permanently incorporated into the transportation facility for the Pearl Street on-ramp improvements (conversion to a two-lane ramp with an increased acceleration lane length) and provision of the westbound I-690 to northbound I-81 and the eastbound I-690 to northbound I-81 connection ramps.
- The Learbury Centre at 329 North Salina Street (Photo #2), a contributing resource to the North Salina Street Historic District, would be permanently incorporated into the transportation facility for the Pearl Street on-ramp improvements (conversion to a two-lane ramp with an increased acceleration lane length) and provision of the westbound I-690 to northbound I-81 and the eastbound I-690 to northbound I-81 connection ramps.
- The New York Central Railroad Passenger & Freight Station complex at 400 Burnet Avenue and 515 Erie Boulevard East (Photo #3) would be permanently incorporated into the transportation facility for the westbound I-690 exit ramp to Catherine Street, which would replace the existing Townsend ramp, and the reconstruction of the westbound I-690 to southbound I-81 ramp.
- The Veteran's Fastener Supply Corp. building at 117 Butternut Street (Photo #4) would be permanently incorporated into the transportation facility for the Pearl Street on-ramp improvements; the westbound I-690 to southbound I-81 and the eastbound I-690 to northbound I-81 connections; and the realignment of Butternut Street overpass.
- Smith Restaurant Supply at 500 Erie Boulevard (Photo #5) would be permanently incorporated into the transportation facility to accommodate the alignment of the southbound I-81 viaduct.
- Peck Hall and Reid Hall at 601 Genesee Street East (Photos #6a and #6b) would be permanently incorporated into the transportation facility for the widening of the southbound I-81 exit to Harrison Street; the westbound I-690 to southbound I-81 ramp; and the northbound I-81 and eastbound I-690 viaduct.
- The Syracuse Herald Building at 212 Herald Place, Building 45 (Photo #7) would be permanently incorporated into the transportation facility for the eastbound I-690 to southbound I-81 ramp and the eastbound I-690 to northbound I-81 ramp.
- 471-81 Oswego Boulevard aka 1 Webster's Landing or VIP Structures (Photo #8) would be permanently incorporated into the transportation facility for the southbound I-81 viaduct and westbound I-690 exit to West Street.
- Wag Foods at 909 North State Street (Photo #9) would be permanently incorporated into the transportation facility for the alignment of the new connecting ramp from eastbound I-690 to northbound I-81.

- 105-109 S. Townsend Street would be permanently incorporated into the transportation facility for the southbound I-81 viaduct alignment. 105 S. Townsend Street (Photo #10) would be demolished and the second-story enclosed walkway to 107-109 S. Townsend Street aka Phoenix Foundry (Photo #11) would be removed.
- 123-129 Willow Street East aka the Howard & Jennings Pump Factory (Photo #12) would be permanently incorporated into the transportation facility for the southbound I-81 viaduct, eastbound I-690 to southbound I-81 ramp, and southbound I-81 to eastbound I-690 ramp.

In addition to these Section 4(f) resources, the Viaduct Alternative would require the permanent incorporation of strips of land from an additional seven historic properties into the transportation facility to accommodate the roadway improvements. The partial acquisitions would consist of strip takings of either open space or parking areas, which would not remove the character defining features within the property or its setting or alter the property in a manner that would diminish the integrity of it significant features. The partial acquisitions are described in **Table 7-1**.

The Viaduct Alternative would also require use of Wilson Park since a 20-foot-wide strip of the park would be occupied during construction for equipment staging during removal of the existing viaduct and construction of the new viaduct. In total, a temporary easement on 0.12 acres of Wilson Park would be required for approximately three years of the six-year construction period. One of the two basketball courts at the park, as well as a section of the adjacent grassy area, would be inaccessible to park users for this period. Use of this Section 4(f) property would occur due to temporary occupancy, which would be considered adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d). While the duration of the occupancy would be less than the Project's construction period and no change of ownership would occur, the scope of work would not be minor since it could not be performed without interfering with park activities (basketball).

COMMUNITY GRID ALTERNATIVE

Under the Community Grid Alternative, two Section 4(f) properties would be permanently incorporated into the transportation facility via full acquisition and building demolition, as described below.

- The Learbury Centre (Photo #2) at 329 North Salina Street, a contributing resource to the North Salina Street Historic District, would be permanently incorporated into the facility for the Pearl Street on-ramp improvements (conversion to a two-lane ramp with an increased acceleration lane length) and provision of the westbound I-690 to northbound I-81 and the eastbound I-690 to northbound I-81 connection ramps.
- The Veteran's Fastener Supply Corp. building at 117 Butternut Street (Photo #4) would be permanently incorporated into the transportation facility for the Pearl Street

on-ramp improvements, the westbound I-690 to southbound I-81 and the eastbound I-690 to northbound I-81 connections, and the realignment of Butternut Street overpass.

In addition to these Section 4(f) resources, from an additional 12 historic properties, the Community Grid Alternative would require the permanent incorporation of strips of land into the transportation facility to accommodate the roadway improvements. The partial acquisitions would consist of strip takings of either open space or parking areas, which would not remove the character defining features within the property or its setting or alter the property in a manner that would diminish the integrity of it significant features. The partial acquisitions are described in **Table 7-1**.

The Community Grid Alternative would also require use of Wilson Park since a 20-foot-wide strip of the park would be occupied during construction for equipment staging during removal of the existing viaduct. In total, a temporary easement on 0.12 acres of Wilson Park would be required for approximately two years of the five-year construction period. One of the two basketball courts at the park, as well as a section of the adjacent grassy area, would be inaccessible to park users for this period. Use of this Section 4(f) property would occur due to temporary occupancy, which would be considered adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13(d). While the duration of the occupancy would be less than the Project's construction period and no change of ownership would occur, the scope of work would not be minor since it could not be performed without interfering with park activities (basketball).

7.6 AVOIDANCE ALTERNATIVES

FHWA may not approve the use of a Section 4(f) property if there is a "feasible and prudent" avoidance alternative. Therefore, if any feasible and prudent avoidance alternatives are available, one must be selected. As defined in the regulations (23 CFR § 774.17), an alternative that would not require the use of any Section 4(f) property is an avoidance alternative. Feasible and prudent avoidance alternatives are those that do not cause other severe problems that substantially outweigh the importance of protecting the Section 4(f) property.

As discussed in **Chapter 3, Alternatives**, 19 potential alternatives have been considered since the start of the scoping process. Based on the evaluation and screening of the potential alternatives during scoping, and in consideration of public input, FHWA and NYSDOT have advanced the Viaduct Alternative, the Community Grid Alternative, and the No Build Alternative for the Project. Of the 19 potential alternatives, only the Rehabilitation Alternative (Potential Alternative V-1) and No Build Alternative would avoid the use of any Section 4(f) property. The Rehabilitation Alternative would not require use of any Section 4(f) resource. However, it would not address the identified needs for the Project or meet the stated purpose and objectives for the Project, and therefore, it is not a feasible and prudent avoidance alternative. The No Build Alternative would not result in the use of Section 4(f) property. However, this would not be feasible and prudent, as the No Build Alternative

would not address the identified needs for the Project or meet the stated purpose and objectives for the Project.

Based on the information provided above, there are no feasible and prudent alternatives that would avoid the use of Section 4(f) property. As set forth in the Section 4(f) regulations, if the analysis conducted concludes that there is no feasible and prudent avoidance alternative, then FHWA must approve, from among the remaining alternatives that use Section 4(f) property, the alternative that causes the least overall harm in light of the statute's preservation purpose (23 CFR § 774.3).

LEAST HARM ANALYSIS

According to the regulations (23 CFR § 774.3), the "least overall harm" is determined by balancing the following seven factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the Project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in cost among the alternatives.

As outlined in the FHWA Section 4(f) Policy Paper, the first four criteria relate to the degree of harm to Section 4(f) properties, which allows the FHWA to consider all relevant concerns to determine which alternative would cause the least overall harm in light of the statute's preservation purpose. The other three criteria relate to any substantial problems on issues beyond Section 4(f). FHWA may determine that a serious problem identified in these factors might outweigh relatively minor net harm to a Section 4(f) resource. An evaluation of the "least harm" alternative outlined in this section was conducted with respect to the seven factors in the regulations, as discussed below.

The least overall harm analysis was prepared by comparing the Community Grid Alternative and the Viaduct Alternative in accordance with FHWA guidance.

The Ability to Mitigate Adverse Impacts to Each Section 4(f) Property

As indicated above, the Viaduct Alternative would result in the use of Section 4(f) properties as a result of the:

- Permanent incorporation of land from 10 historic properties (full acquisition and demolition of 11 buildings) into the transportation facility;
- Permanent incorporation of a portion of 7 historic properties (open space or parking areas, which are part of the historic property) into the transportation facility; and
- Temporary occupancy of Wilson Park.

The Community Grid Alternative would result in the use of Section 4(f) properties as a result of the:

- Permanent incorporation of land from 2 historic properties (full acquisition and demolition of two buildings) into the transportation facility;
- Permanent incorporation of a portion of 12 historic properties (open space or parking areas, which are part of the historic property) into the transportation facility; and
- Temporary occupancy of Wilson Park.

Mitigation of adverse effects on historic resources is being developed in consultation with the SHPO and Consulting Parties as part of the Project's Section 106 review and documented through a Memorandum of Agreement (see **Appendix E**).

Although a portion of Wilson Park would be occupied during construction, this would be a temporary condition, and the park area, including the basketball court, would be returned to its current use, in the same or improved condition, upon completion of construction. The restoration of Wilson Park, after construction staging for the Viaduct and Community Grid Alternatives, would mitigate its use.

The Relative Severity of the Remaining Harm, after Mitigation, to Section 4(f) Properties

As indicated above, the effects of the permanent incorporation of portions of Section 4(f) properties (partial acquisitions of open space or parking areas) under both alternatives would be minor and remain unmitigated. While mitigation for the permanent incorporation of 10 properties (full acquisition and building demolition) under the Viaduct Alternative and 2 properties (full acquisition and building demolition) under the Community Grid Alternative will be established in consultation with the SHPO and Consulting Parties, the demolition of the buildings and expansion of the transportation facility would result in a noticeable loss of resources in the Project Area. Although a portion of Wilson Park would be occupied during construction, this would be a temporary condition, and the park area, including the basketball court, would be returned to its current use, in the same or improved condition, upon the completion of construction.

The Relative Significance of Each Section 4(f) Property

The Community Grid Alternative would require demolition of National Register properties that would also be demolished under the Viaduct Alternative. The significance of each Section 4(f) property affected by the Project is described in **Table 7-1**, which indicates the

applicable criteria for registration on the National Register. Both the Community Grid and Viaduct Alternatives would require the temporary use of a portion of Wilson Park, which is a neighborhood park with basketball courts. The Project would require closure of one of the two basketball courts during a part of the construction period, under each alternative.

The Views of Official(s) with Jurisdiction over each Section 4(f) Property

The officials with jurisdiction over the Section 4(f) resources affected by the Project are SHPO and the City of Syracuse Department of Parks.

The official with jurisdiction for historic properties has agreed that adverse impacts to the Section 4(f) resource can be mitigated, as indicated by SHPO's participation in measures to minimize harm (discussed below), including a Memorandum of Agreement prepared in accordance with Section 106 of the National Historic Preservation Act to resolve adverse effects on the historic properties.

[NYSDOT, WE WILL NEED TO BRIEF THE CITY DEPARTMENT OF PARKS ABOUT THE IMPACT TO WILSON PARK.]

The Degree to Which Each Alternative Meets the Purpose and Need for the Project

The Community Grid and Viaduct Alternatives meet the purpose and need for the Project equally.

After Reasonable Mitigation, the Magnitude of Any Adverse Impacts to Resources Not Protected by Section 4(f)

The Viaduct Alternative would have the following adverse effects:

- About 29 acres of land would be acquired, with displacement of 49 residents and 622 employees, and a loss of annual tax revenue of \$699,327;
- Between 3 and 12 intersections would operate at LOS E or F during peak hours, rearend conflicts would increase by 15 percent, and parking spaces beneath the existing viaduct would be removed;
- Noise impacts would occur at 764 (out of 2,240) receivers;
- Wetland impacts would only occur during construction, with up to 0.5 acres potentially disturbed;
- About 233 acres of habitat² (primarily fragmented habitat within the existing transportation right-of-way) would be removed; and

² The fragmented habitat is within interchange areas and maintained transportation right-of-way, is common throughout the region, and of low ecological value due to low species diversity, high level of anthropogenic activities, and dominance of non-native, invasive vegetation.

• Adverse visual effects are anticipated at 11 (approximately 42 percent) of the 26 viewpoints selected for analysis.

The Community Grid Alternative would have the following adverse effects:

- About 26 acres of land would be acquired, with displacement of 0 residents and 83 employees, and a loss of annual tax revenue of \$245,401.
- Between 4 and 14 intersections would operate at LOS E or F during peak hours, rearend conflicts would decrease by 37 percent, and parking spaces beneath the existing viaduct would be removed;
- Noise impacts would occur at 679 (out of 2,240) receivers;
- About 2.4 acres of wetland disturbance (operation) and 0.54 acres (construction) would occur;
- About 418 acres of habitat (primarily fragmented habitat within the existing transportation right-of-way) would be removed; and
- Adverse visual effects at 3 (or approximately 11 percent) of the 26 viewpoints selected for analysis.

Substantial Differences in Costs Among the Alternatives

The estimated construction costs are \$1.7 billion for the Viaduct Alternative and \$1.3 billion for the Community Grid Alternative.

7.7 MEASURES TO MINIMIZE HARM TO SECTION 4(f) PROPERTIES

When there is no feasible and prudent alternative to the use of a Section 4(f) property, a project must include all possible planning to minimize harm to the Section 4(f) property. As defined in 23 CFR 774.17, all possible planning means that all reasonable measures to minimize harm or mitigate for adverse impacts and effects must be included in the Project. NYSDOT and its project team have worked to avoid the use of Section 4(f) properties through design refinements. In some cases, it was possible to avoid historic structures although a portion of the property would be acquired (i.e., open space or parking areas). In other cases, it was possible to avoid the property altogether. This section documents the results of the planning efforts to minimize harm to Section 4(f) properties under both the Viaduct and Community Grid Alternatives. Measures to mitigate for adverse impacts on each of the properties where use is required under either alternative are described above in Section 7.6.

VIADUCT ALTERNATIVE

Several potential alternatives for the reconstruction of I-81 between approximately Colvin Street and Spencer Street, as well as modifications to highway features north of Spencer Street to Hiawatha Boulevard and along I-690, were considered in order to minimize harm

to Section 4(f) properties (see **Section 3.2 Overview of Alternatives Considered** for a discussion of Alternatives V-2, V-3 and V-4). Each would meet relevant design standards and adversely affect Section 4(f) properties to varying degrees. The design of the proposed Viaduct Alternative (V-4) is optimal in that it minimizes impacts to Section 4(f) properties while meeting the Project's purpose and objectives and adhering to acceptable design standards.

Under state rules, an urban interstate should have a speed limit of 55 mph, but engineers typically design for a higher speed limit (i.e., 60 mph) to safely accommodate drivers who exceed the speed limit. In addition, AASHTO provides minimum ramp spacing dimensions for various ramp pair combinations to provide adequate space for signing, adequate gaps for entering motorists, and sufficient weaving lengths. The Project Area has 15 non-conforming ramp spacing features, five of which are within the I-81/I-690 interchange area.

Initially, a potential alternative (V-2) was developed that included a new viaduct designed to meet current standards via the reconstruction of all highway elements to the 60 mph design standard. This alternative would correct all non-standard and most non-conforming highway features within the I-81 priority area. It would have a wider footprint than the proposed design for wider inside shoulders, longer acceleration and deceleration lanes, additional lanes for capacity and weaving, and geometric changes to accommodate ramp spacing criteria. It would expand the footprint of I-81 farther north and east into the Northside neighborhood as compared to the current highway's alignment, and therefore, the viaduct structure would be constructed over streets and blocks where it does not exist today. It would require the acquisition and demolition of several buildings in Northside, and the highway would be closer to buildings east of State Street and north of Burnet Avenue.

This alternative would require the permanent incorporation of land into the transportation facility from 9 of the 10 properties³ (full acquisition and building demolition) described in **Section 7.5** for the Viaduct Alternative (V-4) as well as the following 9 historic properties that would not be required for the Viaduct Alternative (V-4):

- 301-319 North State Street. This late-19th century, five-story brick building has intact window ornaments and door pediments and is eligible for listing on the National Register of Historic Places;
- 215 State Street. Currently occupied by the Samaritan Center, a community service organization that provides meals to the hungry, this Gothic Revival-style brick building with stone trim and a slate-clad roof was built in 1853 and served as the city's first cathedral. The former St. John the Evangelist Church features a two-stage central engaged tower with spire and is eligible for listing on the National Register of Historic Places;

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³ 123-129 Willow Street East (the Howard & Jennings Pump Factory) could be avoided under this alternative.

- 323-25 James Street. This L-shaped four-story brick building has dentilled cornice, round-arch windows and remnants of an early storefront. It is eligible for listing on the National Register of Historic Places;
- 122-124 Burnet Avenue. Also known as the Caldwell and Ward Brass Company, this five-story brick building was built in the turn of the century with window ornamentation and pedimented entries. It is eligible for listing on the National Register of Historic Places;
- 109 South Townsend Street. This three-story brick industrial building (Brennan Standard Gasoline Motors) is a turn of the century, corbelled cornice structure with segmental arch windows. It is eligible for listing on the National Register of Historic Places;
- 408-422 James Street. This six-story brick apartment building is an ornate turn of the
 century high-styles intact resource. It is eligible for listing on the National Register of
 Historic Places;
- 112-116 Burnet Avenue. This late 19th century block of two-story brick row houses is eligible for listing on the National Register of Historic Places;
- **200 Burnet Avenue.** This Italianate-style house, which has been somewhat altered, is eligible for listing on the National Register of Historic Places; and
- **204 Burnet Avenue.** The Corner Block Factory Shop (Turack Motor service) is a three-story brick building that is eligible for listing on the National Register of Historic Places.

Land would also be permanently incorporated into the transportation facility from partial acquisitions of grassy areas or parking lots, similar to what was described for the proposed Viaduct Alternative. The potential use of Wilson Park would be required in the same manner as for the Viaduct Alternative.

In an effort to minimize impacts to the Section 4(f) properties that would result from a "fully" improved viaduct, a design was developed to "substantially" improve conditions on a new viaduct. This alternative (V-3) would involve the reconstruction of all highway elements to meet 60 mph design standards except for four curves within the I-81/I-690 interchange that would meet 55 mph design standards and one curve that would meet 50 mph design standards for horizontal stopping sight distance. While horizontal stopping sight distance would not be fully met for these five curves, they would be substantially improved over the existing condition. Two or more travel lanes in each direction would be provided and the horizontal sight distance restriction under this option would apply to only the inside lane of the five curves. This option would correct most non-conforming features within the I-81 priority area.

This alternative (V-3) would require the permanent incorporation of the 10 historic properties into transportation facility (full acquisition and building demolition) described in

Section 7.5 for the Viaduct Alternative as well as the following 4 historic properties that would not be required for the Viaduct Alternative (V-4):

- 215 State Street (former St. John the Evangelist Church);
- 323-25 James Street;
- 122-124 Burnet Avenue (Caldwell and Ward Brass Company); and
- 109 South Townsend Street (Brennan Standard Gasoline Motors).

Land would also be permanently incorporated into the transportation facility from partial acquisitions of grassy areas and/or parking lots, similar to what was described for the proposed Viaduct Alternative, and use of Wilson Park would be required.

The Viaduct Alternative (V-4), which includes a new viaduct with considerable design improvements, would reconstruct all highway elements to meet 60 mph design standards except for three curves within the I-81/I-690 interchange that would meet 55 mph and two curves that would meet 50 mph design standards for horizontal stopping sight distance. It would have slightly sharper curves in the I-81/I-690 interchange area, which would slightly reduce the horizontal stopping sight distance along an inside lane of the viaduct. The Viaduct Alternative (V-4) would avoid the use of the nine Section 4(f) properties affected by a "fully" improved highway (V-2) and the four Section 4(f) properties affected by a "substantially" improved highway (V-3).

The reconstructed highway would be wider than it is today, and it would extend farther westward than the current western edge of the viaduct. Shifting the viaduct eastward to avoid Section 4(f) resources would result in the demolition of Section 4(f) resources on the east side of the highway. New and reconstructed interstate-to-interstate connections, and other improvements, which would result in the demolition of Section 4(f) properties, are needed to address vehicular, pedestrian, and bicycle geometric and operational deficiencies in the I-81 viaduct priority area; and maintain or enhance vehicle access to the interstate highway network and key destinations (i.e., Downtown business district, hospitals, and institutions) within neighborhoods along the I-81 viaduct priority area. Relocation of these project elements to avoid the resources would impact other buildings in the area, resulting in different and possibly greater adverse effects. It is not feasible to reduce their footprint due to the need to meet capacity requirements and design standards, as follows:

- The existing Pearl Street is a short, nonstandard ramp that would not meet capacity needs. A two-lane ramp with adequate acceleration lane length is required;
- Deep horizontal and ramp spacing criteria dictate the alignment of the I-690/I-81 ramp connections, which includes wider shoulders than exist today;
- The realignment of Butternut Street overpass is required to allow the lowering of the eastbound I-690 to northbound I-81 ramp, which passes beneath the overpass, and to

allow the southbound I-81 to westbound I-690 ramp to be moved farther away from the Franklin Square neighborhood;

- The improvements to the westbound I-690 exit ramp to Catherine Street, which replaces the existing Townsend Street ramp, and the reconstruction of the westbound I-690 to southbound I-81 ramp must meet requirements pertaining to number of lanes and standard shoulder width; and
- Options to minimize the impact of a widened I-81 ramp to Harrison Street on Section 4(f) resources would result in substandard design features that would be inconsistent with project objectives.

COMMUNITY GRID ALTERNATIVE

Two Community Grid options were considered: Option CG-1 ("Boulevard"), in which Almond Street would become a boulevard and the primary north-south thoroughfare through the city, and Option CG-2 ("Almond Street and Other Local Streets"), which would disperse traffic onto Almond Street as well as other local streets (see **Section 3.2, Overview of Alternatives Considered**). Option CG-1 would result in the use of more Section 4(f) properties compared to the proposed Community Grid Alternative (CG-2) and was eliminated from consideration as a result of its property impacts and because it would concentrate traffic flow along one major thoroughfare, require more lanes on Almond Street, and not optimize the use of the existing city street network compared with Option CG-2.

Under the proposed Community Grid Alternative (CG-2), new and reconstructed interstate-to-interstate connections, and other improvements, which would result in the use of Section 4(f) properties, are needed to address vehicular, pedestrian, and bicycle geometric and operational deficiencies in the I-81 viaduct priority area; and maintain or enhance vehicle access to the interstate highway network and key destinations (i.e., Downtown business district, hospitals, and institutions) within neighborhoods along the I-81 viaduct priority area.

The initial alignment for the proposed Community Grid Alternative (CG-2) required the Section 4(f) use of 471-81 Oswego Boulevard (1 Webster's Landing/VIP Structures) as a result of the southbound former I-81 exit ramp to Willow Street and the westbound I-690 exit ramp to West Street. In order to minimize harm to historic properties, the design was modified by shifting the ramps away from the property to avoid building demolition and property acquisition. One non-standard and one non-conforming feature would result from the design revision, which are considered to be acceptable from a safety and operational standpoint (see justification in **Chapter 5, Transportation and Engineering Considerations**). All other geometric design standards would be met with this revision, which minimizes harm to Section 4(f) properties.

Re-alignment or relocation of other project elements to avoid the other two Section 4(f) properties would impact different buildings in the area, resulting in different and possibly greater adverse effects. It is not feasible to reduce their footprint due to the need to meet capacity requirements and design standards, as follows:

- The existing Pearl Street is a short, nonstandard ramp that would not meet capacity needs. A two-lane ramp with adequate acceleration lane length is required;
- Deep horizontal and ramp spacing criteria dictate the alignment of the I-690/I-81 ramp connections, which includes wider shoulders than exist today; and
- The realignment of Butternut Street overpass is required to allow the lowering of the eastbound I-690 to northbound I-81 ramp, which passes beneath the overpass, and to allow the southbound I-81 to westbound I-690 ramp to be moved farther away from the Franklin Square neighborhood.

7.8 COORDINATION

COORDINATION WITH OFFICIALS WITH JURISDICTION

As required by the Section 4(f) regulations (23 CFR § 774.5), the Draft Section 4(f) Evaluation for the Project was provided for coordination and comment to the officials with jurisdiction over the Section 4(f) resource that would be used by the Project. For historic sites, the official with jurisdiction is the SHPO, as well as the Federal Advisory Council on Historic Preservation (ACHP) if they are participating in the Section 106 review for the Project. For this Project, ACHP has declined to participate in the Section 106 review. [UPDATE BASED ON OUTCOME OF 106 CONSULTATION] Thus, for the properties identified as a Section 4(f) use, the SHPO is the only official with jurisdiction.

NYSDOT has and will continue to coordinate with the City of Syracuse during project development. [NYSDOT, WE NEED TO SPECIFICALLY DISCUSS COORDINATION ACTIVITIES RELATED TO WILSON PARK.]

FHWA will provide this Draft Section 4(f) Evaluation to the U.S. Department of Interior (DOI) and other officials with jurisdiction for coordination and comment for a period of 45 days. Comments will be addressed in a Final Section 4(f) Evaluation.

PUBLIC INVOLVEMENT

The Draft Section 4(f) Evaluation is being made available for public review and comment during the public review period for the Draft EIS. The public comment period will remain open for 60 days following its Notice of Availability in the *Federal Register*. Written comments (mail, email, and written) and oral submissions at the public hearing will be accepted through that date.

During the public comment period, copies of the Draft EIS and Draft Section 4(f) Evaluation will be made available for review on the Project's website (www.i81opportunities.org) and at a number of publicly accessible repositories. In addition, a public hearing will be held by FHWA and NYSDOT.

The Final EIS will provide a summary of substantive comments received on the Draft EIS and Draft Section 4(f) Evaluation during the public review period. The Final Section 4(f) Evaluation will incorporate any relevant changes necessitated by public comments.