

Appendix F
Visual Impact Assessment

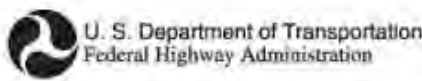


Visual Impact Assessment

I-81 Viaduct Project

City of Syracuse, Onondaga County, New York

Prepared for:



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December 2016

Visual Impact Assessment

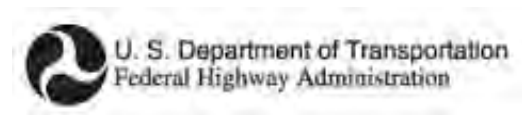
I-81 Viaduct Project

City of Syracuse and Towns of Salina, Cicero, and Dewitt, Onondaga County, New York
NYSDOT PIN 3501.60

Prepared for:



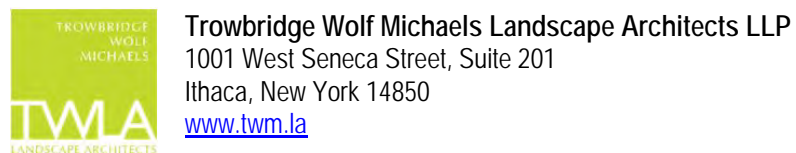
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December 2016

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1.0 INTRODUCTION

1.1 Description of the Proposed Action

The Interstate 81 (I-81) Viaduct project (the project), is being undertaken by the New York State Department of Transportation (NYSDOT) to address the structural deficiencies and non-standard highway features in the I-81 corridor through the City of Syracuse, while creating an improved corridor that meets transportation needs and provides the transportation infrastructure to support long-range planning efforts. The project is in the City of Syracuse and the Towns of Salina, Cicero, and Dewitt, in Onondaga County, New York (see Figure 1).

I-81 is a major north-south transportation corridor that extends from Tennessee to Canada, providing links to major cities, such as Washington, D.C., Philadelphia, and New York City, via east-west connections. Within greater Syracuse, I-81 is the principal north-south transportation route for commuters, travelers, and commercial vehicles and provides direct access to downtown Syracuse. I-690 is the principal east-west arterial in Syracuse also providing direct access to downtown Syracuse. The I-81/I-690 interchange is in the northern portion of downtown. The interchange of both interstates and the elevated segment of I-81 through downtown make up the I-81 viaduct priority area.

The project is considering 3 alternatives – referred to herein as the No Build, Viaduct, and Community Grid Alternatives – which are described in Section 1.3 of this report.

1.2 Purpose of the Visual Impact Assessment

This Visual Impact Assessment (VIA) was prepared as part of review of the project under the National Environmental Policy Act (NEPA), which requires consideration of the project's potential impacts on the environment. The primary purpose of the VIA is to inform the public, state and federal regulators, engineers, designers, decision-makers, public officials, and other stakeholders about significant visual resources near the project and the potential visual effects (or impacts) of the project's build alternatives (relative to existing conditions).

This VIA was prepared in accordance with current NYSDOT and Federal Highway Administration (FHWA) visual impact assessment policies, which are consistent with the policies, procedures, and guidelines contained in established methodologies including *Guidelines for the Visual Impact Assessment of Highway Projects* by the U.S. Department of Transportation, Federal Highway Administration (FHWA-HEP-15-029 2015) and applicable portions of the New York State Department of Environmental Conservation 2000 Program Policy: *Assessing and Mitigating Visual Impacts* (NYSDEC DEP-00-2, 2000). The purpose and methodology of the VIA is further described in Section 2.0 of this report.

In 1987, the U.S. Department of Transportation Federal Highway Administration (FHWA) established *Environmental Impact and Related Procedures* (23 CFR §771) for the evaluation of transportation projects and compliance with 23 U.S.C. § 109 (h), which focuses on design criteria. These procedures require that final decisions on project development are made in the best overall public interest, taking into consideration several socio-economic, engineering, and environmental factors including, specifically, aesthetic values. FHWA satisfies the requirements in 23 U.S.C. 109(h) through the NEPA process described in 23 CFR §771. FHWA Technical Advisory T6640.8A (1987) also identifies visual resources as an item to be included in environmental documents. FHWA's *Visual Impact*

Assessment for Highway Projects (1981) and FHWA's *Environmental Impact Statement Visual Impact Discussion* (1990) also provide guidance on assessing visual impacts.

Figure 1. Regional Project Location

The FHWA's 2015 Guidelines represent the agency's current thinking about best practices in visual assessments. These guidelines also recognize that state and local laws and ordinances may be applicable to a project. The FHWA guidelines respond to NEPA and to other federal requirements outlined in transportation funding authorization bills, Presidential Executive Orders related to the visual character of federal lands and projects, and FHWA programs and initiatives such as Scenic Byways, Context Sensitive Solutions, and Complete Streets.

The I-81 VIA was prepared pursuant to NYSDOT Engineering Instruction EI 02-025 and the New York State Department of Environmental Conservation Program Policy *Assessing and Mitigating Visual Impacts* (NYSDEC DEP-00-2). In accordance with these guidelines, the existing visual character and quality of the affected visual environment, as well as the viewer response to visual resources, provides a framework for assessing the change in visual character and quality that would occur because of the project. The evaluation of the change in visual characteristics is a change from the existing (the present viaduct) conditions.

Locally, the City of Syracuse addresses the protection and enhancement of aesthetics, either directly or indirectly, and related visual resources in its land use policies, plans and regulations. Although FHWA and NYSDOT are not subject to regulation by the City, the project has taken local policies, plans, and regulations into account during the development of the proposed Build Alternatives. For instance, *The City of Syracuse Comprehensive Plan 2040* contains a discussion of policy towards implementing Complete Streets. The City's Zoning Ordinance emphasizes protection and preservation of City landmarks and establishes overlay districts addressing urban design along the James Street corridor and the Connective Corridor between downtown and University Hill. The Syracuse zoning ordinance is presently undergoing a complete update with revision based on principles of Smart Growth, Complete Streets and form-based codes that will further emphasize visual quality and the built form of the City.

The City of Syracuse, in its Comprehensive Plan 2040, recognizes the importance of community character and states: "It is the policy of the City of Syracuse to cultivate and capitalize on the area's unique character defined by its history while supporting well-designed real estate developments that enhance neighborhoods, lively public spaces, well-maintained infrastructure, and dynamic neighborhoods that are linked by well-planned transportation, all within an exciting, safe, clean environment." The Plan also states, "This will be accomplished through strategic choices in the City's operating budget, land use and design regulations, as well as capital improvements that implement the vision established by the City's Comprehensive Plan. The City's physical environment helps to define the community's character through its land use patterns and urban design, as well as natural, cultural, and historic resources. Developing the City and improving its physical environment through the enhancement of its civic and public facilities has been identified as a major objective of the Comprehensive Plan" (City of Syracuse, 2012).

1.3 Description of Alternatives

The purpose and need for the project, and reasonable alternatives that have been identified to achieve the purpose and need, are described and evaluated in the I-81 Viaduct Project Draft Environmental Impact Statement (DEIS). The alternatives described in the DEIS include the No Build, Viaduct, and Community Grid Alternatives (see Figure 2). The Preferred Alternative will be identified in the Final Environmental Impact Statement (FEIS). The Viaduct and Community Grid Alternatives are collectively referred to as the Build Alternatives. Each alternative is fully described in the DEIS, including proposed transportation improvements, construction, traffic, and potential environmental impacts.

This VIA evaluates the visual effect of the No Build, Viaduct, and Community Grid Alternatives. The potential visual effect of each Build Alternative is evaluated relative to the existing character and quality of the visual environment.

Descriptions and evaluation of impacts for these alternatives included in the DEIS that are not relevant to consideration of potential visual impacts are not included in this VIA, but instead are incorporated by reference. Relevant descriptions of each alternative that contribute to potential effects on the visual environment are summarized below.

1.3.1 No Build Alternative

NEPA requires examination of a No Build Alternative. The No Build Alternative serves as the baseline against which the other alternatives can be compared. The No Build Alternative would maintain the highway in its existing configuration, although ongoing maintenance and repairs to ensure the safety of the traveling public will continue. Under the No Build Alternative, large-scale replacement and rehabilitation efforts would not be undertaken, nonstandard highway features would not be corrected, and existing interchanges would not be modified. The No Build Alternative would not involve changes in right-of-way (property line).

The project's visual character under the No Build (existing conditions) Alternative and the Build Alternatives are substantially different from one another. Under the No Build Alternative, the current visual environment that is influenced by existing I-81 highway infrastructure would essentially remain the same under routine maintenance but would continue to deteriorate over time. Existing visual conditions within the vicinity of I-81 that would remain unchanged under the No Build Alternative are described in Section 3.3 of this report. Current views of I-81 infrastructure, and the influence of the infrastructure upon the surrounding visual environment are also described in Section 4.2 and depicted in photographs included in Appendix B of this report.

1.3.2 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 (see Figure 2: Sheet 1). Major elements of the Viaduct Alternative, including interchange modifications, bridge replacements, and other features, include the following:

- New partial interchange on I-81 at Dr. Martin Luther King Jr. East (formerly East Castle Street)
- I-81 Interchange 18 (Harrison/Adams Streets) improvements
- Reconstruction of I-690 and existing I-81/I-690 interchange and provision of missing I-81/I-690 connections (between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690)
- Consolidation of I-81 Interchange 19 (Clinton Street/Salina Street) and Interchange 20 (Franklin Street/West Street)
- Rebuilding of Butternut Street overpass in a new location (over existing Genant Drive to connect to Clinton and Franklin Streets in the Franklin Square neighborhood)
- Addition of 1 lane in each direction on I-81 from I-690 to Hiawatha Boulevard and replacement of existing Bear Street, Court Street, and Spencer Street bridges with new structures

- I-690 Interchange 11 (West Street) improvements and removal of the West Street overpass of West Street
- Onondaga Creekwalk Improvements including the creation of a new path along the west bank of Onondaga Creek between Erie Boulevard and Evans Street
- I-690 Interchange 13 (Townsend Street/downtown Syracuse) improvements.

Notable visual characteristics of the Viaduct Alternative would include:

- Removal and replacement of the existing elevated highway in the viaduct priority area of downtown Syracuse. Replacement structures would be approximately 30 to 35 feet tall, which is 10 to 15 feet higher in elevation than the existing 20-foot-tall viaduct.
- From just south of Harrison Street, the new viaduct would be approximately 76 to 86 feet wide in most areas. This is 10 to 20 feet wider than the existing 66-foot-wide viaduct and would provide 4 12-foot travel lanes (a minimum of 2 in each direction), as well as inside shoulders (a minimum of 4 feet in each direction) and outside shoulders (a minimum of 10 feet in each direction).
- Between Harrison and Genesee Streets, the viaduct would begin to split into 2 separate viaducts, with the westernmost viaduct carrying 2 southbound I-81 through lanes, as well as additional lanes for ramp connections, and the easternmost viaduct carrying 2 northbound lanes as well as additional lanes for ramp connections. Because of separate bridges, ramp connections, wider shoulders, and other improvements, the footprint of the new viaduct would be substantially wider than the existing viaduct footprint, ranging from approximately 95 feet at Harrison Street (30 feet wider than existing) to 280 feet at Genesee Street (150 feet wider than the existing).
- From Genesee Street to the I-690 interchange, I-81 would continue as separate viaducts, which would join and end around Salina Street (for comparison, the existing I-81 viaduct rejoins at approximately State Street). From Salina Street, northward, I-81 would be carried on an embankment. Elevations would match those of the existing interstate near existing Butternut Street.
- The increased width of the project right-of-way would result in the need for property acquisitions and the removal of 24 existing buildings and 1 structure (a smokestack). Removal of these buildings would reduce the density of the built environment and increase visibility of the project from adjacent areas.
- Construction of new "fly over ramps" to provide missing connectors at the I-81/I-690 interchange (between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690). In the Viaduct Alternative, these new flyover ramps would be approximately 35 feet wide and up to 45-50 feet above existing grade at their highest points.
- The new design of the viaduct and its fabrication from new materials, would introduce new infrastructure elements, thereby eliminating the visual effect presented by the deteriorated condition of the existing viaduct.
- Some surface streets would be modified at intersections to accommodate new travel lanes.
- Streetscape and landscaping improvements on some surface streets adjacent to the viaduct. New pavements, planting areas, medians, pedestrian refuge areas, and green infrastructure would be installed.

Figure 2. Project Alternatives
2 sheets

1.3.3 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/I-690 interchange (see Figure 2: Sheet 2). The section of I-81 between the southern I-81/I-481 interchange and the I-81/I-690 interchange in downtown Syracuse would be designated as an interstate, and existing I-481 would be re-designated as the new I-81. The section of I-81 between the I-81/I-690 interchange and the northern I-81/I-481 interchange would remain an interstate but would be re-designated with a different interstate route number. The remaining portion of former I-81 south from Martin Luther King, Jr. East to the former I-481 interchange would be reclassified from an interstate to a state route.

Between East Kennedy Street and Martin Luther King, Jr. East, the former I-81 south segment, which would be re-designated as a state route, would transition from a highway to a boulevard. The state route would reach the same elevation as the surrounding streets at Martin Luther King, Jr. East, the first intersection. The roadway would then descend underneath the New York, Susquehanna and Western Railway and ascend to the level of the surrounding streets at Van Buren Street. Almond Street would provide two 11-foot travel lanes in each direction; turning lanes at intersections (where needed); cycle track(s) on each side of the roadway, separate from the vehicular lanes, and between the vehicular lanes and the sidewalk; widened sidewalks; and a landscaped median. Curbside parking lanes would be provided, except in the portion between East Adams Street and Martin Luther King, Jr. East. Major elements of the Community Grid Alternative, including interchange modifications, bridge replacements, and other features, are described below:

- A new intersection at Martin Luther King, Jr. East
- A new I-690 Interchange at North Crouse and Irving Avenues
- Improvements to the I-690 Interchange 13 (Townsend Street/downtown Syracuse)
- Reconstruction of I-690 and former I-81/I-690 Interchange and provision of missing I-81/I-690 connections (between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690)
- I-690 Interchange 11 (West Street) improvements and removal of the West Street overpass of West Street
- Rebuilding of Butternut Street overpass in a new location (over existing Genant Drive to connect to Clinton and Franklin Streets in the Franklin Square neighborhood),
- Onondaga Creekwalk improvements including the creation of a new path along the west bank of Onondaga Creek between Erie Boulevard and Evans Street
- Improvements to the former I-81 Interchange 19 (Clinton Street/Salina Street) and Interchange 20 (Franklin Street/West Street); and,
- Addition of 1 lane in each direction on I-81 from I-690 to Hiawatha Boulevard and replacement of existing Bear Street, Court Street, and Spencer Street bridges with new structures;
- Removal of the elevated viaduct through downtown Syracuse.
- New Oswego Boulevard off ramp entering the City
- Reconstruction of elevated I-690
- A new at-grade boulevard/arterial roadway along Almond Street. Almond Street would include a complete street elements with new pedestrian, bicycle, transit amenities, and curbside parking features. The boulevard would consist of four 11-foot travel lanes--2 northbound and 2 southbounds—with a landscaped median separating each direction of travel.
- Construction of new "fly over ramps" to provide missing connectors at the I-81/I-690 interchange (between eastbound I-690 and northbound I-81 and between southbound I-81 and westbound I-690). In the

Community Grid Alternative, these new flyover ramps would be approximately 35 feet wide and up to approximately 35 and 62 feet above existing grade at their highest points.

- Streetscape improvements, including new street trees, pedestrian amenities, transit stops, lighting, new signage and signalization, and landscaping.

The Build Alternatives, as described above, share some common elements and therefore these elements would have similar visual characteristics for both Build Alternatives. These include sections of infrastructure with new pavements, bridges and ramps, with some at higher elevations than currently exist. For example, new connecting ramps would be introduced at the I-81/I-690 interchange. New bridge and ramp elevations would be approximately 10 to 15 feet higher than the existing viaduct, which is 20 feet high along most of its length. Steel and concrete overpasses set on concrete columns would be visible along elevated segments of the project corridor.

Under both Build Alternatives, pedestrian and bicyclist improvements would be made throughout the project area. Sidewalks, crosswalks, medians, bike lanes, streetscaping, and pedestrian amenities would be included and would be expected to increase pedestrian activity and improve the overall visual character. These improvements would be consistent with NYSDOT's Complete Street design requirements as described in Section 1.2.

The visual character of each Build Alternative is described throughout this report and illustrated in the photo simulations included in Appendix C.

2.0 METHODOLOGY

2.1 VIA Process

As described previously, this VIA was prepared in accordance with current NYSDOT and FHWA visual impact assessment policies. The purpose of the VIA is to:

- Identify the project's Area of Visual Effect (AVE), which includes the area within the visual range of project elements, accounting for local topography, vegetation, and obstructing structures;
- Define the visual character of the project's AVE;
- Inventory and evaluate existing visual resources in the natural and cultural environments and viewer groups;
- Describe the appearance and compatibility of the visible components of the project environment;
- Identify key viewpoints for visual assessment;
- Evaluate the potential visibility and visual effect of the Build Alternatives through use of visual simulations that depict each alternative from key viewpoints;
- Assess the impacts to visual quality that would result from each the proposed Build Alternatives (relative to the No Build Alternative); and
- Describe measures to be implemented, if necessary, to mitigate significant adverse impacts.

2.2 Area of Visual Effect

The *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA, 2015) specify that visual impacts should be assessed within a given project's Area of Visual Effect (AVE), which is defined as the area of project visibility. The elevated viaduct portion of I-81 in Syracuse is a prominent visual feature of the City's urban landscape. The areas adjacent to the project are primarily characterized by dense, urban development, visually dominated by built forms. These forms include buildings of varying height, use, architectural style, scale, and massing; vertical and horizontal structures including public utilities (poles and wires) and signage; surface streets and parking lots; pedestrian areas, public spaces, and sidewalks; and elevated interstate highway infrastructure (bridges and ramps).

The AVE for the proposed project is the area within 0.5-mile of the Limits of Disturbance (LOD) for either build alternative (see Figure 3). As described in Section 2.3 of this VIA, viewshed analysis (see Appendix A: Map 1) and the results of field review confirm that visibility of the existing project, and anticipated visibility of the proposed Build Alternatives, is in most locations limited to distances of less than 0.5-mile from the project. Therefore, the 0.5-mile AVE represents a conservative study area within which to assess the potential visual effect of the project.

The VIA is primarily focused on the I-81 viaduct priority area in downtown Syracuse, which includes the I-81/I-690 interchange, because it has the greatest potential for substantial changes in visual character and visual quality resulting from the project alternatives. The changes to the I-81/I-481 interchanges under the Community Grid Alternative are in areas that have low viewer sensitivity and in general the improvements to these interchanges will be compatible with the existing visual environment and have minimal impact on visual quality. Proposed improvements along I-481 as part of the Community Grid Alternative are not anticipated to result in significant visual changes.

Figure 3. Area of Visual Effect

Topography within the AVE is relatively flat along the interstate corridors and has more variation in slope and elevation moving outward from the interstate corridors into surrounding neighborhoods. These changes in topography are most noticeable in the southeastern portion of the AVE and north of the I-81/I-690 interchange.

Vegetation, although limited in certain areas, occurs throughout the AVE. In the downtown area vegetation is mostly deciduous and includes street trees, landscaped areas in parks, and lawns surrounding both private and public facilities. Vacant lots often contain shrub and young trees. In the surrounding residential neighborhoods and commercial areas outside of downtown, vegetation is more abundant. Lawn is much more common in residential areas. Tree species are mostly deciduous in landscaped areas with some evergreen trees and shrubs, and both the density and canopy height, of trees increase outward from the center of the AVE into surrounding neighborhoods. Some hilltops and City parks contain dense stands of woodland that create a very visible edge on the horizon in mid-ground and background views outside of the AVE.

2.3 Viewshed Analysis

Geographic Information Systems (GIS) was used as part of the viewshed analysis of the existing viaduct within a radius of approximately 0.5-mile of the I-81 corridor to verify the AVE. The viewshed analysis generated a map (see Appendix A: Map 1) that illustrates the potential visibility of the existing I-81 viaduct and I-81/I-690 interchange based on existing topography, land cover, and the built environment. The viewshed map illustrates the locations with potential views of the existing viaduct, representing both existing conditions and the No Build Alternative.

Viewshed mapping was created using a grid converted from Light Detection and Ranging (LIDAR) data to generate a digital surface model (DSM) of downtown Syracuse. The LIDAR data was produced by the United States Department of Agriculture, US Forest Service in a joint venture with the State University of New York College of Environmental Science and Forestry. The viewshed analysis is based on an assumed viewer height of 6.5 feet (viewer height was intentionally raised to ensure clearance of highway medians), and ESRI ArcGIS® software with the Spatial Analyst extension. The ArcGIS program defines the viewshed by reading every cell of the grid data and determining whether a direct, unobstructed line of sight is available between the project and potential observation points throughout the 0.5-mile AVE.

2.4 Identification of Landscape Units

The *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA, 2015) emphasize the definition of landscape units, which are geographic areas within which impacts to visual character, viewer response, and visual quality are assessed. Each landscape unit has a distinct visual character, which is influenced by the predominant land use as well as the natural environment (including topography and vegetation) and the cultural environment (including the density, scale, and style of predominant architecture). Landscape units within the AVE were identified based on review of planning and land use documents and maps, oblique aerial photography, and site visits. Land use data that was relied on for the definition of landscape units included the *City of Syracuse Comprehensive Plan*, including the Future Land Use/Character Areas Map (City of Syracuse, 2012) and mapping of City of Syracuse Neighborhoods as delineated by the Office of Neighborhood and Business Development.

Based on review of planning documents, aerial photo interpretation, and field observations, 14 landscape units were delineated within the AVE (see Appendix A: Map 2), which include:

- Transportation Corridor – Highway
- Transportation Corridor – Commercial Arterial
- Urban Downtown Core
- Urban Neighborhood – Residential
- Urban Neighborhood – Commercial Core
- Urban Neighborhood – Mixed Use
- Urban Institutional Campus
- Urban Legacy Industrial
- Urban Large Scale Development
- Suburban Commercial
- Suburban Residential
- Open Space - Undeveloped
- Open Space - Designed Landscape
- Open Space – Waterfront

2.5 Identification of Visually Sensitive Resources

Visually sensitive resources of statewide and local significance (as defined by NYSDEC Program Policy DEP-00-2; NYSDEC, 2000) were identified and mapped within the AVE (see Appendix A: Map 3). The types of resources identified by NYSDEC's Program Policy DEP-00-2 include landmark landscapes; wild, scenic or recreational rivers administered by the DEC pursuant to ECL Article 15 or Department of Interior pursuant to 16 USC Section 1271; forest preserve lands, scenic vistas (specifically identified in the Adirondack Park State Land Master Plan), conservation easement lands, scenic byways designated by the federal or state governments; scenic districts and scenic roads, designated by the Commissioner of Environmental Conservation pursuant to ECL Article 49; Scenic Areas of Statewide Significance; state parks or historic sites; sites listed on National or State Registers of Historic Places; areas covered by scenic easements, public parks or recreation areas; locally designated historic or scenic districts and scenic overlooks; and high-use public areas. These types of resources were identified based on review of publicly available GIS data as well as review of local planning documents. Aesthetic resources of statewide significance are discussed in Section 3.4 of this report.

2.6 Field Review

Existing conditions and visibility of the project were documented and photographed during multiple site visits to locations throughout the AVE, conducted between May and September, 2016. Photographs of 190 viewpoints were taken (see Appendix A: Map 4 and photographs in Appendix B). These photographs document representative views of existing conditions and views of the project from diverse visual settings within the AVE.

The site visits and photography were conducted in accordance with *Guidelines for the Visual Impact Assessment of Highway Projects*, Appendix E: Field Reconnaissance Techniques (FHWA, 2015). Photographs used in the VIA were obtained using Nikon D7100 cameras, which have a minimum resolution of 10 megapixels and a maximum of 24 megapixels. All photographs relied upon for analyses in the VIA were taken with a focal length between 28 and 35 mm (equivalent to between 45 and 55 mm on a standard 35 mm film camera). This focal length is the standard used

in visual impact assessment because it most closely approximates normal human perception of spatial relationships and scale in the landscape. Viewpoint locations were documented using hand-held global positioning system (GPS) units and high resolution aerial photographs (digital ortho quarter quadrangles). The time and location of each photo was documented on all electronic equipment (cameras, GPS units, etc.) and noted on field data sheets. Viewpoints typically represented the most open, unobstructed available views to the project to the extent that was practicable given locational constraints, such as private property, and the urbanized nature of the AVE. Some viewpoints were selected to provide representative views from certain landscape units or viewer circumstances, including locations where existing vegetation and/or the built environment screen views of the project. In addition, some viewpoints were located on the roofs of public parking garages to provide representative examples of elevated views within the urban setting, comparable to views that would be available from interior areas of tall buildings within the AVE.

The field visits and photography were conducted on days with clear or partly cloudy skies to ensure high quality photographs and to provide for a conservative (i.e., “worst case”) assessment of visual quality and existing aesthetic conditions (see photographs included in Appendix B).

2.7 Viewpoint Selection

Key viewpoints were selected to provide representative views of the project and analyze potential visual changes that would result from each Build Alternative. Twenty-six (26) viewpoints were selected for the preparation of photo simulations and further analysis. These key viewpoints were selected based on multiple factors, including:

- The viewpoints provide open views of proposed highway infrastructure and project changes (as indicated by field verification), or provide representative views of the screening effects of vegetation and/or buildings from selected area;
- The viewpoints illustrate project visibility from sensitive areas and resources within the AVE identified by stakeholders and state agencies;
- The viewpoints illustrate typical views from landscape units where views of the project will be available;
- The viewpoints illustrate typical views of the project that will be available to representative viewer groups within the AVE; and
- The photos obtained from the viewpoint display good landscape composition, lighting, exposure, and/or representative documentation of existing conditions.

Several selected viewpoints (i.e., see Appendix B: Viewpoints 6, 9, 11) are located on publicly accessible elevated parking structures. These vantage points serve as approximate representations of elevated views of the project from within the many adjacent multi-story private buildings. It would not be feasible to gather photography or assess visibility from all possible vantage points in these buildings. Therefore, to avoid actual or perceived bias in selection of representative views, viewpoints were instead located on elevated parking structures at varying distances from the project. These together serve to illustrate potential changes associated with the different project alternatives and the different impacts on viewers from above-ground adjacent vantage points.

2.8 Photographic Simulations

Photo-realistic simulations, also known as visualizations, were developed for 26 selected viewpoints to illustrate anticipated visual changes associated with each Build Alternative (see Appendix C)¹. High-resolution computer-enhanced image processing was used to create realistic photographic simulations of the project from each of the 26 selected viewpoints. For each viewpoint, photographs are provided for the Existing Conditions/No-Build, and photographic simulations were prepared for the Viaduct, and Community Grid alternatives.

To develop the photographic simulations, Trimble SketchUp 2016 was used to create a simulated perspective (camera view) to match the location, bearing, and focal length of each existing conditions photograph. A 3-dimensional (3-D) survey of the project site was brought into the 3-D model space to facilitate aligning the simulated perspective to each photograph. Adjustments were made to camera and target location, focal length, and camera roll to align survey elements with the corresponding elements in the photograph. This assures that any elements introduced to the model space (i.e., the proposed highway infrastructure) will be shown in proportion, perspective, and proper relation to the existing landscape elements in the view. Consequently, the alignment, elevations, dimensions and locations of the proposed project structures are accurate and true in their relationship to other landscape elements in the photograph.

Computer models of the proposed layouts of both Build Alternatives were prepared based on preliminary engineering information. Bentley InRoads, AutoCad Civil 3D, McNeel Rhinoceros 5.0, and Trimble SketchUp 2016 were utilized to generate components of the computer models. Using the camera view as guidance, the visible portions of the project were imported into the model and set at the proper coordinates. Once the proposed project alternative was accurately aligned within the camera view, a lighting system was created based on the actual time, date, and location of the photograph. Using the Maxwell for SketchUp V3 rendering plugin within the SketchUp 2016 software, light reflection, highlights, color casting, and shadows were accurately rendered on the modeled project alternative based on actual environmental conditions represented in the photograph. The rendered project was then superimposed over the photograph in Adobe Photoshop CC 2015® and portions of the project that fall behind vegetation, structures or topography were masked out. Photoshop was also used to remove existing structures or vegetation that are proposed to be demolished or removed as part of the project.

The visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.

2.9 Visual Impact Evaluation Methodology

A panel of 6 registered landscape architects evaluated the potential visual impact of the project by comparing the photographic simulations of the project's Build Alternatives to photos of existing conditions (i.e., the No-Build Alternative) from each of the 26 selected viewpoints. These "before" and "after" photographs, which depict the identical view in every respect except for the different project components proposed under each alternative as shown in the simulated views, were used to evaluate the effect of each Build Alternative in terms of its overall compatibility

¹ The photo simulations for the VIA were prepared collaboratively by staff from Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. and Trowbridge Wolf Michaels Landscape Architects, LLP.

with its surroundings and changes in the visual quality of the urban landscape. Existing conditions, landscape units, viewer groups and viewer sensitivity to changes in visual quality resulting from project elements under each alternative are considered in the evaluation of potential impacts (see Section 4.0 of this report).

The visual compatibility of the project was considered by comparing the existing visual character of the AVE in terms of the natural, cultural and project environments to the visual character of each Build Alternative considering its scale, form and materials. The potential visual effect of each Build Alternative is evaluated relative to the existing character and quality of the visual environment.

The sensitivity of viewer groups to changes in visual quality was considered in anticipating their response. Viewer sensitivity was determined by considering viewer exposure (proximity, extent and duration) and awareness (attention, focus, protection) per FHWA guidelines.

Existing visual quality within the AVE at each of the key viewpoints was rated by a panel of 6 registered landscape architects in terms of vividness, intactness and unity within the viewer's field of vision. Visual quality was assigned a numerical score between 0.1 to 5.0. A score of 0.1 to 2.0 is in the low (0.1 – 1.0) to moderately low (1.1 – 2.0) range of visual quality. The moderate range is from 2.1 to 3.0. The highest visual quality is in the moderately high range (3.1 – 4.0) and high range from (4.1 – 5.0). Changes in visual quality resulting from construction of either of the 2 Build Alternatives was then rated by the panel based on evaluation of the photo simulations. Viewpoint rating sheets are provided in Appendix D.

The evaluation of potential impacts considers several factors that include:

- **Landscape Composition:** The arrangement of objects and voids in the landscape that can be categorized by their spatial arrangement. Basic landscape components include vegetation, landform, water and sky. Some landscape compositions, especially those that are distinctly focal, enclosed, detailed, or feature-oriented, are more vulnerable to modification than panoramic, canopied, or ephemeral landscapes.
- **Form, Line, Color, and Texture:** These are the 4 major compositional elements that define the perceived visual character of a landscape, as well as the project. Form refers to the shape of an object that appears unified; often defined by edge, outline, and surrounding space. Line refers to the path the eye follows when perceiving abrupt changes in form, color, or texture; usually evident as the edges of shapes or masses in the landscape. Texture, often expressed through project materials in this context, refers to the visual surface characteristics of an object. The extent to which form, line, color, and texture/materials of the project are like, or contrast with, these same elements in the existing landscape is a primary determinant of visual impact.
- **Focal Point:** Certain natural or built landscape features stand out and are particularly noticeable because of their physical characteristics. Focal points often contrast with their surroundings in color, form, scale or texture, and therefore tend to draw a viewer's attention. Examples may include prominent trees, mountains and water features. Cultural features, such as a distinctive buildings or parts of a building such as a steeple can also be focal points.
- **Order:** Natural landscapes have an underlying order determined by natural processes. Cultural landscapes exhibit order by displaying traditional or logical patterns of land use/development. Elements in the landscape

that are inconsistent with this natural order may detract from scenic quality. When a new project is introduced to the landscape, intactness and order are maintained through the repetition of the forms, lines, colors, and textures existing in the surrounding built or natural environment.

- **Scenic or Recreational Value:** Designation as a scenic or recreational resource is an indication that there is broad public consensus on the value of protection afforded to that resource. The characteristics of the resource that contribute to its scenic or recreational value provide guidance in evaluating a project's visual impact on that resource.
- **Duration of View:** Some views are quick glimpses while driving along a roadway, walking or hiking a trail, while others are seen for a more prolonged period. Longer duration views of the project, especially from significant aesthetic resources, have the greatest potential for visual impact.
- **Atmospheric Conditions:** Clouds, precipitation, haze, and other ambient air related conditions, affect the visibility of an object or objects. These conditions, particularly from a distance can greatly impact the visibility and contrast of a landscape and project components, and the design elements of form, line, color, texture, and scale.
- **Lighting Direction:** Backlighting refers to a viewing situation in which sunlight is coming toward the observer from behind a feature or elements in a scene. Front lighting refers to a situation where the light source is coming from behind the observer and falling directly upon the area being viewed. Side lighting refers to a viewing situation in which sunlight is coming from the side of the observer to a feature or elements in a scene. Lighting direction can have a significant effect on the visibility and contrast of landscape and project elements.
- **Project Scale:** The apparent size of the proposed project in relation to its surroundings can define the compatibility of its scale within the existing landscape. Perception of project scale is likely to vary depending on the distance from which it is seen and other contextual factors.
- **Spatial Dominance:** The degree to which an object or landscape element occupies space in a landscape, and thus its mass can dominate landscape composition from a viewpoint.
- **Visual Clutter:** Numerous unrelated built elements occurring within a view can create visual clutter, and a chaotic appearance which adversely impacts visual quality.
- **Movement:** Moving elements of the project, such as vehicles traveling along the interstate, can make them more noticeable.
- **Viewer Awareness:** A measure of attention (level of observation based on routine and familiarity), focus (level of concentration), and protection (legal and social constraints on the use of visual resources). The greater the attention, the more viewers will be concerned about visual impacts.
- **Viewer Exposure:** a measure of proximity (distance between viewer and the visual resource being viewed), extent (the number of viewers viewing), and duration (how long of a time visual resources are being viewed). The greater the exposure, the more viewers will be concerned about visual impacts.

3.0 AFFECTED ENVIRONMENT

3.1 Project Setting

The I-81 Viaduct project is in the approximate center of Onondaga County in Central New York, southeast of Lake Ontario and northeast of the Finger Lakes Region of New York State. Existing urban and rural land use patterns in Onondaga County are largely defined by local and regional transportation networks (highways, rail and air). Land use patterns include higher intensity commercial and industrial land uses along and at the junction of major transportation corridors, including I-81, I-690 and I-90. The pattern of development is very traditional with Syracuse as the dense urban center at the intersection of these major corridors. Suburban development patterns exist in towns along these and other major transportation routes. Rail lines, both passenger and freight, crisscross the entire region. The region's major airport is north of Syracuse near I-90 and I-81. The interstates have influenced the location of employment centers, retail uses, entertainment venues, social and cultural destinations and residential uses in and around Syracuse.

Onondaga County straddles 2 physiographic regions, the Erie-Ontario (lake) Plain in the northern portion of the County and the Allegheny Plateau to the south, separated by the Onondaga Limestone Escarpment south of the City of Syracuse. The project's AVE is located within a physiographic feature known as the Onondaga Trough on the boundary between the Erie-Ontario Plain and the Allegheny Plateau. The Onondaga Trough is a low-lying valley system containing Onondaga Lake and Onondaga Creek. The valleys that make up the Onondaga Trough are partially filled with fluvial sediment deposited as glacial till approximately 12,000 to 14,000 years ago, making them attractive to historic development of population centers and transportation routes.

Elevations within the AVE range from approximately 390 feet above mean sea level (amsl) on the shore of Onondaga Lake to approximately 485 feet amsl to the southeast near Oakwood Cemetery. West of Syracuse elevations range from 380 to 600 feet amsl, characterized by till plains, drumlins, outwash plains, and lacustrine deposits. East of Syracuse elevations range from 370-450 feet amsl and consists of lake-plain topography, low hills and lowlands.

3.1.1 Visual Environments

Visual environments are defined in terms of 3 categories to determine potential viewer response to changes in their environment. These categories are natural, cultural and project-related resources and environments (FHWA 2015):

- A "natural environment" is lacking in built elements and features, both vertical and horizontal forms. Undeveloped open spaces, woodlands, surface water features and farmland are examples of natural environments, although there may be some visible human manipulation of natural features. Resources considered in a natural environment consist of air (atmospheric conditions), water, land, vegetation and wildlife. Natural environments are the least common of the 3 categories within the AVE given the project's highly developed urban setting.
- A "cultural environment" is a built setting, consisting of manipulated features, i.e.) topography, built elements such as buildings, roads and utilities in urban, suburban and rural areas. Cultural environments consist of buildings, structures, transportation and other forms of public and private infrastructure, railroads, airports, and designed landscapes including parks and public spaces. Cultural environments dominate the project AVE.

- The “project environment” consists of all features and built elements within the public rights-of-way being directly affected physically by the project including the I-81 corridor and affected sections of adjacent surface streets. The project environment contains both cultural and natural environments. These may include pavements, bridges, ramps, walls, signs, signals, plantings and other landscaping, grading and drainage features.

3.1.2 Distance Zones

Three distinct distance zones are typically defined in visual studies. Consistent with well-established visual assessment methodologies (e.g., FHWA, 2015; NYSDEC, 2000), the following distance zones are defined for this VIA:

- *Foreground:* less than 0.5-mile. At these distances, viewers can perceive details of an object with clarity. Surface textures, small features, and the full intensity and value of color can be seen on foreground (near) objects. The project's AVE is focused on effects on visual quality within this distance zone.
- *Mid-ground:* Foreground limits to 3 to 5 miles. The mid-ground is usually the predominant distance at which landscapes are seen. At these distances, viewers can perceive individual structures and trees, but not in detail. This is the zone where the parts of the landscape start to join; individual hills become a range, individual trees merge into a forest, and buildings appear as simple geometric forms. Colors will be clearly distinguishable but will have a bluish cast and a softer tone than those in the foreground. Contrast in color and texture will also be reduced. Some views of the project may be visible from this zone, for example from hilltops, but in most cases views are screened or obstructed by intervening topography, vegetation, and structures. Because of the dense built environment and low-profile of the project, the project is generally not visible (or not a prominent feature in views) from mid-ground distances.
- *Background:* Mid-ground to limits of visibility. The background defines the broader regional landscape within which a view occurs. Within this distance zone, the landscape has been simplified; only broad landforms are discernable, and atmospheric conditions often render the landscape an overall bluish color. Texture has generally disappeared and color has flattened, but large patterns of vegetation are discernible. Silhouettes of a land mass set against another and/or the skyline are often the dominant visual characteristics in the background. The background contributes to scenic quality by providing a softened backdrop for foreground and mid-ground features, an attractive vista, or a distant focal point, but details are not discernible. Views of the project from this zone are likely screened or completely obstructed by distance, atmospheric conditions, topography, and vegetation.

3.2 Viewer Groups

The *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA, 2015) distinguish between 2 primary viewer groups (and subgroups of each), which include “neighbors”, who general have views of the project, and “travelers”, who generally have views from the project. Each of these viewer groups are described below.

3.2.1 Neighbors Group

Neighbors may be located anywhere within the AVE if they have a potential view to the project and include persons traveling on non-highway local roads, but do not include persons traveling on project interstates. The types of

neighbors are classified by the predominant type of land use where they are located to determine their response and sensitivity to changes in visual character and quality. Pedestrians and bicyclists are assumed to be potential viewers within the neighbor viewer group. The types of neighbors within the project's AVE include:

- Residential Neighbors: residential neighbors live within viewing distance of the project. This subgroup consists of owners and renters of single-family homes, multi-family homes, apartments, condos and other dwelling units used primarily by permanent residents. Residents are the most sensitive viewers. Important residential areas located adjacent to the project and within the AVE include Pioneer Homes, Toomey Abbott, downtown Syracuse/Armory Square, and Franklin Square.
- Recreational Neighbors: recreational neighbors provide for or participate in recreation, such as organized sporting events, indoor and outdoor leisure activities and cultural events. These viewers would be sensitive to any changes in views to and from recreational facilities as well as bikeways and pedestrian areas.
- Institutional Neighbors: institutional neighbors provide or receive services, including social services from various types of institutions, such as, but not limited to, places of worship, schools, universities, libraries and hospitals. This subgroup consists of employees, students and patients of these institutions as well as their clients and visitors.
- Civic Neighbors: civic neighbors provide or receive services from a government organization such as a federal, state, regional or local agency. This subgroup consists of employees, service recipients and visitors.
- Retail Neighbors: retail merchants sell goods and services to the public as shoppers and consumers. They are moderately sensitive to changes in the environment.
- Commercial Neighbors: commercial neighbors occupy numerous business properties within the AVE. Viewers include building occupants, workers and customers in office buildings, warehouses and other commercial properties.

Industrial Neighbors: industrial neighbors typically use raw materials, manufacture goods, transport goods, or provide services. Industrial neighbors tend to occupy large properties with limited exposure to the public.

I-81 and I-690 form the boundaries of many City neighborhoods (see Figure 4). Each of these neighborhoods include residential and commercial viewer subgroups, although individual neighborhoods may contain certain subgroups in much higher proportions than others.

Figure 4. Project Neighborhoods

3.2.2 Travelers Group

Travelers are on Project highways, including the affected interstates and City streets, with views from these roadways within the AVE. This group consists of both existing and future project users. Travelers may also be subdivided by mode of travel. These include motorists, bicyclists and pedestrians, recognizing, however, that pedestrians, bicycles, and other non-motorized uses are prohibited on the interstates. The types of travelers within the project's AVE include:

- Community Travelers: these viewers are travelers along the same I-81 project route, mostly commuting for short durations between home and work and often as a single occupant in the vehicle.
- Touring Travelers: tourists travel on the project highway primarily for enjoyment to get to and from a pre-determined destination. Some trips may require extended travel covering long periods of time over substantial distances.
- Shipping Travelers: shippers use the highways primarily to distribute raw materials, products and services using a variety of transport vehicles over varying distances and durations. These trips are considered routine, and may be frequent and along the same project route.

3.2.3 Viewer Sensitivity

The anticipated sensitivity to changes in the visual environment for the various types of viewer groups within the AVE are summarized below (from FHWA, 2015):

Residents and Building Occupants

Residents and building occupants include potential neighbors who live and work within the AVE. They generally view the urban landscape from relatively static locations such as their homes, yards, schools, and places of employment. Building occupants may include business customers and patrons who may temporarily occupy or visit a location with a view to the project. Except when involved in local travel, residents are likely to be stationary and have frequent and prolonged duration views of the landscape. These viewers may view the urban landscape from ground level or elevated viewpoints, such as the upper floors of homes and buildings. Residents are sensitive to changes in the visual environment.

Commuters

Commuters are passing through the area from motor vehicles on their way to work, home or other destinations. Commuters are typically moving, have a relatively narrow field of view because they are focused on driving, and are destination-oriented. Drivers are generally focused on roadway and traffic conditions ahead of them, and do not have much opportunity to observe roadside and surrounding scenes. Passengers have greater opportunities than drivers for prolonged views and an increased awareness of changes in the visual environment. Commuters' sensitivity to changes in visual quality is variable.

Tourists and Recreationists

Tourists and recreationists include residents and out-of-town visitors involved in cultural, recreational and entertainment activities at parks, civic places, historic sites, retail and entertainment venues, water bodies, and undeveloped open spaces with natural settings such as hiking and biking trails. These viewers may be concentrated

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at such sites within the AVE and can be stationary or mobile. These same individuals may view the landscape as travelers from project highways while on their way to these destinations. Tourists, bicyclists, boaters, shoppers, cultural event participants and those involved in passive activities (e.g., picnicking, sightseeing) are part of this group. Urban landscapes, such as public venues and event gathering places, may be very important to their experience and sensitivity may be high. Recreational users and tourists may experience more prolonged views of landscape features and sensitivities may vary with their activities.

3.3 Landscape Units

As described in Section 2.4 of this VIA, 14 landscape units were identified and mapped within the AVE based on distinct visual characteristics and the dominant type of existing land use (see Figure 5: Sheet 1 and Appendix A: Map 2). Each landscape unit is described below, accompanied by representative photographs of existing visual character within that unit and a typical cross section depicting the scale, massing, density, and character of distinctive visual elements such as thoroughfares, vegetation, and/or buildings.

Figure 5, Sheet 1. Landscape Units Map

3.3.1 Transportation Corridor – Highway Landscape Unit

The transportation corridor – highway landscape unit consists of the portions of the I-81 and I-690 highway corridors within the AVE. The boundaries of this landscape unit coincide with the right-of-way of each highway. The portions of I-481 included in the Community Grid Alternative are also included in this landscape unit. Highway corridors are prominent visual features and their boundaries delineate other landscape units in the AVE.

Landscape Type

The transportation corridors follow relatively flat topography through the downtown area, thereby avoiding the hills and steeper topography that exists in surrounding areas. The I-81 viaduct gradually rises in elevation south of downtown. Areas adjacent to both corridors are highly developed, including local streets, sidewalks and parking areas under each highway. There are planted medians and scattered trees on highway rights-of-way including grass embankments between the existing I-81 and I-690 connector ramps. Limited vegetated buffers exist on public property along both sides of each corridor. Some of the most mature vegetation occurs south of the Adams Street exit on I-81 where deciduous trees and shrubs line both sides of the highway. Some natural features also exist near West Street where I-690 passes over Onondaga Creek. Successional fields and some woodland vegetation occurs near each of the I-481 suburban interchanges within the AVE.

Visual Environment and Character

The Transportation Corridor – Highway landscape unit is a highly developed urban environment characterized by wide, paved corridors. A 66-foot wide, elevated concrete viaduct structure, approximately 20 feet high, runs along Almond Street. Elevated portions of both interstates rise above City streets that run parallel to and cross under both highways. Distinctive visual characteristics of this unit include the linearity of the highway corridors, the constant and rapid movement of vehicles, transportation structures comprised of concrete columns and steel girder bridges, entrance and exit ramps, overhead utilities, and paved surface streets and parking areas under each highway. The scale of these large elements, the multi-directional movement of vehicular traffic on surface streets along the corridor, and obscured sightlines, requiring increased attentiveness by motorists and pedestrians, contribute to a sense that the project environment is not pedestrian-friendly. Viewer groups (see below) at ground level experience views of the underside of existing bridge structures and of the intersecting streets, however views are blocked by the concrete support columns and several ramp structure abutments.

Viewer Groups

Affected viewer groups in this landscape unit are travelers along project interstates. The highways are used daily by commuters, tourists and others traveling to local and regional destinations. Businesses and shippers move goods and services into and through this part of the City. Commuters include people in personal vehicles and those using public transit. Tourists use the interstates traveling between cities and surrounding states. The interstates connect to I-90 (New York State Thruway) north and east of the City as well as other local and regional transportation systems including Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center.

Viewers also include local motorist commuters on Almond Street adjacent to the I-81 viaduct. This group includes non-interstate commuters, including those destined to and from the University Hill neighborhood, downtown, and other centers of local employment. Public transit users and others use these adjacent streets adjacent to the interstates to access local businesses and destinations. Bicyclists and pedestrians use Almond Street and connecting streets cross under and near the viaduct. These ground level viewers include, but are not limited to, students and employees of institutions in the area including local hospitals and educational facilities.

Figure 5, Sheet 2. Landscape Units: Transportation Corridor – Highway

3.3.2 Transportation Corridor – Commercial Arterial Landscape Unit

The Transportation Corridor – Commercial Arterial landscape unit is located primarily east of I-81 along Erie Boulevard which is an important east-west arterial generally parallel to I-690 through downtown Syracuse. This landscape unit also occurs along a stretch of North State Street north of the I-81/690 interchange.

Landscape Type

The roadway portions of this unit are relatively wide and designed to move large volumes of local commercial and commuter traffic through the area by providing direct access to businesses and neighborhoods via connecting streets east and northeast of the downtown core. City streets are generally laid out in a traditional block and grid pattern extending into adjacent residential neighborhoods.

Visual Environment & Character

The Commercial Arterial Landscape Unit is a built urban environment characterized by wide streets with small to medium scale commercial buildings lining both sides of the street. Building heights generally range between one and six stories along Erie Boulevard east of downtown, with most buildings between one and three stories in height. Buildings are typically oriented to face Erie Boulevard. Most buildings house commercial uses and vary in architectural styles that span many decades, which is typical of long-established commercial corridors in Syracuse. Surface parking areas and scattered vacant lots among groups of buildings are commonplace. Many buildings are traditional, non-descript commercial structures, constructed of red, red-brown or red-orange brick and concrete with flat rooflines. Front facades are close to the street. Materials throughout the area are hard-textured, consisting of concrete and asphalt pavements, metal overhead traffic control devices, above-ground utilities, and roadway signage. Natural materials are limited to occasional street trees, shrubs and deciduous trees on vacant lots, and some landscaping near commercial businesses. Concrete sidewalks support pedestrian activity.

Viewer Groups

Viewer groups in this landscape unit include commuters and other motorists using Erie Boulevard, North State Street and connecting neighborhood streets. Neighbor viewer groups include building occupants, employees and customers of commercial businesses alongside these commercial streets, as well as pedestrians and bicyclists. Views from this landscape unit may be directed towards the downtown skyline to the south and southwest from both commercial arterials. Elevated portions of the I-81/I-690 interchange and viaduct sections are visible from Erie Boulevard, North State Street and other streets within this unit. Views of the interstates from ground level may be screened by changes in street alignments, intervening buildings, structures and street trees.

Figure 5, Sheet 3. Landscape Units: Transportation Corridor – Commercial Arterial

3.3.3 Urban Downtown Core Landscape Unit

The Urban downtown Core landscape unit includes the central business district of Syracuse, bounded on the east by the I-81 corridor, on the north by the I-81/690 interchange, on the west by West Street and on the south by Adams Street. This unit is among the most diverse and concentrated areas of business and social activity within the City.

Landscape Type

The downtown land use is exhibited by the relatively large scale, height and massing of buildings in the core as well as high levels of pedestrian activity and vehicular traffic occurring on City streets. This landscape unit contains many of the City's most iconic buildings that comprise the downtown skyline as well as significant historic districts and cultural public gathering places. This is the City's hub of economic and social activity and has been experiencing a resurgence in downtown residential and business development in recent years. Natural features are rare in this environment, other than Onondaga Creek, which meanders through the area west of I-81, and occasional small parks.

Visual Environment & Character

The downtown Core is the most architecturally diverse and visually interesting area in Syracuse. This is an area that contains many of the community's most important civic buildings, historic districts and landmarks, public monuments and highly valued public gathering spaces, such as Clinton Square, Hanover Square and Columbus Circle. Land use is a diverse mixture of urban commercial and retail businesses, offices, residential buildings, government facilities, financial services, and other institutions.

Visual characteristics and views to and from the downtown core are significantly influenced by the height and massing of existing buildings. In general, building facades face the street and are set close to the curb with sidewalks and streetscaping elements lining both sides of the street. The East Genesee Street corridor includes design elements of the Connective Corridor, which connects downtown to the University Hill neighborhood and includes landscaping, enhanced pedestrian amenities and dedicated bicycle lanes. The buildings and streetscaping within this landscape unit form a nearly continuous street wall lining thoroughfares for several blocks through Downtown, interrupted occasionally by surface parking lots, pocket parks and vacant lots. The density of existing buildings and other vertical forms direct views towards the visual terminus of each street typically several blocks in the distance. Views into the interior portions of many blocks are obscured by buildings and structures. Views of the interstates may include bridge overpasses and limited views of elevated sections that may be screened or obscured by the density of development in many areas. Some of the City's tallest buildings are in the downtown core and a few, such as the State Tower Building and the AXA Towers exceed 20 stories. Views from these vantage points include the I-81 and I-690 corridors through the City with extended views of downtown and surrounding neighborhoods.

Viewer Groups

Viewer groups in the downtown core include travelers along I-81 and I-690 and neighbors in adjacent locations. Views of the project include motorists, particularly commuters using City streets, public transit riders, building occupants, business and institutional employees, residents, pedestrians, and bicyclists. The downtown core experiences a high amount of pedestrian activity during the day and at night because of an abundance of downtown businesses, residential locations, evening entertainment and cultural destinations. There is also a large residential population in the downtown core, many of whom live in tall buildings that provide open, elevated views of the Project.

Figure 5, Sheet 4. Landscape Units: Urban Downtown Core

Figure 5, Sheet 5. Landscape Units: Urban Downtown Core (Photographs)

3.3.4 Urban Neighborhood - Residential Landscape Unit

The Urban Neighborhood – Residential landscape unit occupies large areas within the AVE. This landscape unit is located both adjacent to the I-81 and I-690 corridors and in areas that extend toward the edges of the AVE. These neighborhoods (see Figure 4) are traditional urban mixed-use areas containing single-family and multi-family dwellings interspersed with schools, places of worship, parks, small neighborhood retail businesses and services, including corner grocery stores, restaurants and taverns. These neighborhoods are places of social interaction and recreational activity. Resident demographics and socioeconomic conditions vary greatly within each neighborhood.

Landscape Type

This landscape unit exhibits more of a balance between the highly built urban areas and non-built environments, although the density of residential development is high and noticeably urban rather than suburban. Natural characteristics are present in most neighborhoods as varied forms of mostly deciduous vegetation. Hillsides contain deciduous woodlands with mature tree canopies forming a nearly continuous landscape cover when viewed from a distance. Maintained lawns and landscaped yards are commonplace. Parks are more numerous in residential areas and provide more of a natural setting for many residents.

Visual Environment & Character

The Urban Neighborhood – Residential landscape unit consists of a diverse range in the size and distribution of housing types, architectural styles and neighborhood densities. Architectural styles of residences include a mix of nineteenth and twentieth-century styles with variable integrity of materials and design. Although housing types are primarily single or 2-family dwellings some neighborhoods include apartment buildings, townhomes, mid-rise/high-rise and mixed-use residential/commercial buildings. Residences typically front local neighborhood streets. In most cases streets are narrower than higher volume collectors and commercial arterials. Street widths are approximately 24 to perhaps 30 feet wide, with adjacent sidewalks and planted public rights-of-way that contain overhead electrical lines and other utilities. Some neighborhoods have considerable tree canopies stretching over and along the streets. Most residential neighborhoods are considered walkable. Homes are setback from the street at various distances depending on location, age and size. Many homes have front yards, porches and deep backyards. In many neighborhoods, the views of the project may be screened or obscured by the density of development including houses, buildings and other structures and the increasing amount of vegetation as distance from the City's core increases.

Viewer Groups

Viewer groups are primarily neighborhood residents. Typically, residents close to the project and local commuters using neighborhood collector streets have views of the project. Views deeper into the neighborhoods farther from the project are typically screened or obscured by intervening buildings, homes and vegetation, and in some areas by existing topography as the terrain increases in elevation outside of the downtown core. Pedestrian and bicyclist activity with views of the project may be high in some neighborhoods and depends in part on viewer activity, their proximity to available services and local destinations necessitating travel.

Figure 5, Sheet 6. Landscape Units: Urban Neighborhood – Residential

3.3.5 Urban Neighborhood – Commercial Core Landscape Unit

The Urban Neighborhood – Commercial Core landscape unit includes South Salina (U.S. Route 11), West Genesee, North Salina, Wolf, Court, Lodi, Butternut, and James Streets. These commercial thoroughfares typically pass through and/or define boundaries between residential neighborhoods.

Landscape Type

In some instances, these roadways may be informal boundaries between neighborhoods. These commercial strips contain a variety of commercial enterprises and some non-commercial uses including business and retail establishments, restaurants, car dealerships, places of worship, places of neighborhood social activity, health and personal care services, among others. Typically, the commercial uses front along the primary street with housing behind these uses in the same block, but facing interior neighboring side streets and adjacent blocks. Some commercial businesses may be destinations for people coming from outside of the immediate area.

Visual Environment & Character

The Urban Neighborhood – Commercial Core landscape unit is characterized by a diverse mix of commercial buildings fronting on the primary street. Buildings are typically 1 to 4 stories and tightly clustered, with facades and entrances along the sidewalk, which contributes to a traditional neighborhood “Main Street” appearance. Institutional uses, such as places of worship and schools also exist within this landscape unit. The buildings exhibit a range of late-nineteenth through early-to-mid-twentieth-century architectural styles, often constructed of brick and stone with low sloping or flat roofs. Natural features in business areas are largely absent except for street trees, landscaping and other urban vegetation. Parking typically includes on-street parking and may also be located to the rear or side areas of lots, with driveways providing access to the street. Pedestrian activity is relatively high because of the diversity of uses and destinations that provide residents of adjoining neighborhoods with daily necessities and services. Residences are typically located along side streets and screened from views of the project by the buildings that front along the commercial streets. Views to the project are provided along these commercial streets where open views are not obscured by buildings, vegetation, or other objects. Some locations afford views directed toward project overpasses that run perpendicular to the commercial corridor.

Viewer Groups

Viewer groups in this landscape unit that have potential views of the project include commuters and other motorists on the primary streets and secondary side streets that provide access into residential neighborhoods. Commercial building occupants also constitute a potentially large viewer group. Others may include residents, business employees and customers. Pedestrians and bicyclists may also make up a considerable share of viewers.

Figure 5, Sheet 7. Landscape Units: Urban Neighborhood – Commercial Core

3.3.6 Urban Neighborhood – Mixed Use Landscape Unit

Landscape Type

The Urban Neighborhood – Mixed-Use Landscape Unit is in the Franklin Square neighborhood just northwest of the I-81/I-690 interchange. This is a revitalized, well-planned and designed urban neighborhood. Over the past 20 to 30 years this area has been transformed from a collection of large, neglected, abandoned and underutilized industrial properties into a vibrant neighborhood consisting of a mix of commercial businesses, restaurants, and professional offices located among residential dwelling units consisting of condos, lofts and apartments. The neighborhood includes many pedestrian amenities including small parks, trails and open space.

Visual Environment & Character

Visually this is a cohesive and relatively compact neighborhood that presents a very distinct urban setting consisting of former industrial, multi-story, brick buildings with a historic character that have been adapted to modern uses. Streets are tree-lined and relatively narrow in comparison to other City streets, which contributes to a very pedestrian-friendly environment that is somewhat unique in Syracuse. Streetscaping includes sidewalks with pedestrian amenities, street lighting, landscaped grounds, public parks and pedestrian bridges that cross over portions of Onondaga Creek with connections to the City's Creekwalk trail system. On-street parking is provided and surface parking lots and building grounds are attractively landscaped and not visually intrusive.

Viewer Groups

Viewer groups include building occupants such as residents, business employees and patrons, clients and commercial customers. Pedestrian activity also includes some daily and nighttime visitors. Potential views to the project are to the south, southeast and east of Franklin Square. In some locations views are screened by buildings and mature evergreen and deciduous trees. Residents and building occupants have views of the project area from the upper floors of some buildings and rooftops.

Figure 5, Sheet 8. Landscape Units: Urban Neighborhood – Mixed Use

3.3.7 Urban Institutional Campus Landscape Unit

Landscape Type

The Urban Institutional Campus landscape unit is in 2 areas within the AVE. The larger of these is the Syracuse University campus and surrounding areas that encompass the University Hill neighborhood. This area includes many educational and medical institutional and related uses and support services including 3 hospitals (SUNY Upstate/Galisano Children's Hospital, Crouse Hospital and Veterans Administration Hospital) and related health care facilities. This landscape unit is east/southeast of the downtown core and because of existing terrain essentially overlooks much of the City's landscape and skyline to the north and west.

The second Institutional Campus location is the immediate neighborhood that encompasses St. Joseph's Hospital Health Center. This complex of health care services is located along Prospect Avenue in the Prospect Hill neighborhood northeast of the downtown core and I-81/I-690 interchange.

Visual Environment & Character

The Urban Institutional Campus landscape unit is an area of high density land uses devoted to higher education and health care. Buildings in this landscape unit are large, multi-story, institutional buildings, a mix of historic and modern architectural styles and built upon some of the highest elevations near downtown. Both the University Hill area and the St. Joseph's Health Center are among the region's most important employment centers. As such both locations are commuter destinations that generate high traffic volumes and the need for large-scale parking garages and surface lots. The University Hill area includes iconic buildings and structures known for their architectural details and historic significance to the Syracuse community. The Syracuse University campus includes numerous buildings and sites listed on the National Register of Historic Places. The St. Joseph's Health Center complex has recently undergone significant redevelopment and reinvestment in the neighborhood as part of the implementation of its recent master plan focused in part on revitalization of the neighborhood. Views of the project corridors are available from both locations and in some cases, are unobstructed due to their elevated topography.

Viewer Groups

Viewer groups include commuters destined to both campus locations, building occupants, pedestrians, bicyclists, public transit riders, students and professionals. Among building occupants are University students, employees of the various institutions and hospital patients. Views to and from the I-81 corridor are commonplace from numerous elevated vantage points afforded by high rise buildings throughout the landscape unit. Ground level or near ground level views of the project are typically blocked or interrupted in many locations by intervening topography, vegetation and particularly by the large number and size of buildings within this landscape unit. Some high-rise buildings at higher elevations with facades facing the I-81 corridor have unobstructed views for considerable distances to the west and northwest.

Figure 5, Sheet 9. Landscape Units: Urban Institutional Campus

3.3.8 Urban Legacy Industrial Landscape Unit

Landscape Type

The Urban Legacy Industrial landscape unit includes a large portion of the AVE west of the I-81 corridor and the downtown core, as well as an area north of I-690. Decades ago these neighborhoods, including the Near Westside and Park Ave neighborhoods on the west side of the City, contained many of the area's largest industrial employers, remnant buildings which still exist. Several key City streets run through these neighborhoods, including West Street, West Fayette Street, Erie Boulevard West, West Genesee Street, and Spencer Street.

Visual Environment & Character

The Urban Legacy Industrial Landscape Unit is characterized by large former industrial buildings and factories that once lined the streets in these neighborhoods. Today, many parts of this landscape unit, such as along Erie Boulevard West, West Fayette Street and West Street, are seeing significant reinvestment and the adaptive reuse of these buildings for a variety of new uses including offices, residential units and commercial space. On some of these sites the former large, mostly brick, industrial buildings have been demolished and new buildings have replaced the former dilapidated structures. These sites are also being converted to residential and mixed uses. Visually this landscape unit still retains some of its original industrial character. For example, overhead utility lines, railroad bridges and rail lines are still present. Views of the project apparent along primary streets where not obscured by street alignments and buildings. In some locations views are obscured by overpasses that run perpendicular to the primary streets.

Viewer Groups

Viewer groups include commuters on City streets and occupants of the buildings, including employees, residents and commercial customers. Although pedestrian and bicyclist activity is increasing with redevelopment of the area it remains dominated by vehicular use and transportation and utility infrastructure. Although portions of this landscape unit are in transition from former industrial uses to more mixed-use environments there remains some industrial uses as well as newly-developed commercial and residential uses from which there are potential views of the project. The neighbors in this area are primarily employees, customers and residents.

Figure 5, Sheet 10. Landscape Units: Urban Legacy Industrial

3.3.9 Urban Large Scale Development

Landscape Type

The Urban Large Scale Development landscape unit is an area along the I-81 corridor in the northern portion of the AVE, east-southeast of Onondaga Lake. This is an area that is experiencing significant large-scale redevelopment of former industrial and underutilized properties by both the private and public sectors. This includes ongoing redevelopment of the Lakefront neighborhood, which is transforming the general character of the area from its former heavy industrial nature to tourism, recreational and entertainment land uses.

This landscape unit includes properties located along key thoroughfares east-southeast of the Onondaga Lake waterfront, including Hiawatha Boulevard, West Bear Street, West Kirkpatrick Street and Park Street. This unit includes noteworthy regional large scale destinations such as DestiNY USA, the Inner Harbor, NBT Bank Stadium, the Regional Market, and the Regional Transportation Center. Industrial uses also exist in this area including the County's Metropolitan Wastewater Treatment Plant along Hiawatha Boulevard.

Visual Environment & Character

This landscape unit is characterized by alternating views of large-scale, modern, commercial properties interspersed among a mix of older commercial and industrial buildings of varying sizes, site conditions and uses. Many properties still exhibit the remnants of former industrial buildings, structures and uses. New development that is taking place is generally focused on destination type land uses catering to the traveling public. This includes tourists, retail shoppers and entertainment enthusiasts. Buildings are large with large adjacent surface parking lots. Proximity to the I-81 corridor and interstate access is an important reason for much of the reinvestment in the area primarily due to the ability to attract visitors from throughout the northeast U.S. and southeastern Canada. Ground level and elevated views of I-81 and the I-81/I-690 are available from several locations including the venues previously mentioned.

Viewer Groups

Shopping and entertainment venues attract visitors from throughout the region, nearby states and southern Canada. Viewers include travelers along I-81, commuters and other motorists using surrounding City streets. Pedestrian and bicyclist activity is present and increasing as sites are redeveloped and pedestrian facilities are provided in many locations where such facilities had not previously existed. These pedestrian areas include segments of the Onondaga Creekwalk and the Inner Harbor.

Figure 5, Sheet 11. Landscape Units: Urban Large Scale Development

3.3.10 Suburban Commercial Landscape Unit

Landscape Type

The Suburban Commercial landscape unit is found in several locations within the AVE. These areas include the southeastern and northwestern edges of the AVE near the boundaries of adjoining suburban towns with the City of Syracuse. These include the towns of Onondaga and Salina. Other areas include the I-481 interchange areas in the Town of Dewitt and the Town of Cicero. These are areas where a variety of commercial uses exist in somewhat lower suburban densities than many of the commercial areas in the City of Syracuse.

Visual Environment & Character

This landscape unit is characterized by a mix of low to moderate density commercial uses located along roadways that carry traffic to and from adjacent residential neighborhoods. Land uses typically include single-story buildings containing commercial retail and office uses. Some uses are in business park settings, particularly in the Town of Salina and Town of Dewitt. Parking is in front of many buildings and may range from small parking areas to large lots. Pedestrian and bicyclist activity is limited and very often sidewalks and other pedestrian amenities are not provided along thoroughfares.

Viewer Groups

Viewer groups are limited to commuters on local roadways, employees and customers of local businesses, and occasional pedestrians and bicyclists. Building occupants may have views of surrounding areas including the I-81 and I-481 corridors, but views may be screened by other buildings and structures, intervening topography and vegetation.

Figure 5, Sheet 12. Landscape Units: Suburban Commercial

3.3.11 Suburban Residential Landscape Unit

Landscape Type

The Suburban Residential landscape unit is located at the outer edges of the AVE to the southeast and northwest of the City of Syracuse near the boundaries of the Towns of Onondaga and Salina. These areas are characterized by single suburban residential forms with varied housing styles, increased building setbacks from the street, increased yard space and lawn areas, larger lots, longer driveways, attached garages and more vegetation in a neighborhood environment.

Visual Environment & Character

The density and intensity of residential land use decreases substantially near the boundaries of the City of Syracuse with adjacent towns. Typically, the amount of open space between neighbors is greater. The area is characterized by a large number of single-family houses, lawns, vegetated vacant lots and natural buffer areas, such as creeks and wetlands. Neighborhood streets are paved, but typically not curbed. Pedestrian activity may exist, but sidewalks are often not present. Views of the interstates and other highway corridors are typically screened by other residential units, topography and intervening vegetation.

Viewer Groups

Viewer groups in this landscape unit are mostly limited to residents and commuters.

Figure 5, Sheet 13. Landscape Units: Suburban Residential

3.3.12 Open Space - Undeveloped Landscape Unit

Landscape Type

The Open Space – Undeveloped landscape unit is near I-481 in the southeastern portion of the City near the boundary with the Town of Onondaga. A second area is at the northern edge of the AVE in the northwestern portion of the City near the Town of Salina. The undeveloped open space areas are near the project corridor in proximity to suburban commercial development.

Visual Environment & Character

This unit consists of mostly undeveloped lands near I-81 and I-481. These lands include a mix of natural vegetation ranging from deciduous wooded areas to open fields and shrub lands. These areas include both upland characteristics and some may contain wetlands and possibly small areas of open water. These areas function as natural habitats and may not be developed because of their natural constraints.

Viewer Groups

Viewer groups in this landscape unit are limited by the lack of development in the immediate area. Viewers mostly include commuters and other passing by on local roadways, local property owners and to lesser extent occasional pedestrians and bicyclists.

Figure 5, Sheet 14. Landscape Units: Open Space – Undeveloped

3.3.13 Open Space - Designed Landscape Unit

Landscape Type

The Open Space – Designed landscape unit occurs in 4 distinct locations within the AVE. From north to south these include: Onondaga Lake Park, Lincoln Park, Thornden Park, and Oakwood Cemetery.

Onondaga Lake Park is a County-owned Parks and Recreation facility along the shores of Onondaga Lake. The park includes more than 7.5 miles of trails and various venues for a large variety of active and passive recreation and special events. Long-range County plans call for a 12-mile trail system that will eventually loop around the entire lake. The portion of the lake's waterfront that is closest to the I-81 corridor is at present the least developed portion of the County's property. This area on the southeastern shore is undeveloped. Views of the project area looking east from the shoreline of Onondaga Lake Park are generally screened by existing shoreline vegetation.

Thornden Park is a 76-acre City of Syracuse community park located east of the Syracuse University campus. The park is situated on hilly terrain that overlooks the campus with more distant views of the I-81 corridor farther west. The park contains an athletic field, ball courts and a pool, but is mostly noted for its rose garden along Ostrom Avenue. Views toward the project (to the west) are screened by vegetation within the park as well as intervening vegetation and buildings.

Lincoln Park is a 19-acre City of Syracuse neighborhood park located in the Eastwood neighborhood. The park includes a pool, courts and playgrounds. The park is situated on top of a wooded hill with views of the City, including downtown and the I-81 corridor to the southwest. Views toward the project (to the southwest) are mostly screened by existing vegetation within the park and by intervening vegetation and buildings.

Oakwood Cemetery is a 160-acre privately owned cemetery that is listed on the National Register of Historic Places, located along Comstock Avenue in the City of Syracuse, immediately adjacent to (east of) the I-81 corridor just south of the main Syracuse University campus. The cemetery is noted for its historic rural cemetery landscape design and architecture. This is a planned landscape that includes internal roads and pathways meandering around burial locations, monuments, public art, and mausoleums. The original entrance and main gate to the cemetery were filled in by the construction of I-81 in the 1960s. Views from the cemetery toward the project (to the west) are screened from many locations by vegetation and changes in topography.

Visual Environment & Character

This landscape unit includes open spaces that have been planned and designed for specific uses including, but not limited to, active and passive recreation. These lands are planned landscapes dominated by areas of natural vegetation including woodland areas consisting of mostly deciduous trees, shrubs and landscaped lawns. Internal roads are designed to provide access to recreational areas and in the case of Oakwood Cemetery areas set aside as burial locations. Although many areas in this unit support active recreation and outdoor activity, there are areas specifically designed for their solitude and peacefulness.

Viewer Groups

Viewer groups include park and cemetery visitors, pedestrians, bicyclists, recreationists, hikers and to a lesser extent, motorists passing by on local access roads. Views vary by season since some viewpoints may be screened by existing deciduous vegetation.

Figure 5, Sheet 15. Landscape Units: Open Space – Designed Landscape

3.3.14 Open Space - Waterfront Landscape Unit

Landscape Type

This Open Space – Waterfront landscape unit consists of the surface waters of Onondaga Lake, the Onondaga Creek Outlet, and the Syracuse Inner Harbor. These areas are northwest of the I-81/690 interchange and occur in a triangular area of the City located between I-81 to the east and I-690 to the south. These areas are existing and future recreational resources and critical parts of the revitalization of the waterfronts of Onondaga Lake, Onondaga Creek, the Inner Harbor and surrounding neighborhoods. The open space waterfront landscape unit is adjacent to the Urban Large Scale Development landscape unit that is experiencing reinvestment by both the public and private sectors.

Visual Environment & Character

This landscape unit is characterized as open space with a variety of adjacent landside uses. It is a popular recreational boating area. Waterfront land uses were historically industrial, but in recent years this general area has experienced a transformation to recreational use, entertainment retail, mixed-use residential and commercial business development. Recreational development of waterfront areas brings people into the area to use trails and marina facilities along the Onondaga Creekwalk, Inner Harbor and Onondaga Lake waterfronts.

Views of the City's skyline exist from several locations, particularly from Onondaga Lake. The remnants of past industrial uses still exist in some portions of this landscape unit. Vacant lots and underutilized buildings are interspersed throughout this area among new development that is occurring. In recent years, the southern shore of the lake has attracted large numbers of visitors because it has been a wintering area for American Bald eagles that have been seen roosting and fishing along the shoreline during the winter months from several nearby vantage points.

Viewer Groups

Viewer groups in this landscape unit are diverse from both nearby land-based and water-based viewpoints. The area is relatively flat so there are few elevated views to or from the interstates. I-81 is visible from locations along the lake, the Creekwalk and the Inner Harbor. Viewer groups include travelers on project highways that have views to the waterfront areas, motorists passing on local. Some views are obscured intervening buildings, structures and vegetation. Commuters, residents of nearby neighborhoods, retail customers, tourists, pedestrians, bicyclists and boaters at the lake and Inner Harbor may have views of I-81 although views may also be limited and obscured at some locations.

Figure 5, Sheet 16. Landscape Units: Open Space – Waterfront

Table 3-1. Viewer Groups and Subgroups by Landscape Unit

Landscape Units in the Project AVE	Travelers Group			Viewer Groups						
				Neighbors Group						
	Subgroups			Predominant Subgroups						
	Community	Touring	Shipping	Residential	Recreational	Institutional	Civic	Retail	Commercial	Industrial
Transportation Corridor - Highway	X	X	X							
Transportation Corridor-Commercial Arterial									X	
Urban Downtown Core				X	X	X	X	X	X	
Urban Neighborhood – Residential				X						
Urban Neighborhood - Commercial Core								X	X	
Urban Neighborhood – Mixed Use				X	X				X	
Urban Institutional Campus				X	X	X			X	
Urban Legacy Industrial									X	X
Urban Large Scale Development					X			X	X	X
Suburban Commercial									X	
Suburban Residential				X						
Open Space - Undeveloped										
Open Space – Designed Landscape					X					
Open Space – Waterfront					X					

3.4 Visually Sensitive Sites

As described in Section 2.5 of this VIA, NYSDEC Program Policy for *Assessing and Mitigating Visual Impacts* (DEP-00-2) requires that all aesthetic resources of statewide significance be inventoried as part of the assessment of visual impacts. Visually sensitive sites of statewide and local significance, including districts and sites listed on the National Register of Historic Places and urban parklands and other resources within the AVE (see Appendix A: Map 3).

Visually sensitive resources of statewide significance (per the NYSDEC Program Policy for *Assessing and Mitigating Visual Impacts* [DEP-00-2]) within the AVE include the following:

- 1) *A property on or eligible for inclusion in the National or State Register of Historic Places [16 U.S.C. § 470a et seq., Parks, Recreation and Historic Preservation Law Section 14.07];*

Properties listed on or determined eligible for listing on the National Register of Historic Places that may be affected by the project are identified and described in the Historic-Architectural Resources Survey Report for the project (AKRF, 2016). The project's potential impacts to historic resources are also described in the DEIS. The locations of National Register-listed properties within the AVE are shown in Appendix A: Map 3.

- 2) *State Parks [Parks, Recreation and Historic Preservation Law Section 3.09];*

None

- 3) *Urban Cultural Parks [Parks, Recreation and Historic Preservation Law Section 35.15];*

Portions of the AVE are located within the Downtown Syracuse Heritage Area, which was formerly known as the Downtown Syracuse Urban Cultural Park (see Appendix A: Map 3).

- 4) *The State Forest Preserve [NYS Constitution Article XIV]; Adirondack and Catskill Parks;*

None

- 5) *National Wildlife Refuges [16 U.S.C. 668dd], State Game Refuges and State Wildlife Management Areas [ECL 11-2105];*

None

- 6) *National Natural Landmarks [36 CFR Part 62];*

None

- 7) *The National Park System, Recreation Areas, Seashores, Forests [16 U.S.C. 1c];*

None

- 8) *Rivers designated as National or State Wild, Scenic or Recreational [16 U.S.C. Chapter 28, ECL 15-2701 et seq.];*

None

- 9) *A site, area, lake, reservoir or highway designated or eligible for designation as scenic [ECL Article 49 or DOT equivalent and APA Designated State Highway Roadside];*

None

- 10) *Scenic Areas of Statewide Significance [of Article 42 of Executive Law]1;*

None

- 11) *A State or federally designated trail, or one proposed for designation [16 U.S.C. Chapter 27 or equivalent];*

None

12) *Adirondack Park Scenic Vistas;*

Not Applicable

13) *State Nature and Historic Preserve Areas; [Section 4 of Article XIV of the State Constitution];*

None

14) *Palisades Park; [Palisades Interstate Park Commission];*

Not Applicable

15) *Bond Act Properties purchased under Exceptional Scenic Beauty or Open Space category.*

None

In addition, visually sensitive sites of local significance within the AVE include the following:

- Forman Park is a 1.3-acre park flanked by the eastbound and westbound lanes of East Genesee Street near its intersection with Almond Street and the I-81 viaduct. The park has benches, a fountain, and a monument, upon which are 3 bronze statues representing historical figures of Syracuse. The park includes a police and firefighter memorial. Improvements at Forman Park were funded by the Land and Water Conservation Fund Act.
- The Erie Canalway Trail is a 360-mile trail following the former Erie Canal alignment and historic rail corridors from Albany to Buffalo. The trail is part of the Erie Canalway National Heritage Corridor, established in 2000 by the U.S. Congress to recognize the historical importance of the Erie Canal. The trail passes through Syracuse primarily as an on-road path along local streets, including some marked bicycle lanes. Within the AVE, the Erie Canalway Trail travels just south of I-690 primarily along East Water Street, where it intersects the I-81 viaduct, and then along Erie Boulevard West. The Old Erie Canal is identified as a resource in Onondaga County having received funding under the Land and Water Conservation Fund Act.
- New York State Bicycle Route 11 is an on-road signed bicycle route that extends along U.S. Route 11 for 320 miles north-south across New York State from the Pennsylvania border (near Binghamton, New York) to the Quebec border (near Rouses Point, New York). U.S. Route 11 traverses the AVE primarily along South State Street, where it intersects the I-690 overpass, and then continues along North Salina Street north of I-690. While the route is signed, generally there are no designated bicycle lanes through the AVE.
- The Syracuse Connective Corridor is an on-street pathway consisting of paved green bicycle lanes and several streetscape enhancements such as public art, improved lighting, green infrastructure, and street tree plantings. The Connective Corridor travels primarily along University Place, East Genesee Street (where it crosses Almond Street beneath the I-81 viaduct), and West Fayette Street. The project was a cooperative planning and development by the City of Syracuse, Onondaga County, and Syracuse University.
- The Creekwalk is an off-road path generally following Onondaga Creek through the City of Syracuse. The completed portion stretches 2.6 miles from Armory Square in downtown Syracuse northward to Onondaga Lake. The Creekwalk is largely a separated pathway, but it does continue along City sidewalks in some areas. It passes beneath I-690 just east of the West Street interchange. The Creekwalk currently links or will soon to other existing paths along Onondaga Lake, as well as the Inner Harbor, which includes open space areas and entertainment venues including an amphitheater.

4.0 IMPACT ANALYSIS AND MITIGATION

4.1 Visual Impact Analysis Results

The assessment of potential changes in visual character and the visual quality of resources within the AVE includes a determination of impacts upon viewer groups from project-related changes within a landscape unit as viewed from a specifically selected viewpoint. Photo simulations that illustrate project design elements proposed under each build alternative were created to predict viewer responses to changes in the visual environment at each viewpoint. Viewer groups consist of travelers and neighbors and subgroups of each as described in Section 3.2.

As described in Sections 2.6 and 2.7 of this report, 26 key viewpoints were selected for photo simulation from the 190 representative viewpoint locations documented during field review (see Figure 6 and Appendix A: Map 4). A representative photograph from each of the 190 viewpoints within the AVE is provided in Appendix B. This photo log identifies the viewpoint location, direction of view, and the landscape unit in which the photo was taken.

Photo simulations were created for each of the 26 selected viewpoints to compare existing (No Build Alternative) conditions to visual conditions anticipated under the Viaduct Alternative and the Community Grid Alternative. As described in Section 2.8, the simulations depict the structural components of the project proposed under each alternative in the accurate location and scale that they would be seen in a potential viewer's field of vision. The simulations include the removal of existing buildings and other structures, roadway improvements to affected surface streets, and enhancement of streetscapes. As described in Section 2.8, the photo simulations of the Build Alternatives are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state. Photo simulations used in the analysis of potential impacts are provided in Appendix C.

As described in Section 2.9 of this VIA, the impact analysis considers a variety of factors in comparing each Build Alternative to existing conditions. The evaluation of compatibility in visual character considers project scale, form, color, and texture/materials. In each simulation, an alternative is considered compatible if the environment can absorb the proposed project and the environment has compatible or similar visual character. The impact analysis also considers the sensitivity of viewer groups to changes in visual quality by anticipating their response to project alternatives. Viewer sensitivity is determined by considering viewer exposure (proximity, extent and duration) and awareness (attention, focus, protection) (FHWA 2015). For instance, viewer sensitivity is considered high if viewer exposure is considered high, if awareness of the changes in visual character is considered prominent, and/or if the viewer would be otherwise perceptive of changes in the visual environment. The potential visual effect of each Build Alternative is evaluated relative to the existing character and quality of the visual environment.

The viewpoint rating sheets that provided the basis for the impact analysis are included in Appendix D. Viewer sensitivity and overall project compatibility at each selected viewpoint are summarized in Table 4-1.

Figure 6. Simulation Viewpoints

Table 4-1. Summary of Viewer Sensitivity and Project Compatibility for Selected Viewpoints.

Selected Viewpoint	Landscape Unit	Overall Viewer Sensitivity ⁽¹⁾	Overall Project Compatibility ⁽²⁾		
			No Build	Viaduct	Community Grid
1	Urban Downtown Core	Moderate	Incompatible	Incompatible	Incompatible
2	Urban Downtown Core	High	Incompatible	Incompatible	Compatible
3	Urban Downtown Core	High	Incompatible	Incompatible	Compatible
4	Urban Downtown Core	High	Incompatible	Incompatible	Compatible
5	Urban Downtown Core	Moderate	Incompatible	Incompatible	Incompatible
6	Urban Institutional Campus	High	Incompatible	Incompatible	Compatible
7	Urban Institutional Campus	High	Incompatible	Incompatible	Compatible
8	Urban Institutional Campus	Low	Incompatible	Compatible	Compatible
9	Urban Downtown Core	Low	Compatible	Incompatible	Compatible
10	Transportation Corridor Commercial Arterial	High	Incompatible	Incompatible	Compatible
11	Transportation Corridor Commercial Arterial	Low	Compatible	Compatible	Compatible
12	Transportation Corridor Commercial Arterial	Moderate	Incompatible	Incompatible	Compatible
13	Transportation Corridor Commercial Arterial	Low	Compatible	Compatible	Compatible
14	Transportation Corridor Commercial Arterial	Moderate	Compatible	Compatible	Compatible
15	Transportation Corridor Commercial Arterial	Moderate	Compatible	Compatible	Compatible
16	Transportation Corridor Highway	Moderate	Compatible	Incompatible	Incompatible
17	Transportation Corridor Highway	Moderate	Compatible	Compatible	Compatible
18	Transportation Corridor Highway	High	Incompatible	Incompatible	Compatible
19	Urban Neighborhood Residential	Moderate	Compatible	Incompatible	Compatible
20	Urban Neighborhood Residential	High	Incompatible	Incompatible	Compatible
21	Urban Neighborhood Residential	High	Incompatible	Incompatible	Compatible
22	Urban Neighborhood Residential	High	Incompatible	Incompatible	Incompatible
23	Urban Neighborhood Mixed Use	High	Compatible	Incompatible	Incompatible
24	Urban Neighborhood Mixed Use	High	Compatible	Incompatible	Incompatible
25	Urban Neighborhood Mixed Use	Low	Compatible	Compatible	Compatible
26	Urban Legacy Industrial	High	Incompatible	Compatible	Compatible

- 1.) Viewer sensitivity is based on viewer exposure (i.e., proximity, extent, and duration) and viewer awareness of the project (i.e., attention, focus, protection). Viewer sensitivity is considered high if viewer exposure is considered high, if awareness of the changes in visual character is considered prominent, and/or if the viewer would be otherwise perceptive of changes in the visual environment. Viewpoints with high viewer sensitivity include those within a relatively short distance to the project, many potential viewers, long duration views, locations from which the project is a prominent feature or focal point in the view, and/or visually sensitive areas.
- 2.) Compatibility considers project scale, form, color, and texture/materials. In each simulation, an alternative is considered compatible if the environment can absorb the proposed project and the environment has compatible or similar visual character.

As described in Section 2.9, existing visual quality at each selected viewpoint was rated by a panel of registered landscape architects in terms of project vividness, intactness and unity within a viewer's field of vision based on photographs taken during field reconnaissance. Existing visual quality was assigned a numerical score by the panel, which considered the landscape unit and potentially affected viewer groups for each viewpoint. Visual quality was rated on a scale of 0.1 to 5.0 with a score of 0.1 to 2.0 indicating low visual quality, a score of 2.1 to 3.0 indicating moderate visual quality, and a score of 3.1 to 5.0 indicating moderately high to high visual quality. In addition, the panel evaluated the visual quality (using the same scoring criteria) for the Viaduct and Community Grid Alternatives based on photo simulations. The visual quality ratings for each Build Alternative were then compared to the visual quality score for the Existing Conditions/No Build Alternative to determine the degree of potential visual impact for each Build Alternative. In instances where the visual quality score for either Build Alternative (relative to existing conditions) increased, the degree of impact is noted as "beneficial". In instances where the visual quality score for either Build Alternative (relative to existing conditions) decreased, the degree of impact is noted as "adverse". In instances where there is no change (or a *de minimis* change) in visual quality between existing conditions and either Build Alternative, the degree of impact is noted as "neutral". Copies of the rating evaluation forms completed by the panel are included in Appendix D. The overall visual quality scores and degree of impact for each viewpoint for the Viaduct and Community Grid Alternatives (relative to existing conditions) are summarized in Table 4-2.

Table 4-2. Visual Impact Summary for Selected Viewpoints

Selected Viewpoint	Landscape Unit	Evaluation of Visual Quality ⁽¹⁾			Degree of Impact ⁽²⁾	
		Existing/ No Build	Viaduct	Grid	Viaduct	Grid
1	Urban Downtown Core	1.8	1.6	1.8	Neutral	Neutral
2	Urban Downtown Core	1.7	1.2	2.3	Adverse	Beneficial
3	Urban Downtown Core	1.4	1.1	2.2	Adverse	Beneficial
4	Urban Downtown Core	2.3	1.5	3.7	Adverse	Beneficial
5	Urban Downtown Core	1.7	1.4	2.2	Adverse	Beneficial
6	Urban Institutional Campus	1.3	1.0	3.6	Adverse	Beneficial
7	Urban Institutional Campus	1.4	1.6	3.2	Neutral	Beneficial
8	Urban Institutional Campus	0.9	2.0	2.8	Beneficial	Beneficial
9	Urban Institutional Campus	2.8	2.5	3.1	Adverse	Beneficial
10	Transportation Corridor Commercial Arterial	1.4	1.3	3.0	Neutral	Beneficial
11	Transportation Corridor Commercial Arterial	1.8	1.6	2.9	Neutral	Beneficial
12	Transportation Corridor Commercial Arterial	1.6	1.3	2.9	Adverse	Beneficial
13	Transportation Corridor Commercial Arterial	1.9	1.9	3.1	Neutral	Beneficial
14	Transportation Corridor	2.0	2.0	2.6	Neutral	Beneficial

Selected Viewpoint	Landscape Unit	Evaluation of Visual Quality ⁽¹⁾			Degree of Impact ⁽²⁾	
		Existing/No Build	Viaduct	Grid	Viaduct	Grid
	Commercial Arterial					
15	Transportation Corridor Commercial Arterial	1.4	1.9	1.9	Beneficial	Beneficial
16	Transportation Corridor Highway	1.4	1.1	1.1	Adverse	Adverse
17	Transportation Corridor Highway	2.0	2.0	2.0	Neutral	Neutral
18	Transportation Corridor Highway	1.2	1.8	3.3	Beneficial	Beneficial
19	Urban Neighborhood Residential	2.3	1.7	3.2	Adverse	Beneficial
20	Urban Neighborhood Residential	1.1	1.3	3.8	Beneficial	Beneficial
21	Urban Neighborhood Residential	1.6	1.6	3.4	Neutral	Beneficial
22	Urban Neighborhood Residential	0.9	1.0	1.9	Neutral	Beneficial
23	Urban Neighborhood Mixed Use	4.1	1.2	1.4	Adverse	Adverse
24	Urban Neighborhood Mixed Use	2.4	1.0	1.1	Adverse	Adverse
25	Urban Neighborhood Mixed Use	2.2	2.4	2.4	Neutral	Neutral
26	Urban Legacy Industrial	1.4	3.1	3.1	Beneficial	Beneficial
<p>1.] Visual Quality Rating Intervals: 0.1 to 2.0 Low Visual Quality 2.1 to 3.0 Moderate (Average) Visual Quality 3.1 to 4.0 Moderately High Visual Quality 4.1 to 5.0 High Visual Quality</p> <p>2.] The evaluation of visual quality compares the Viaduct Alternative to the Existing Conditions/No Build Alternative and the Community Grid Alternative to the Existing Conditions/No Build Alternative. Any positive difference or increase in score for a Build Alternative compared to the Existing Conditions/No Build Alternative of more than 0.2 is considered a beneficial change in visual quality. A negative difference or decrease in score for a Build Alternative compared to the Existing Conditions/No Build Alternative of more than 0.2 is considered an adverse change in visual quality. Any changes in visual quality of 0.2 or less is a "neutral" change or degree of impact.</p>						

A discussion of visual quality and potential impacts for each Build Alternative follows in Sections 4.2 and 4.3 of this report. The discussion of impacts is followed by a description of possible measures that could be implemented to mitigate potentially adverse visual impacts (Section 4.4). Mitigation considers avoidance, minimization, compensation or enhancement in order of priority and preference (FHWA 2015).

4.2 Discussion of Visual Impacts by Landscape Unit and Viewpoint

The potential visual impacts identified for each Build Alternative at each of the 26 key viewpoints summarized in Tables 4-1 and 4-2 are discussed below. The descriptions of these key viewpoints are organized by landscape unit. This includes a description of the existing conditions and changes to the visual environment (based on evaluation of photographs and simulations) for each landscape unit where potential visual impacts are anticipated. The photo simulations used in the analysis are included as inset Figures in the following discussion. Larger-scale versions of the photo simulations are provided in Appendix C.

4.2.1 Downtown Core

Viewpoints 1, 2, 3, 4, and 5 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the downtown core landscape unit.



Figure 7-a. Viewpoint 1 – Existing Conditions

Clinton Square, South Salina Street at Erie Boulevard, view to the north.

Viewpoint 1

Existing View

The existing view from Viewpoint 1 is to the north from the intersection of South Salina Street (U.S. Route 11) and Erie Boulevard East (NYS Route 5), which is the northeast corner of Clinton Square in downtown Syracuse. The I-81/I-690 interchange area provides a focal point in the view, which is framed by existing multi-story buildings along both sides of North Salina Street, which provide a sense of enclosure between the interstates and buildings. Clinton Square is a highly used civic space that hosts special events throughout most of the year. The linear form and materials that comprise the overpasses contrast with their surroundings, particularly in color and materials with nearby buildings. Viewer groups include commuters, pedestrians and building occupants of nearby buildings and businesses as well as event participants that take part in civic events and celebrations. Viewer sensitivity is considered moderate given that many commuters, pedestrians and event patrons have relatively short duration views of the interstates in the distance and viewer awareness and attention in the vicinity may be focused elsewhere.



Figure 7-b. Viewpoint 1 – Simulation of Viaduct Grid Alternative
Clinton Square, South Salina Street at Erie Boulevard, view to the north.



Figure 7-c. Viewpoint 1 – Simulation of Community Grid Alternative
Clinton Square, South Salina Street at Erie Boulevard, view to the north.

Viaduct and Community Grid Alternatives

Project changes being proposed for the I-81/I-690 interchange area north of Viewpoint 1 are visually similar for both the Viaduct Alternative and Community Grid Alternative. Both alternatives result in reconfiguration of elevated segments of connecting ramps between the interstates. Some elevated segments over North Salina Street may require these ramps to be higher under the Viaduct Alternative. Changes in the project footprint result in a wider right-of-way shifting the overpasses farther south than present configurations. This southward shift would alter visual character and compatibility by potentially increasing contrast in scale, form, color and materials with surrounding areas. Viewer exposure and awareness would also increase because of these changes as proximity to the project from this viewpoint decreases and scale increases. These anticipated changes may be considered important to some viewer groups, including those attending events at Clinton Square. Regardless of which alternative is selected, the overall change in visual quality from this viewpoint is considered neutral.



Figure 8-a. Viewpoint 2 – Existing Conditions
Erie Boulevard at Montgomery Street, view to the east.

Viewpoint 2

Existing View

The existing view from Viewpoint 2 is along Erie Boulevard East (NYS Route 5) at Montgomery Street near the Erie Canal Museum. These views include the Erie Boulevard corridor with commercial businesses on the south side of Erie Boulevard and the I-81 viaduct along the north side. This is an area characterized by hardscape materials (paved streets, sidewalks and parking lots), roadway signage and lighting, interrupted only occasionally by scattered street trees and the grassed embankments on highway right-of-way along I-81 and I-690. Viewer groups are mostly commuters, pedestrians and building occupants, including patrons of nearby commercial businesses. The curvilinear form of the viaduct contrasts with its surroundings, but this contrast is softened by existing vegetation. Sunlight and shadows tend to highlight the viaduct at different times of the day. Viewer sensitivity is considered high given the proximity to a public interpretive historic site (the Erie Canal Museum) and that most commuters and pedestrians have frequent and unobstructed, but relatively short duration, views of the project from this location. Building occupants and business patrons in this vicinity may experience longer duration views of the project.



Figure 8-b. Viewpoint 2 –Simulation of Viaduct Alternative
Erie Boulevard at Montgomery Street, view to the east.

Viaduct Alternative

The Viaduct Alternative would substantially alter the visual environment from this location due to changes in the footprint and location of the I-81 viaduct, particularly because it would cross over Erie Boulevard to the west of its present location. This alternative would necessitate the removal of buildings on the south side of Erie Boulevard. The project's compatibility with its surroundings would essentially remain unchanged because of the use of similar design features and construction materials along the new viaduct. The removal of buildings, however would create additional views of the viaduct from Erie Boulevard looking to the south. These views are presently screened by existing buildings. This removal of buildings would also create gaps in the street wall along Erie Boulevard. Viaduct construction may also require removal of existing mature trees in proximity to the interstate for equipment access. Although these trees would be replaced their loss would create additional views of the viaduct until maturity is reached. The overall degree of visual impact from this location is adverse primarily due to the increased scale of the viaduct and the increased exposure and contrast between the linear viaduct and vertical concrete support columns with surrounding surface streets and other horizontal features in the landscape.



Figure 8-c. Viewpoint 2 – Simulation of Community Grid Alternative
Erie Boulevard at Montgomery Street, view to the east.

Community Grid Alternative

The Community Grid Alternative substantially changes the visual character and visual quality experienced from Viewpoint 2. Removal of the I-81 viaduct along Erie Boulevard would create extended views of the corridor to the east and provides opportunities to enhance streetscaping on the northern side of Erie Boulevard. I-690 would still parallel Erie Boulevard, but street trees over time would screen the interstate from some locations, such as near the Erie Canal Museum. Under this alternative no buildings would need to be removed on the south side of the boulevard, which would maintain the existing urban fabric in the area. In addition, removal of the viaduct would result in a greater sense of visual continuity along the corridor. The overall visual change from this location is considered beneficial.



Figure 9-a. Viewpoint 3 – Existing Conditions
Erie Boulevard at Montgomery Street, view to the northwest.

Viewpoint 3

Existing View

The existing view from Viewpoint 3 is along Erie Boulevard East (NYS Route 5) at Montgomery Street near the Erie Canal Museum looking northwest. These views include the Erie Boulevard corridor with commercial businesses on the south side of Erie Boulevard and the I-81 viaduct along the north side. Like the view from Viewpoint 2, this is an area characterized by hardscape materials (paved streets, sidewalks and parking lots), roadway signage and lighting interrupted only occasionally by scattered street trees. Views to the northwest include the I-81 viaduct and I-690. Viewer groups are mostly commuters, pedestrians and building occupants, including patrons of nearby commercial businesses. The viaduct contrasts with its surroundings, but this contrast is softened at different times of the day when the viaduct is cast in shadows. Sunlight highlights the viaduct at other times of the day. Viewer sensitivity is considered high given the high public use of the area, the proximity to a public interpretive historic site (the Erie Canal Museum), and that most commuters and pedestrians have frequent and unobstructed, but relatively short duration, views of the project from this location. Building occupants and business patrons in this vicinity may experience longer duration views of the project.



Figure 9-b. Viewpoint 3 – Simulation of Viaduct Alternative
Erie Boulevard at Montgomery Street, view to the northwest.

Viaduct Alternative

The Viaduct Alternative would alter views from this location due to changes in the viaduct's footprint and widening of project right-of-way. This would necessitate the removal of buildings north of Erie Boulevard near James Street. The project's compatibility with its surroundings would remain the same despite a slight reduction in distance between the viaduct and this viewpoint. The removal of buildings would also extend views of the viaduct to the northwest, which are presently screened by existing buildings. The apparent increase in scale and the mass of the new viaduct would increase its contrast, particularly when sunlight highlights its vertical and linear form and contrast in materials with surrounding areas becomes greater. The change in visual quality from this location is considered adverse.



Figure 9-c. Viewpoint 3 – Simulation of Community Grid Alternative
Erie Boulevard at Montgomery Street, view to the northwest.

Community Grid Alternative

The Community Grid Alternative would affect views from this location due to the viaduct's removal. Under this alternative, existing buildings would not be removed and would continue to screen views of I-690 to the northwest. The existing I-81 viaduct would be replaced by the addition of an off-ramp from the I-81/I-690 interchange at Canal Street, modifications to surface streets, and opportunities for enhanced streetscaping and pedestrian features. There would be an increase in open space with removal of the viaduct. I-690 would remain visible from this location and continue to be in contrast with surrounding areas, but it can be screened to some extent by street trees and other plantings in the open space areas. The overall change in visual quality resulting from the Community Grid Alternative from this viewpoint is beneficial.



Figure 10-a. Viewpoint 4 – Existing Conditions

Connective Corridor - East Genesee Street between South McBride and Almond Street, view to the east.

Viewpoint 4

Existing View

Viewpoint 4 is located near East Genesee Street between South McBride Street and Almond Street. Views are directed east to the I-19 viaduct above East Genesee Street. The viaduct's compatibility in this area contrasts somewhat in form, color and materials with its surrounding context including the vertical nature of nearby multi-story buildings, particularly the Crowne Plaza Hotel on East Genesee Street. East Genesee Street is part of the Syracuse Connective Corridor. Design elements of the Connective Corridor include dedicated bike lanes, red-themed pedestrian-scale light posts, curb bump-outs to accommodate transit buses, street trees and other pedestrian amenities. Viewer groups include pedestrians, bicyclists, building occupants, commuters, transit riders and others passing through the area. Viewer sensitivity is considered high due to the high-public use of this corridor and recent streetscape enhancements.



Figure 10-b. Viewpoint 4 – Simulation of Viaduct Alternative

Connective Corridor - East Genesee Street between South McBride and Almond Street, view to the east.

Viaduct Alternative

The Viaduct Alternative would result in changes in visual character and visual quality due to the required increase in project footprint, necessitating an increase in right-of-way width to the west of its present location to accommodate the viaduct and ramps. These changes will increase project incompatibility with its surrounding context because of increased visibility and greater contrast of form, scale, colors and materials. Viewer awareness and exposure would also increase from this viewpoint due to the decrease in proximity, greater attention being drawn to the project by moving traffic along the interstate, and more focused views across East Genesee Street. The overall change in visual quality from this viewpoint is adverse, particularly due to the linear form of the viaduct that contrasts with surrounding forms and the concrete support structures that block views of motorists, pedestrians and bicyclists along East Genesee Street and adjoining streets



Figure 10-c. Viewpoint 4 – Simulation of Community Grid Alternative

Connective Corridor - East Genesee Street between South McBride and Almond Street, view to the east.

Community Grid Alternative

The removal of the I-81 viaduct as part of the Community Grid Alternative would substantially alter views and the visual character of the area from Viewpoint 4. The removal of the viaduct would result in open views of Forman Park across Almond Street. This area is presently obscured in the shadow of the existing viaduct. Eliminating these shadow affects improves the visual quality of the area for various viewer groups including motorists, bicyclists and pedestrians. There would be an increase in visibility and longer-distance views along East Genesee Street and of the Connective Corridor, adding a greater sense of landscape unity and continuity along the corridor. Greater attention may be focused on these recent improvements in this area that include the enhanced streetscape and pedestrian amenities. This alternative increases the project's compatibility with surrounding areas. The overall degree of visual change at this location is beneficial due to the removal of the elevated viaduct and creation of extended views to the east.



Figure 11-a. Viewpoint 5 – Existing Conditions
South Townsend Street at East Washington Street, view to the north.

Viewpoint 5

Existing View

The existing view from Viewpoint 5 along South Townsend Street at East Washington Street includes the I-81 viaduct and I-690 overpasses north of East Water Street framed by existing buildings along both sides of South Townsend Street. The area near the overpasses includes the Townsend Street exit from westbound I-690. This is an area characterized by buildings set at the edge of the public right-of-way adjacent to vehicular travel lanes. The historic character of the red-brick buildings along Townsend Street provide a strong sense of place. The existing overpasses contrast in form and materials from nearby buildings and provide the enclosure of views looking north. Viewers include commuters, building occupants, business patrons and pedestrians. Viewer sensitivity is moderate. The duration of views varies from brief for commuters to longer, more frequent views for building occupants.



Figure 11-b. Viewpoint 5 – Simulation of Viaduct Alternative
South Townsend Street at East Washington Street, view to the north.

Viaduct Alternative

The increased footprint of the I-81 Viaduct Alternative would alter visual character somewhat from Viewpoint 5 by bringing the viaduct slightly south of East Water Street, necessitating the removal of some buildings along South Townsend Street. The change in proximity to the I-81 viaduct would increase visual incompatibility with the context of surrounding buildings and areas along South Townsend Street due to contrast in scale, form, materials and color of the project. This would affect several viewer subgroups at this location including commuters, pedestrians and building occupants along South Townsend Street. The degree of visual impact from this location is considered adverse.



Figure 11-c. Viewpoint 5 – Simulation of Community Grid Alternative
South Townsend Street at East Washington Street, view to the north.

Community Grid Alternative

The Community Grid Alternative would eliminate the I-81 viaduct from Viewpoint 5. As shown in the rendering, the I-690 overpass would remain north of East Water Street. Under this alternative no buildings would be removed along South Townsend Street; therefore, the overall visual character and project compatibility would improve with removal of the I-81 viaduct, but contrast with the I-690 overpass would remain. However, the view that includes I-690 improves because the more highly elevated I-81 viaduct is eliminated that contributed to existing contrast with the sky and other background features. The overall degree of visual change under this alternative is considered beneficial.

4.2.2 Urban Institutional Campus

Viewpoints 6, 7, 8, and 9 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Urban Institutional Campus landscape unit.



Figure 12-a. Viewpoint 6 – Existing Conditions

Upstate Medical University Parking Garage – Almond Street at Harrison Street, view to the north-northwest.

Viewpoint 6

Existing View

Viewpoint 6 is a representative elevated view of the I-81 viaduct looking northwest from the western edge of the University Hill neighborhood near the SUNY Upstate Medical University campus. These views are dominated by the hardscape materials that comprise the viaduct, interstate ramps and surface streets at the intersection of Almond Street and Harrison Street. Views of the urban landscape from this location highlight the linear form of the viaduct, but there is not substantial contrast in scale, color, and the hardscape textures in this area from this location. In this view the shadow effect of the viaduct influences the visual quality of viewer groups by creating contrast between alternating areas of light and shadow. Viewer sensitivity is high due to the elevated, open views of the project and city that are available to occupants of the many institutional buildings in the neighborhood. Other viewers include commuters, such as employees, students and patients of the hospitals and medical facilities nearby.



Figure 12-b. Viewpoint 6 – Simulation of Viaduct Alternative

Upstate Medical University Parking Garage – Almond Street at Harrison Street, view to the north-northwest.

Viaduct Alternative

The Viaduct Alternative alters the visual character of views from this viewpoint due to the increased mass and scale of the new viaduct. The overall increase in the width and height of the project results in the viaduct becoming more visually dominant in foreground and mid-ground. This alternative requires the removal of several downtown buildings that extend views of the elevated surface of the viaduct to the north and northwest. Surface streets and areas adjacent to the project corridor would experience an increase in the shadowing effects of the viaduct due to its increased scale. Viewer exposure and awareness of the project is increased resulting from its increased scale and greater emphasis on its linear form. This alternative would require some modifications to traffic and pedestrian movement along Almond Street and introduce more streetscaping and natural materials alongside the project corridor. The new viaduct is brought closer to adjacent buildings and obscures views to surrounding areas. The overall change in visual quality from this location is considered slightly adverse due to the increased visual dominance of the viaduct corridor in nearby (foreground) and more distant (mid-ground) views to the northwest.



Figure 12-c. Viewpoint 6 – Simulation of Community Grid Alternative
Upstate Medical University Parking Garage – Almond Street at Harrison Street, view to the north-northwest.

Community Grid Alternative

The Community Grid Alternative substantially alters visual character with the removal of the viaduct. Views under this alternative shift focus to a more unified urban landscape visually connecting areas with the use of similar forms, colors and materials. Surface streets are visually connected through use of hardscape textures and natural materials including grassed medians and street trees connected to travel lanes, sidewalks, crosswalks and bike lanes. Continuity of the landscape in foreground and mid-ground views increases dramatically. The removal of the viaduct also affords views of more distant surrounding areas and the contrasting shadow effects of the viaduct are eliminated. Viewer awareness and exposure to more distant parts of the City to the north and northwest are created resulting in a more unified urban landscape. The overall change in visual quality is beneficial due primarily to greater visual unity and introduction of natural materials and colors into the landscape.



Figure 13-a. Viewpoint 7 – Existing Conditions
Harrison Street at Almond Street, view to the west.

Viewpoint 7

Existing View

Viewpoint 7 is looking west across and under the I-81 viaduct from the Harrison Street and Almond Street intersection east of the I-81 corridor. Most viewers at this location are commuters destined to and from the University Hill neighborhood as either employees, medical patients and/or students at neighborhood institutions that include local hospitals and Syracuse University. Viewer sensitivity is high due to the high public use of the area. The visual character is dominated by these local thoroughfares, vehicular traffic moving through the area and parking areas. The existing viaduct is a highly visible and spatially dominant part of the environment in this landscape unit. At ground level the viaduct contrasts with surrounding urban areas due to its linear form and alternating periods of daylighting and shadowing of the interstate corridor that blocks views to and from underneath the viaduct.



Figure 13-b. Viewpoint 7 – Simulation of Viaduct Alternative
Harrison Street at Almond Street, view to the west.

Viaduct Alternative

The Viaduct Alternative would result in a new viaduct that is approximately 30 to 35 feet high and approximately 76 to 86 feet wide (10 to 15 feet higher and 10 to 20 wider than the existing highway) at this location. This alternative would result in some reconfiguration of local streets to improve traffic flow and pedestrian movement along the Almond Street and Harrison Street corridors. Because of the increase in scale of the new viaduct viewer awareness of the project may increase. The overall change in visual character and quality is considered neutral.



Figure 13-c. Viewpoint 7 – Simulation of Community Grid Alternative
Harrison Street at Almond Street, view to the west.

Community Grid Alternative

The Community Grid Alternative would substantially alter the visual character of the area from this viewpoint. The removal of the viaduct would improve visual continuity looking west along Harrison Street, creating a focused line-of-sight to the OnCenter conference center and other downtown venues seen in the distance. The elimination of the viaduct creates a unified urban landscape with a greater balance between vehicle and pedestrian areas and the use of natural and hardscape materials. The shadow effects of the viaduct would be eliminated improving viewer visual quality. Extended views would be created for various viewer subgroups including commuters, transit riders, pedestrians and bicyclists passing through this area. The overall change in visual quality resulting from this alternative is beneficial.



Figure 14-a. Viewpoint 8 – Existing Conditions

Renwick Avenue and Van Buren Street, view to the southwest.

Viewpoint 8

Existing View

Viewpoint 8 is located near the northwest corner of the Syracuse University campus at the intersection of Renwick Avenue and Van Buren Street just east of the I-81 corridor in the University Hill neighborhood. This viewpoint is looking to the southwest towards the I-81 viaduct, the New York Susquehanna and Western Railway overpass, Renwick Avenue and Fineview Place. This is an area where these transportation corridors merge and cross. Nearby land use is commercial and light industrial. Viewer groups are mostly commuting motorists and pedestrians. Viewer sensitivity is considered low and views are of short duration.



Figure 14-b. Viewpoint 8 – Simulation of Viaduct Alternative
Renwick Avenue and Van Buren Street, view to the southwest.

Viaduct Alternative

The Viaduct Alternative would require modification of surface streets at this location. These modifications would provide opportunities to incorporate streetscaping and pedestrian amenities within the public right-of-way. New street trees, sidewalks, crosswalks, lighting and a dedicated bike path would substantially enhance the pedestrian environment. Viewers would have views of the viaduct, retaining walls and grassed embankments to the west. Viewers would continue to include commuters, nearby residents and others in the nearby neighborhoods who may be passing through this area. The overall change in visual conditions is considered beneficial due to these improvements.



Figure 14-c. Viewpoint 8 – Simulation of Community Grid Alternative
Renwick Avenue and Van Buren Street, view to the southwest.

Community Grid Alternative

The Community Grid Alternative would result in the viaduct's removal and the realignment and modification of surface streets including Renwick Avenue. These changes would include streetscaping with new street trees, pedestrian features, including sidewalks and crosswalks, a dedicated bike path and concrete retaining walls due to the change in topography at this location. Viewers, including nearby residents and commuters to and from the University Hill neighborhood, would experience these changes. These views would also include the grassed embankments of the existing railroad tracks that parallel the project corridor. The change in visual character and quality is beneficial due to these roadway and roadside improvements.



Figure 15-a. Viewpoint 9 – Existing Conditions

St. Joseph's Hospital Parking Garage – Prospect and North Townsend Streets, view to the south-southeast.

Viewpoint 9

Existing View

The existing view from Viewpoint 9 near St. Joseph's Hospital Health Center in the Prospect Hill neighborhood is to the southeast towards the Syracuse University Campus and the University Hill neighborhood visible near the southern horizon. Mid-ground views of the I-81 viaduct clearly show the contrast between the linear form of the interstate and the vertical form of multi-story buildings in surrounding areas. As seen from this vantage point, I-81 is elevated above tree tops and only partially screened by a mix of intervening vegetation and buildings. The viaduct at times is cast in its own shadows when backlit by the sun which softens its appearance from views looking south. Project compatibility results from the screening effects of vegetation and influenced by directional lighting of the sun. Viewer groups include institutional building occupants and residents in the neighborhood. Viewer sensitivity is considered low. Some viewers from this location may have more frequent and relatively long duration views of the I-81 viaduct, particularly from elevated portions of nearby buildings.



Figure 15-b. Viewpoint 9 – Simulation of Viaduct Alternative

St. Joseph's Hospital Parking Garage – Prospect and North Townsend Streets, view to the south-southeast.

Viaduct Alternative

The Viaduct Alternative would result in some changes to visual character from this landscape unit. Views would be altered primarily due to an increase in the elevation of the viaduct through this area and the elimination of some existing screening by buildings and vegetation. Although these changes would not dramatically alter views from this location the linear form of the viaduct within the context of its surroundings would be more visible. Visibility and viewer awareness of the project may be heightened because of the removal of some vegetation and buildings that currently screen the viaduct. The overall change in visual quality is slightly adverse.



Figure 15-c. Viewpoint 9 – Simulation of Community Grid Alternative

St. Joseph's Hospital Parking Garage – Prospect and North Townsend Streets, view to the south-southeast.

Community Grid Alternative

The Community Grid Alternative would result in the removal of the I-81 viaduct from the landscape. Replacement of the viaduct with new or modified surface streets along the project corridor would not be highly visible from this viewpoint due to the screening effects of intervening vegetation, existing topography and existing buildings. Project compatibility would increase due to the viaduct's removal which would create views of more open space and vegetation. Viewer awareness of the project would also decrease. This change in visual quality is slightly beneficial.

4.2.3 Transportation Corridor – Commercial Arterial

Viewpoints 10, 11, 12, 13, 14, and 15 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Transportation Corridor – Commercial Arterial landscape unit.



Figure 16-a. Viewpoint 10 – Existing Conditions

Erie Boulevard between South State and South Townsend Streets, view to the east.

Viewpoint 10

Existing View

The existing view from Viewpoint 10 along Erie Boulevard East (NYS Route 5) between South State Street and South Townsend Street includes the wide corridor of Erie Boulevard with commercial businesses on the south side of the corridor and the I-81 viaduct and I-690 along the north side. These views are like Viewpoint 2, but the major difference is the shortened distance between the viewpoint and the viaduct over Erie Boulevard. This is an area characterized by hardscape pavements (streets, sidewalks and paved parking lots), roadway signage and lighting, interrupted occasionally by scattered street trees and grassed embankments within the public right-of-way along I-81 and I-690. Viewer groups are mostly commuters, including those entering and exiting I-690 at Townsend Street. Viewers also include pedestrians and building occupants of nearby commercial businesses. The curvilinear form and materials of the viaduct contrast with its immediate surroundings. Viewer sensitivity is considered high given the high public use of the area and visual prominence of the project from this area.



Figure 16-b. Viewpoint 10 – Simulation of Viaduct Alternative

Erie Boulevard between South State and South Townsend Streets, view to the east.

Viaduct Alternative

The Viaduct Alternative alters the view from Viewpoint 10 due to changes in the project footprint and location of the I-81 viaduct. The southbound overpass would cross over Erie Boulevard to the west of its present location (i.e., closer to the viewer). Viaduct support columns would block views from motorists and pedestrians using Erie Boulevard. The viaduct would also create alternating shadow areas that would affect these viewers. This alternative would necessitate the acquisition and removal of buildings on the south side of Erie Boulevard. The removal of buildings reduces the density of the built environment, but results in greater visibility of the viaduct. The proposed removal of buildings would create gaps in the street wall along Erie Boulevard. Viewers, including commuters and building occupants, may become more sensitive to views because of the increase in overall viaduct visibility. The overall change in visual quality from this viewpoint is considered neutral.



Figure 16-c. Viewpoint 10 – Simulation of Community Grid Alternative
Erie Boulevard between South State and South Townsend Streets, view to the east.

Community Grid Alternative

The Community Grid Alternative would alter visual character from Viewpoint 10. Removal of the I-81 viaduct and overpasses would result in open views along Erie Boulevard for eastbound and westbound commuters, pedestrians and others travelers. Removal of the viaduct creates opportunities to enhance streetscaping and pedestrian amenities within the right-of-way of Erie Boulevard. I-690 would remain visible parallel to Erie Boulevard. Grassed embankments on the I-690 right-of-way and City right-of-way along Erie Boulevard with street trees would over time partially screen and soften the appearance of I-690. Under this alternative, buildings would not be removed on the south side of Erie Boulevard. The compatibility of the project, by removal of the viaduct, would improve as views become less cluttered. Commuters and pedestrians along Erie Boulevard would experience extended views to the east with removal of the viaduct. The overall degree of visual change from this location is beneficial.



Figure 17-a. Viewpoint 11 – Existing Conditions

Crowne Plaza Parking Garage – Almond and East Fayette Streets, view to the north.

Viewpoint 11

Existing View

The existing view looking north along Almond Street, just south of the intersection of East Fayette Street, include the elevated segments of the I-81 northbound ramp to eastbound I-690 and the I-690 westbound ramp to I-81 southbound. This view is from the roof of a parking garage located adjacent to the Crowne Plaza Hotel near the Center of Excellence. This area is characterized by hardscape pavements (streets, sidewalks and parking lots), roadway signage and lighting. Mature deciduous trees are present just east of I-81 as are lawn areas on the landscaped grounds of nearby buildings. Viewer groups are mostly commuters, pedestrians and building occupants of nearby commercial businesses. The linear form and materials that comprise the viaduct's connecting ramps contrast with immediate surroundings especially set against the skyline of buildings near the Hawley Green neighborhood on the northern horizon. Viewer sensitivity is considered low. However, building occupants in nearby high rise buildings, including the Crown Hotel and Center of Excellence, may have more frequent and longer duration views of the project.



Figure 17-b. Viewpoint 11 – Simulation of Viaduct Alternative
Crowne Plaza Parking Garage – Almond and East Fayette Streets, view to the north.

Viaduct Alternative

The Viaduct Alternative will result in the increased elevation of replacement connecting ramps between I-81 and I-690. Viaduct construction, including these new connecting ramps, will require the removal of buildings in the project area. Existing trees and other vegetation will also be removed, resulting in the creation of new areas of open space adjacent to the viaduct. The removal of buildings eliminates typical forms and materials that contribute to a dense urban landscape. This alternative also provides opportunities to enhance traffic and pedestrian movement along Almond Street and intersecting streets. These improvements would include reconfigured travel lanes, sidewalks, curb bump-outs, bike lanes and streetscaping enhancements including street trees and lighting. Changes in the footprint and configuration of the viaduct, including the connecting ramps as seen from this viewpoint, would become a more dominant part of the visual environment. The new ramps would continue to be a visual barrier to views of neighborhoods to the north. Viewer awareness and exposure to these changes would increase from both ground-level and elevated views from nearby streets and buildings. There would be both beneficial and adverse changes to the visual character of this area but the overall change in visual quality from this location is neutral.



Figure 17-c. Viewpoint 11 – Simulation of Community Grid Alternative
Crowne Plaza Parking Garage – Almond and East Fayette Streets, view to the north.

Community Grid Alternative

The Community Grid Alternative would result in the removal of the existing I-81 viaduct and connecting ramps to I-690 from this view. The elimination of the viaduct and these ramps would substantially alter the visual character of the area. These changes include the partial removal of the visual barrier to neighborhoods to the north. Although I-690 would remain in place, the highway would become a less dominant part of the landscape. Opportunities for improving visual character of the area include reconfigured travel lanes along Almond Street and intersecting streets, vegetated medians separating northbound and southbound traffic on Almond Street, streetscaping enhancements including sidewalks, crosswalks, bike lanes and other pedestrian amenities. These amenities would enhance the pedestrian experience by adding human scale elements into the landscape. Viewer groups would have increased views of these changes from ground level and from elevated views in nearby buildings. The overall change in visual character and quality is beneficial.



Figure 18-a. Viewpoint 12 – Existing Conditions

Erie Boulevard between Forman Avenue and Almond Street, view to the west.

Viewpoint 12

Existing View

The existing view from Viewpoint 12 is looking west along Erie Boulevard East (NYS Route 5) between Forman Avenue and Almond Street and includes elevated segments of the elevated connector ramps between I-81 and I-690. The I-81 viaduct is slightly farther to the west of these ramps (i.e., further from the viewer). Viewers include commuters and building occupants, some pedestrian use and patrons of commercial businesses along Erie Boulevard. This area is characterized by hardscape pavements (streets, sidewalks and parking lots), roadway signage, utilities and lighting. The horizontal, linear form and materials that comprise the viaduct contrast with its immediate surroundings, including the vertical lines and massing of iconic downtown buildings (such as the State Tower Building) in the distance. Viewer sensitivity is considered moderate given that most commuters and pedestrians have relatively short duration views of the interstates, but building occupants experience more prolonged views.



Figure 18-b. Viewpoint 12 – Simulation of Viaduct Alternative

Erie Boulevard between Forman Avenue and Almond Street, view to the west.

Viaduct Alternative

The Viaduct Alternative results in exposing views of highway connecting ramps between I-81 and I-690 and structural details such as the tall concrete support columns. The project would be more visible from this location due to the increased elevations of the ramps and new viaduct and the increased contrast in horizontal and vertical structures. The viaduct's location and footprint would be enlarged requiring the removal of vegetation and some buildings on the south side of Erie Boulevard. The result of removing these trees and buildings would decrease the density of the urban fabric and increase viewer awareness of the viaduct from this viewpoint. The overall change in visual quality is considered slightly adverse.



Figure 18-c. Viewpoint 12 – Simulation of Community Grid Alternative
Erie Boulevard between Forman Avenue and Almond Street, view to the west.

Community Grid Alternative

The Community Grid Alternative would result in the removal of the I-81 viaduct and its connecting ramps to and from I-690, resulting in open views along Erie Boulevard and the northern portions of the downtown skyline. The increased visibility of downtown results in greater project compatibility with its visual environment and greater sense of unity and intactness in the urban landscape. Viewer sensitivity would be altered as well. Viewers would experience extended views to the west creating visual continuity along Erie Boulevard with the downtown skyline. The change in visual character and quality is beneficial, primarily due to the increased sense of unity and intactness in the urban landscape.



Figure 19-a. Viewpoint 13 – Existing Conditions
South Crouse Avenue at East Fayette Street, view to the north.

Viewpoint 13

Existing View

Viewpoint 13 is located at East Fayette Street and South Crouse Avenue. The existing view looking north includes the I-690 overpass on Crouse Avenue north of Erie Boulevard. This view includes the intersection of several cross streets including Erie Boulevard, East Washington Street and East Water Street. Viewer subgroups include commuters that use Crouse Avenue to and from the University Hill neighborhood, pedestrians and commercial building occupants. Viewer sensitivity from this location is considered low.



Figure 19-b. Viewpoint 13 – Simulation of Viaduct Alternative
South Crouse Avenue at East Fayette Street, view to the north.

Viaduct Alternative

The Viaduct Alternative would have little effect on visual conditions along South Townsend Street near Viewpoint 13. Views to the I-690 overpass will generally remain the same. Improvements to South Crouse Avenue are not proposed under this alternative. Project compatibility and viewer awareness of the project from this location would not change, therefore, the overall degree of visual change is considered neutral.



Figure 19-c. Viewpoint 13 – Simulation of Community Grid Alternative
South Crouse Avenue at East Fayette Street, view to the north.

Community Grid Alternative

Improvements to traffic flow along South Crouse Avenue and the public right-of-way are proposed under the Community Grid Alternative. These improvements include 2 northbound and 2 southbound travel lanes and streetscaping enhancements including street trees, sidewalks and crosswalks. Commuters and others passing through the area, including pedestrians as well as commercial building occupants would see these changes. The overall degree of visual change is beneficial due to these improvements.



Figure 20-a. Viewpoint 14 – Existing Conditions

Irving Avenue at Wellington Place, view to the north.

Viewpoint 14

Existing View

Viewpoint 14 is located on Irving Avenue near Wellington Place, approximately 3 blocks east of the I-81 viaduct and 3 blocks south of I-690. The view is looking to the north to an existing building located on the north side of East Water Street. This viewpoint was selected to show an element of the Community Grid Alternative that extends Irving Avenue from its current terminus at East Fayette Street (shown in the foreground view in the above photograph from this viewpoint), northward to connect to East Water Street or Erie Boulevard. Viewers include commuters, pedestrians, building occupants and others that may be passing through this area. Viewer sensitivity is considered moderate.



Figure 20-b. Viewpoint 14 – Simulation of Viaduct Alternative
Irving Avenue at Wellington Place, view to the north.

Viaduct Alternative

No changes are proposed to Irving Avenue under the Viaduct Alternative. Therefore, there would be no alteration of existing views from this Viewpoint and the overall degree of visual change is considered neutral.



Figure 20-c. Viewpoint 14 – Simulation of Community Grid Alternative
Irving Avenue at Wellington Place, view to the north.

Community Grid Alternative

The Community Grid Alternative includes redesign of existing traffic flow along Irving Avenue. This includes the extension of Irving Avenue northward to connect to East Water Street, as well as new northbound and southbound travel lanes with adjacent streetscaping enhancements. These changes would alter the visual character of the area by introducing vehicular traffic and pedestrian movement where it may be limited or does not currently exist. These changes are compatible with the context of the surrounding environment. Commuters and commercial building occupants would have increased exposure to these changes; however, the overall change in visual quality is beneficial primarily due to streetscape and pedestrian improvements.



Figure 21-a. Viewpoint 15 – Existing Conditions
Butternut Street at North Salina Street, view to the southwest.

Viewpoint 15

Existing View

This viewpoint provides an open view across the intersection of North Salina Street and Butternut Street looking southwest towards the I-81 corridor, which is obscured by existing buildings and vegetation. The visual character of this area is common for a commercial arterial that includes some visual clutter created by overhead utilities, roadside signage and advertising. Viewer groups include commuters, transit riders, pedestrians and commercial building occupants and business patrons. Viewer sensitivity is moderate.



Figure 21-b. Viewpoint 15 – Simulation of Viaduct and Community Grid Alternatives
Butternut Street at North Salina Street, view to the southwest.

Viaduct and Community Grid Alternative

Project changes for this area are the same for both the Viaduct and Community Grid Alternatives. Improvements include a realignment of Butternut Street west of North Salina Street, including the portion of Butternut Street that crosses over I-81 on an elevated bridge. The realignment includes new pedestrian sidewalks and dedicated bike lanes. These opportunities may also include a reduction of some visual clutter within the public right-of-way by installation of new roadside signage, traffic control devices, utilities, and other streetscape improvements. The overall change in visual quality is beneficial due to the reduction in visual clutter.

4.2.4 Transportation Corridor – Highway

Viewpoints 16, 17, and 18 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Transportation Corridor – Highway landscape unit.



Figure 22-a. Viewpoint 16 – Existing Conditions
Butternut Street Bridge over I-81, view to the south.

Viewpoint 16

Existing View

Viewpoint 16 is looking south towards downtown Syracuse along I-81 southbound from the Butternut Street bridge. Although this view is from an elevated vantage point, this view approximates the view of travelers on I-81. This view is near the Clinton Street and Salina Street off-ramps and provides an open view of the downtown skyline. Views for travelers along I-81 are frequent, but of relatively short duration. Viewers include commuters, tourists and shippers and motorists on Butternut Street or I-81, and pedestrians using the Butternut Street bridge. Viewer groups' awareness and exposure to mid-ground views of the City are focused on the different building forms and styles that comprise the urban landscape. Land use and existing vegetation alongside the interstate corridor have adapted to the highway's presence and contribute to visual compatibility. This section of I-81 essentially functions as a visual gateway or threshold for interstate users entering or leaving downtown Syracuse. Viewer sensitivity is moderate.



Figure 22-b. Viewpoint 16 – Simulation of Viaduct Alternative
Butternut Street Bridge over I-81, view to the south.

Viaduct Alternative

The Viaduct Alternative requires a wider right-of-way to accommodate the elevated flyover ramps connecting I-81 and I-690. The increased footprint results in the removal of buildings and vegetation alongside the right-of-way, thereby effectively eliminating the sense of enclosure that is created by the buildings. The variation in form created by the buildings that comprise the City's skyline is replaced with the more linear and less interesting form created by the elevated ramps as seen from this viewpoint. The elevated ramps and concrete support columns also obscure views of the downtown skyline and other nearby buildings. The effect on the view is considered an adverse change in the visual character of this area and reduce the perception of this location as a gateway into and out of downtown.



Figure 22-c. Viewpoint 16 – Simulation of Community Grid Alternative
Butternut Street Bridge over I-81, view to the south.

Community Grid Alternative

The Community Grid Alternative also requires a wider right-of-way to accommodate the elevated flyover ramps connecting I-81 and I-690. This alternative requires the removal of fewer buildings alongside the right-of-way, but visually encroaches upon those buildings that remain thereby maintaining some sense of enclosure. The sense of enclosure is interrupted, however by the contrasting linear form of the elevated ramp as shown in the simulation above. The variation in form created by the buildings that comprise the City's skyline looking towards the horizon is replaced with the more linear and less interesting form created by the elevated ramp that crosses the interstate in a perpendicular direction. The ramp's placement is closer to the viewers as seen from this viewpoint. The elevated ramp and support columns also obscure more distant views of the downtown skyline and other nearby buildings. The change in visual character and quality is adverse and reduces the sense of this location as a gateway into and out of downtown.



Figure 23-a. Viewpoint 17 – Existing Conditions

Court Street Bridge over I-81, view to the northwest.

Viewpoint 17

Existing View

The existing view of this depressed or “sunken” section of the I-81 corridor in the northern portion of the AVE is from the Court Street Bridge in Syracuse. The view is looking to the northwest towards the Bear Street overpass and Destiny USA, as seen in this view towards the center portion of the horizon. To the left of the photo is the Inner Harbor area, which is part of the Large Scale Commercial Development landscape unit and to the right is the Washington Square neighborhood that is part of the Urban Neighborhood Residential landscape unit. Views between the interstate corridor and these adjacent areas are screened by topography and deciduous vegetation alongside the corridor. Views available to travelers along I-81 and commuters and pedestrians overlooking the corridor from the Court Street Bridge are limited and of short duration. The highway is visually compatible with its surroundings. Viewer sensitivity is moderate.



Figure 23-b. Viewpoint 17 – Simulation of the Viaduct and Community Grid Alternative
Court Street Bridge over I-81, view to the northwest.

Viaduct and Community Grid Alternatives

Project changes being proposed for I-81 near Viewpoint 17 are the same for both the Viaduct Alternative and Community Grid Alternative. These changes include the addition of a travel lane in each direction, the widening of shoulders, and modification of ramps and the Bear Street overpass. Anticipated changes in project compatibility with its surroundings and the changes in the sensitivity of viewer groups is not substantial. Vegetation will remain alongside the corridor and would continue to screen views to and from the highway. The overall effect on visual quality from this viewpoint is neutral.



Figure 24-a. Viewpoint 18 – Existing View
Almond Street at Adams Street, view to the north.

Viewpoint 18

Existing View

The existing view from Viewpoint 18, looking north along Almond Street near Adams Street, is a hardscape environment comprising a 20-foot tall and 66-foot wide concrete and steel viaduct structure with surface streets alongside and crossing underneath the viaduct. The viaduct is supported by round concrete columns. Areas under the viaduct are paved and viewer groups, that include motorists and pedestrians, experience the shadow effects of the viaduct. Views from under the viaduct are blocked by columns, and ramps abutments. Visual clutter is created by overhead and roadside signs, traffic control signals and other items within the project highway corridor and adjacent public right-of-way. The shadowing effects of the viaduct also contributes to its visual dominance along the Almond Street corridor. The linear and elevated form, scale, color and materials of the viaduct contrasts with surrounding streets and land uses, adding to the sense of incompatibility. Viewer groups include travelers along I-81 and commuters, transit riders, nearby building occupants and pedestrians along the corridor. Viewer sensitivity is high due to the proximity of viewers to the corridor, the extent of viewers and duration of views from within this landscape unit.



Figure 24-b. Viewpoint 18 – Simulation of Viaduct Alternative
Almond Street at Adams Street, view to the north.

Viaduct Alternative

The Viaduct Alternative results in changes to the project footprint and increased width of the elevated highway, which emphasizes the scale and linear nature of the viaduct as seen from ground level. The enlarged scale, height and mass of the viaduct intensify its contrast with the scale of surrounding areas. Viewer groups, including travelers along the viaduct and particularly commuters and others at ground level would experience an increase in awareness and exposure to views of the viaduct. However, the raised height of the viaduct allows for more open views of distant areas, which results in a greater sense of intactness in the urban landscape. The taller structure also allows for more light from adjacent areas and reduces the intensity of shadows under the viaduct. In addition, the new condition of the viaduct and proposed streetscape enhancements improve the visual character along this transportation corridor. The overall effect on the view is considered beneficial.



Figure 24-c. Viewpoint 18 – Simulation of Community Grid Alternative
Almond Street at Adams Street, view to the north.

Community Grid Alternative

The replacement of the viaduct with surface streets as part of the Community Grid Alternative results in the daylighting of the project environment along the Almond Street corridor. This alternative also provides open views of adjacent land use from Almond Street, including institutional buildings in the University Hill neighborhood to the east and the commercial, institutional and residential buildings in and around downtown to the west, which is a dramatic change in visual character for travelers along the corridor. The Community Grid Alternative would result in increased project compatibility with adjacent areas, creating a greater sense of intactness and unity with the urban landscape. Visual clutter along the corridor would be reduced. Streetscaping, dedicated bike lanes, sidewalks, crosswalks and the introduction of human-scale design elements and vegetation in the form of street trees and grassed areas create a more pedestrian and bicycle-friendly environment. The change in visual character and quality is beneficial.

4.2.5 Urban Neighborhood – Residential

Viewpoints 19, 20, 21, and 22 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Urban Neighborhood – Residential landscape unit.



Figure 25-a. Viewpoint 19 – Existing Conditions

Dr. King Elementary School – Dr. Martin Luther King Jr. Drive at Oakwood Avenue, view to the northeast.

Viewpoint 19

Existing View

Viewpoint 19 is on Dr. Martin Luther King Jr. Drive (formerly East Castle Street) near Oakwood Avenue looking northeast. The I-81 viaduct crosses over Dr. Martin Luther King Jr. Drive, but its appearance from this viewpoint is softened somewhat by mature deciduous trees and shrubs near the overpass and along both sides of the I-81 corridor. The visual character of the area includes some visual balance between mature vegetation, grassed lawn areas and neighborhood residential development. Because most vegetation that screens views in the area is deciduous, the I-81 viaduct and Syracuse University campus become more obvious from this location during leaf-off seasons. Viewers include residents, commuters, pedestrians and others passing through this area. Viewer sensitivity is moderate given the proximity of the viaduct to nearby residents. The duration and frequency of views is greater for residents from their homes and yards than the shorter duration views of commuters and pedestrians.



Figure 25-b. Viewpoint 19 – Simulation of Viaduct Alternative

Dr. King Elementary School – Dr. Martin Luther King Jr. Drive at Oakwood Avenue, view to the northeast.

The Viaduct Alternative

The Viaduct Alternative would replace the existing overpass over Dr. Martin Luther King Jr. Drive with a structured bridge overpass, concrete bridge abutments and grassed embankments. This would require the removal of existing trees and shrubs near the new overpass, increasing views of the interstate. The new overpass would be at approximately the same elevation as the current viaduct. Project contrast would increase however, as changes in colors and materials become more visible to residents and local commuters. Viewer awareness and exposure may increase under this alternative as current vegetative screening along the viaduct is disturbed or removed. The overall change in visual quality is adverse.



Figure 25-c. Viewpoint 19 – Simulation of Community Alternative

Dr. King Elementary School – Dr. Martin Luther King Jr. Drive at Oakwood Avenue, view to the northeast.

Community Grid Alternative

The removal of the viaduct as part of the Community Grid Alternative would create views to the east towards the Syracuse University campus and the elevated railroad tracks that currently run parallel to the I-81 viaduct. The Community Grid Alternative would replace the viaduct with new surface streets, streetscaping and pedestrian improvements. New sidewalks and crosswalks, as well as the addition of a dedicated bike lane and other streetscape enhancements including street trees would introduce more human scale elements into this landscape, creating an improved pedestrian-friendly environment and enhancing visual quality for viewer groups in this area. The overall change in visual character and quality is beneficial.



Figure 26-a. Viewpoint 20 – Existing Conditions

Pioneer Homes, west of I-81 and Almond Street, view to the north.

Viewpoint 20

Existing View

The existing view from Viewpoint 20 within the Pioneer Homes residential neighborhood is dominated by the scale and incompatibility of the I-81 viaduct, located immediately adjacent to and elevated above many of the homes along the west side of Almond Street. Existing visual character is substantially affected by the linear form and large scale of the viaduct, and the existing concrete columns of which block resident views to the east. Sunlight and shadows affect the intensity of views near and underneath the viaduct depending on the time of day and season of the year. In the morning, residences are cast in deep shadows as the viaduct is backlit by the sun and during the afternoon sunlight tends to highlight the structural details of the viaduct and its corridor. These shadowing effects of the viaduct and its form, color and materials contrasts sharply with the context of the surrounding residential neighborhood. Viewer sensitivity is high given resident proximity and the extent of viewers and their frequent and long duration views of the viaduct from homes and yards. Due to the scale and proximity of the viaduct, the overall visual quality at this location is very low and the project is incompatible with the adjacent residential land use.



Figure 26-b. Viewpoint 20 – Simulation of Viaduct Alternative
Pioneer Homes, west of I-81 and Almond Street, view to the north.

Viaduct Alternative

The Viaduct Alternative has a minimal effect on the existing visual environment from Viewpoint 20 because I-81 would essentially remain in its current location and is comprised of similarly constructed elements, particularly steel girders set upon concrete columns and elevated above Almond Street. The elevation of the viaduct would be 10 to 15 feet higher than currently exists. Nearby residents would remain highly sensitive to views of the interstate which would continue to be in sharp contrast created by its linear form, materials and scale relative to the context of the surrounding residential area. Sunlight would continue to cast deep shadows on nearby locations affecting residential viewers alongside the viaduct and motorists under the viaduct with alternating periods of light when project details would be highlighted and darkness. Although views may essentially remain the same as presently experienced, the overall impact on visual quality is relatively slightly beneficial because of improvements and upgrades to the condition of transportation infrastructure within the right-of-way of the project.



Figure 26-c. Viewpoint 20 – Simulation of Community Grid Alternative
Pioneer Homes, west of I-81 and Almond Street, view to the north.

Community Grid Alternative

Visual character and visual quality of views from Viewpoint 20 would be substantially altered by the removal of the viaduct and its replacement with surface street improvements and pedestrian amenities. The viaduct's removal would provide open views to the east, looking towards a new urban boulevard with streetscaping and pedestrian features that include new sidewalks, vegetated medians and crosswalks. Dedicated bike lanes would also accommodate non-motorized uses in the area. Visual contrast of this alternative with its surroundings would be substantially reduced through the introduction of vegetation and more human-scale features such as lighting, signage and pedestrian amenities. The overall impact on visual quality from this viewpoint is beneficial due to the creation of open views toward adjacent areas and the appearance of the project environment is softened by the introduction of natural materials, more greenspace and human-scale elements in the landscape.



Figure 27-a. Viewpoint 21 – Existing Conditions

Carmelo Anthony Basketball Court, Pioneer Homes, west of I-81 and Almond Street, view to the southeast.

Viewpoint 21

Existing View

Existing views from the Pioneer Homes residential neighborhood near Jackson Street are spatially dominated by the presence and incompatibility of the I-81 viaduct. This viewpoint is a recreational area just south of Stewart Court and west of the viaduct, which serves the Pioneer Homes neighborhood. The linear form, color and materials of the viaduct contrasts with the context of the surrounding neighborhood. Views to the east of the viaduct consist of high rise institutional buildings and parking areas within the University Hill neighborhood. Contrast created by the linear form of the viaduct is heightened by the shadowing effects of sunlight and the lack of vegetation other than grassed areas. Viewer groups include nearby residents and recreationists participating in sports at this location. Viewer sensitivity is high given their proximity to the viaduct, the extent of nearby residential viewers, and the frequent and long duration views from homes, yards and recreational spaces.



Figure 27-b. Viewpoint 21 – Simulation of Viaduct Alternative

Carmelo Anthony Basketball Court, Pioneer Homes, west of I-81 and Almond Street, view to the southeast.

Viaduct Alternative

The Viaduct Alternative includes an increase in the project footprint and the width of the corridor in this area. The elevation of the new viaduct would be higher and brought closer to the existing basketball court than currently exists. These changes in the mass, height, and width of the viaduct would increase its visual contrast with surrounding areas due to its constructed elements, particularly steel girders and concrete columns. Nearby residents would remain highly sensitive to these views of the interstate which would continue to be in sharp contrast to the context of surrounding neighborhood areas. Sunlight would cast deep shadows in nearby locations alternating with periods when project details will be highlighted. The overall impact on visual quality is neutral, due to the lack of substantial change relative to existing conditions.



Figure 27-c. Viewpoint 21 – Simulation of Community Grid Alternative

Carmelo Anthony Basketball Court, Pioneer Homes, west of I-81 and Almond Street, view to the southeast.

Community Grid Alternative

The viaduct's removal as part of the Community Grid Alternative would dramatically alter the area's visual character by eliminating visual contrast with its surroundings as both a physical and visual barrier between the Pioneer Homes neighborhood and University Hill. The creation of open views to the east would include the institutional high rise buildings in the University Hill neighborhood, but full views would be softened somewhat near ground level due to enhanced streetscaping along the proposed boulevard that would replace the viaduct. Visual contrast would also be reduced through the introduction of streetscaping vegetation and more human-scale features such as pedestrian amenities, lighting and signage. Viewer sensitivity would be affected as more distant views to surrounding areas are created and viewer interest may be heightened. The overall impact on visual quality from this viewpoint is beneficial as views are created and the appearance of the project environment is softened by the introduction of natural materials and human-scale elements in the landscape.



Figure 28-a. Viewpoint 22 – Existing Conditions
North Townsend Street at Burnet Avenue, view to the south.

Viewpoint 22

Existing View

The view from Burnet Avenue at North Townsend Street looking south is focused on the I-81/I-690 interchange, just north of downtown. This view highlights the spatial dominance of the interchange ramps and bridge overpasses on the Townsend Street corridor. This location is near the southern edge of the Hawley-Green residential neighborhood. This is an area characterized by a mix of residences and local neighborhood businesses. Viewer groups in this area include residents, commercial building occupants, business patrons and local commuters. The existing interstates are incompatible with surrounding areas. The linear form and large scale of the interchange ramps contrast with nearby 1 and 2 story residences and commercial buildings in this landscape unit. Contrast is also created by the deep daytime shadows cast on the north side of the project. Viewer sensitivity is high given the proximity of residences and businesses to the interchange and the frequency and long duration of views to the south from this neighborhood.



Figure 28-b. Viewpoint 22 – Simulation of Viaduct Alternative
North Townsend Street at Burnet Avenue, view to the south.

Viaduct Alternative

The Viaduct Alternative would result in minimal visual change from this viewpoint, although there would be a slight increase in the overall height of the interchange ramps. Project incompatibility and high viewer sensitivity would essentially remain the same as existing conditions. The overall change in visual character and quality is neutral.



Figure 28-c. Viewpoint 22 – Simulation of Community Grid Alternative
North Townsend Street at Burnet Avenue, view to the south.

Community Grid Alternative

The Community Grid Alternative would eliminate the I-81 connections to I-690 at this location, which would improve the project's compatibility with the surrounding visual environment. Removal of the connection ramps would also result in open views of the downtown skyline to the south, primarily at ground level. These extended views would enhance motorist and pedestrian viewer experience. There would be some reduction in shadows. The changes in visual character and quality from this viewpoint are considered beneficial, although the incompatibility of the I-690 overpass with adjacent residential areas would remain.

4.2.6 Urban Neighborhood – Mixed-Use

Viewpoints 23, 24, and 25 provide representative views of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Urban Neighborhood – Mixed-Use landscape unit.

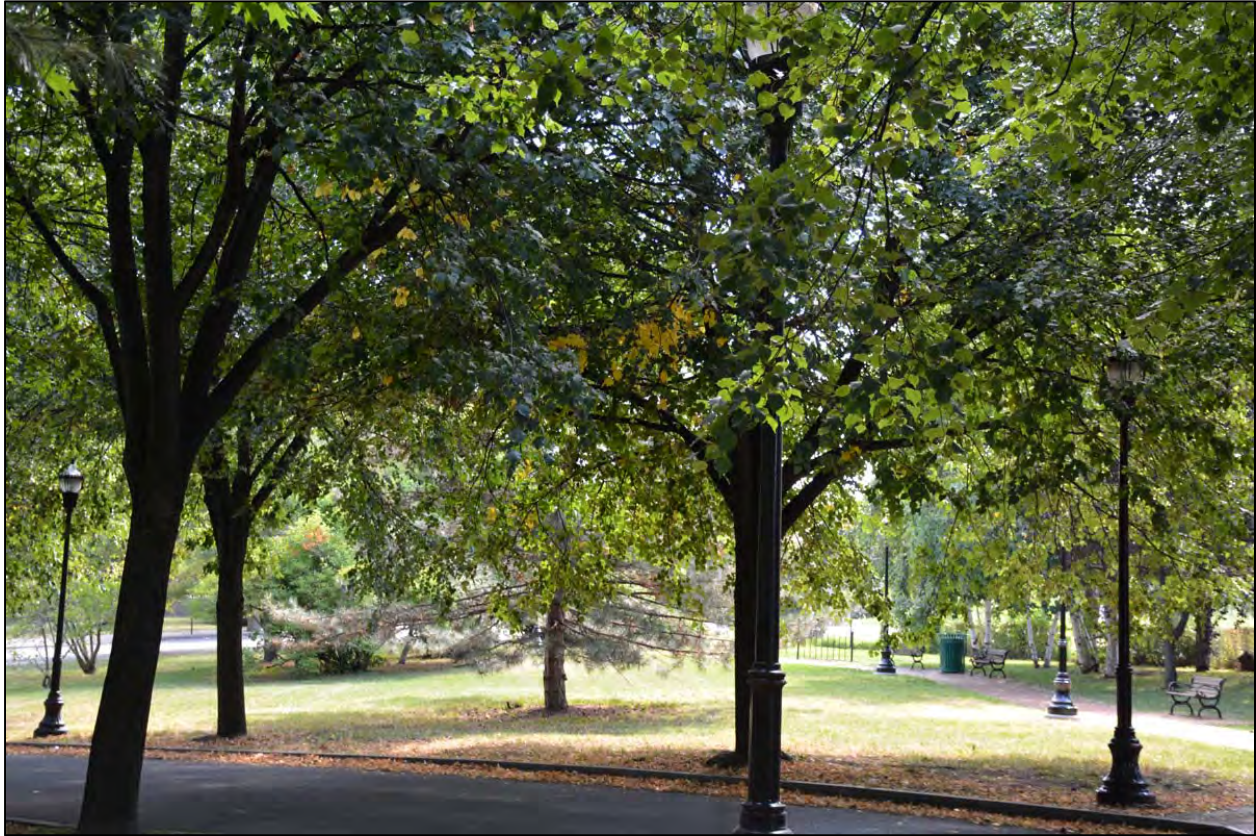


Figure 29-a. Viewpoint 23 – Existing Conditions
Syracuse Creekwalk at Franklin Square, view to the southeast.

Viewpoint 23

Existing View

The existing view from Viewpoint 23 near Evans Street and the Creekwalk in the Franklin Square neighborhood is directed to the southeast towards the intersection of Butternut Street and North Franklin Street. This is a landscaped, pedestrian area along the southeastern edge of this mixed-use neighborhood. Current views to I-690 and connecting roadways south and southeast of this area are partially screened from view by existing deciduous trees and shrubs. Due to the effect of screening, the project does not attract viewer attention and is compatible with the visual environment. Viewer groups include neighborhood residents, local businesses and their patrons, other building occupants and visitors to the neighborhood, including recreational users on the Creekwalk. Viewer sensitivity is high relative to many other locations within the project AVE given the recreational use of the Creekwalk and the frequency and duration of views. Existing views within this neighborhood are aesthetically appealing and promote a sense of pedestrian friendliness with a visual balance between developed uses and non-developed landscaped spaces.



Figure 29-b. Viewpoint 23 – Simulation of Viaduct Alternative
Syracuse Creekwalk at Franklin Square, view to the southeast.



Figure 29-c. Viewpoint 23 – Simulation of Community Grid Alternative
Syracuse Creekwalk at Franklin Square, view to the southeast.

Viaduct and Community Grid Alternatives

Both project Build alternatives propose constructing connecting flyover ramps between I-81 and I-690 through this area. These new ramps will connect I-81 southbound to I-690 westbound and I-690 eastbound to I-81 northbound. As part of the Viaduct Alternative, the northbound connecting ramp to I-81 would require the removal of existing buildings southeast of Franklin Square. Construction of the westbound connecting ramp to I-690 would pass overhead near Viewpoint 23. Under the Viaduct Alternative the connecting ramps would be approximately 35 feet wide and 45 to 50 feet above existing grade. Under the Community Grid Alternative, the connecting ramps will be approximately 35 feet wide, with one ramp approximately 35 feet above existing grade and the other 62 feet above existing grade. Both connecting ramps would be in sharp contrast and incompatible with surrounding areas because of their curvilinear form, height, overall scale of the ramps and concrete support columns and extensive use of steel and concrete materials where none of these elements currently exist. Areas below the ramps will be cast in daytime shadows. Various viewer groups would be affected including nearby residents, business patrons, building occupants, users of the Creekwalk, pedestrians and motorists. Viewer sensitivity from within the Franklin Square neighborhood would be heightened due to the dramatic change in visual character and the introduction of highway infrastructure in close proximity to neighborhood uses and viewers. Viewer awareness and exposure will increase substantially due to greater frequency and longer duration views. This change in visual character and visual quality is adverse.



Figure 30-a. Viewpoint 24 – Existing Conditions
North Franklin Street (Franklin Square), view to the southeast.

Viewpoint 24

Existing View

The view from Viewpoint 24 is near the southeastern edge of the Franklin Square neighborhood near North Franklin Street and Genant Drive, looking southeast towards the I-81/I-690 interchange area. The interchange is noticeable primarily due to moving traffic, but it is partially screened from view by the elevated north embankment of I-690 westbound and adjacent deciduous vegetation in the immediate area. Viewer groups include neighborhood residents, commercial and professional office building occupants and local business patrons, pedestrians, motorists, and neighborhood visitors. There are limited views to the interchange. Viewer sensitivity is high given the extent of viewer groups in the area and mix of land uses in the neighborhood.



Figure 30-b. Viewpoint 24 – Simulation of Viaduct Alternative
North Franklin Street (Franklin Square), view to the southeast.



Figure 30-c. Viewpoint 24 – Simulation of Community Grid Alternative
North Franklin Street (Franklin Square), view to the southeast.

Viaduct and Community Grid Alternatives

Project changes being proposed for the I-81/I-690 interchange area near Viewpoint 24 are similar for both the Viaduct Alternative and Community Grid Alternative. These changes, as described previously under Viewpoint 23 include the construction of new connector flyover ramps to provide direct connections for travelers between I-690 eastbound to I-81 northbound and I-81 southbound to I-690 westbound. The construction of these connecting ramps requires their elevation above the existing travel lanes of both interstates. These elevated connecting ramps would become prominent features in the visual environment from Viewpoint 24 and other locations within the Franklin Square neighborhood. The project's incompatibility under either alternative would result from the height and proximity of the new connector ramps to existing uses and viewer groups, both stationary and mobile. These features contrast with the context of the surrounding neighborhood due to scale (both the height and width of constructed elements), mass, form, colors and materials. Viewer sensitivity would be heightened by the introduction of these constructed elements under both alternatives. In addition, the Viaduct Alternative would include the removal of buildings to accommodate its footprint. Viewer awareness and exposure created by the project's proximity to viewers would increase with greater frequency and duration of views, particularly for nearby building occupants, neighborhood residents, business patrons and local commuters. The overall change in visual character and quality from this viewpoint is adverse under both alternatives.



Figure 31-a. Viewpoint 25 – Existing Conditions

North Clinton Street and Genant Drive (Franklin Square), view to the south.

Viewpoint 25

Existing View

The existing view from Viewpoint 25 is from the eastern edge of the Franklin Square neighborhood at North Clinton Street and Genant Drive, looking south towards the I-81/I-690 interchange. The interchange is obscured from view by existing buildings and vegetation. The visual character of this location includes surface parking lots and red-brick buildings in the foreground and more distant views to parts of the downtown skyline to the south. Viewer groups include neighborhood residents, commercial building occupants, business patrons, pedestrians and neighborhood visitors. Viewer sensitivity is relatively low due to the infrequency and screening of views to the project.



Figure 31-b. Viewpoint 25 – Simulation of Viaduct Alternative
North Clinton Street and Genant Drive (Franklin Square), view to the south.



Figure 31-c. Viewpoint 25 – Simulation of Community Grid Alternative
North Clinton Street and Genant Drive (Franklin Square), view to the south.

Viaduct and Community Grid Alternatives

Project changes proposed for the I-81/I-690 interchange area near Viewpoint 25 are similar for both the Viaduct Alternative and Community Grid Alternative. These changes include the construction of flyover connector ramps that do not currently exist to provide direct connections for travelers between I-690 eastbound to I-81 northbound and I-81 southbound to I-690 westbound. The construction of these connecting ramps requires their elevation above the existing travel lanes of both interstates. Visual character would be altered because of the anticipated height of the connecting ramps, which rise above nearby buildings. The effect on these views is also heightened due to the removal of existing vegetation in the foreground. Anticipated changes in visual character and project compatibility in this landscape unit are not readily apparent from Viewpoint 25 due to the distance of the project from this viewpoint. Overall project compatibility would not appreciably change, despite contrast in linear form and the potential for increased viewer awareness of moving traffic on the ramps. The frequency and duration of views would not increase for all viewers. The overall change in visual quality from this viewpoint is neutral.

4.2.7 Urban Legacy Industrial

Viewpoint 26 provides a representative view of the proposed visual effect of the Viaduct and Community Grid Alternatives within the Urban Legacy Industrial landscape unit.



Figure 32-a. Viewpoint 26 – Existing Conditions
West Genesee Street at West Street, view to the east.

Viewpoint 26

Existing View

The existing view from Viewpoint 26 is focused on the overpass bridge segments of the West Genesee Street and West Street ramps (Exits 11 and 12 from eastbound I-690). These ramps spatially dominate foreground views looking east from West Genesee Street. Downtown Syracuse is obscured from view by the ramps. This location is considered a western gateway into downtown. The horizontal and linear form, scale and mass of the concrete retaining walls and ramp embankments contrast with surrounding areas by creating both a physical and visual barrier. The orientation of the ramps creates alternating areas of daylighting and shadowing effects that highlight their contrast with nearby areas contributing to the incompatibility of the project with the surrounding environment. Viewer sensitivity is considered high because of the high public use and awareness of this area as a gateway location. Viewers include commuters, nearby building occupants and business patrons, and pedestrians on West Genesee Street. Travelers along eastbound I-690 also have views of the ramps looking southeasterly towards downtown.



Figure 32-b. Viewpoint 26 – Simulation of Viaduct and Community Grid Alternatives
West Genesee Street at West Street, view to the east.

Viaduct and Community Grid Alternatives

Project changes near Viewpoint 26 are the same for both the Viaduct Alternative and Community Grid Alternative. These changes include the removal of the ramps and reconstruction of West Street as a surface street at a new intersection with West Genesee Street. These changes would provide opportunities to improve traffic flow at a new intersection and an enhanced pedestrian environment with new sidewalks, crosswalks, new signage and streetscaping. These improvements would also enhance visual quality and extend north and south of the West Genesee Street corridor. Overall compatibility of the form and scale of these proposed changes within the context of surrounding areas would be substantially improved, particularly with the introduction of more human-scale elements into the West Genesee Street corridor. New views to the east would include buildings in the downtown area and creation of a direct sightline to Clinton Square. These extended views and unifying the urban landscape would strengthen the visual relationships of the West Genesee corridor as a western gateway into Syracuse. The overall change in visual quality from this viewpoint is beneficial.

4.2.8 Landscape Units for which No Simulations were Prepared

From many areas within the AVE, views of the project are screened or entirely obscured by existing topography, distance, dense vegetation, buildings and other structures. This is confirmed by viewshed mapping within the AVE (see Appendix A: Map 1) as well as field review (see Section 2.6 and Appendix B of this report). Therefore, some of the landscape units do not include key viewpoints that were selected for photo simulation because they do not provide open views of the project or may not be considered highly sensitive to viewers/viewer groups. Landscape units for which photo simulations were not prepared include:

- Urban Neighborhood – Commercial Core
- Urban Large Scale Development
- Suburban Commercial
- Suburban Residential
- Open Space – Undeveloped
- Open Space – Designed
- Open Space – Waterfront

In general, because of the limited visibility of the project from the above landscape units, the potential visual effect of either Build Alternative is anticipated to be minimal from these areas:

Urban Neighborhood – Commercial Core (see Appendix B: Viewpoints 75, 143, 162, 166 and 172)

As described in Section 3.3.5 (also see Figure 5: Sheet 7), this landscape unit includes 8 commercial street corridors, 7 of which are located north of downtown adjacent to residential neighborhoods. An exception is South Salina Street south of downtown. Views are focused along these narrow visual corridors in the direction of traffic flow and screened to either side by existing buildings and structures. Views toward the project are generally screened by topography, vegetation (i.e., street trees), and buildings. The project is not a prominent feature in the visual environment from this landscape unit. Under the No Build Alternative there would be no change in the visibility or visual effect of the project. Under both Build Alternatives, project elements may be visible to motorists and pedestrians along these corridors, but such views are anticipated to be limited, narrow views of short duration limited by intervening screening and distance.

Urban Large Scale Development (see Appendix B: Viewpoints 125, 126, 127, 128, 129, 130 and 131)

The Urban Large Scale Development landscape unit, as described in Section 3.3.9 is located north of downtown, west of I-81, and east-southeast of Onondaga Lake (also see Figure 5: Sheet 11). Views of the project are available from ground level and elevated viewpoints from some buildings within this landscape unit. Many views are partially screened by buildings and other structures. Distance from the project components also limits visibility. Under the No-Build Alternative, current views would remain unchanged. For both Build Alternatives, elements of the project would be visible from some locations for both Build Alternatives; however, the proposed changes to the project in this area are relatively minor (in terms of changes to the visual environment).

Suburban Commercial (see Appendix B: Viewpoint 148)

The Suburban Commercial landscape unit, as described in Section 3.3.10 (also see Figure 5 Sheet 12), occurs in the northernmost portion of the AVE, northeast of Onondaga Lake, and at the southern edge of the City of Syracuse. These areas consist of commercial and office parks in a suburban setting. Views of the project are screened by existing vegetation, slight variations in topography, and by existing buildings and structures. The project is not a prominent feature in the visual environment from this landscape unit. Under the No Build Alternative there would be no change in the visibility or visual effect of the project. For Both Build Alternatives, limited, narrow views of some elements of the project may be visible from some locations; however, the potential changes to the visual environment are anticipated to be relatively minor.

Suburban Residential (see Appendix B: Viewpoints 147 and 169)

The Suburban Residential landscape unit, as described in Section 3.3.11 (also see Figure 5 Sheet 13), occurs in the northernmost portion of the AVE northeast of Onondaga Lake, and at the southern edge of the City of Syracuse adjacent to the Suburban Commercial landscape units. Views of the project from this landscape unit are generally screened by existing vegetation, slight variations in topography, and by existing buildings and structures, primarily single-family homes. The project is not a prominent feature in the visual environment from this landscape unit. Under the No Build Alternative there would be no change in the visibility or visual effect of the project. For Both Build Alternatives, limited, narrow views of some elements of the project may be visible from some locations; however, the potential changes to the visual environment are anticipated to be relatively minor.

Open Space – Undeveloped

The Open Space – Undeveloped landscape unit, as described in Section 3.3.12 (also see Figure 5: Sheet 14), occurs in outlying areas such as the northernmost portion of the AVE northeast of Onondaga Lake, and at the southern edge of the City of Syracuse adjacent to the Suburban Commercial and Suburban Residential landscape units. Views of the project from this landscape unit are generally screened by existing vegetation, distance and slight variations in topography. In general, these are not developed areas or highly utilized areas and viewer sensitivity is considered very low. The project is not a prominent feature in the visual environment from this landscape unit. Under the No Build Alternative there would be no change in the visibility or visual effect of the project. For Both Build Alternatives, limited, narrow views of some elements of the project may be visible from some locations; however, the potential changes to the visual environment are anticipated to be relatively minor.

Open Space – Designed (see Appendix B: Viewpoints 120, 121, 122, 124, 149)

The Open Space – Designed landscape unit, as described in Section 3.3.13 (also see Figure 5: Sheet 15), includes Onondaga Lake Park, Thornden Park, and Oakwood Cemetery. Views of the project are generally very limited at each of these locations due to the screening effects of vegetation which is mostly deciduous trees and shrubs, as well as rolling topography and distance. The project is generally not a prominent feature in the visual environment from this landscape unit. Under the No Build Alternative there would be no change in the visibility or visual effect of the project.

From Oakwood Cemetery, open views of the project are only available from the western boundary of the cemetery. For the Viaduct Alternative, the project may be slightly more visible in views from Oakwood Cemetery to the northwest from some locations due to the increased height of the viaduct. However, vegetation within and alongside the Cemetery and changes in topography would continue to partially screen the I-81 corridor and therefore potential changes in project visibility are not anticipated to be substantial. For the Community Grid Alternative, the project may be less visible in some views to the northwest and this may be perceived as an improvement to the visual environment.

Views from Thornden Park and Onondaga Lake Park would not be dramatically altered under either Build Alternative. In both locations, the screening effects of distance, vegetation, and topography limit the visual effect of the project. The visibility and visual effect of the project are not anticipated to change from these areas for either Build Alternative.

Open Space – Waterfront (see Appendix B: Viewpoints 132 and 133)

The Open Space - Waterfront landscape unit, as described in Section 3.3.14 (also see Figure 5: Sheet 16), is along the southeastern waterfront of Onondaga Lake. Distant (approximately 0.5-mile to the east) views of the project are available from some locations in this landscape unit, although in most locations views are screened by shoreline vegetation and/or intervening buildings. Under the No Build Alternative there would be no change in the visibility or visual effect of the project. For Both Build Alternatives, limited, narrow views of some elements of the project may be visible from some locations; however, due to distance, the potential changes to the visual environment are anticipated to be relatively minor.

4.3 Conclusions – Summary of Visual Impacts for Each Alternative

4.3.1 No Build Alternative

The No Build Alternative would maintain the highway in its existing configuration with routine maintenance and repairs to ensure the safety of the traveling public, implementing safety measures to the extent feasible and financially practicable. Structural deficiencies and safety considerations would be addressed as part of NYSDOT's ongoing maintenance program. Routine maintenance efforts would include repairing pavement cracks, patching holes in bridge decks, cleaning drainage systems, and operational considerations (e.g. signage and other low-cost improvements). Under the No Build Alternative, large-scale replacement and rehabilitation efforts would not be undertaken, non-standard highway features would not be corrected, and existing interchanges would not be modified. The No Build Alternative would not involve changes in right-of-way, interstate infrastructure, property acquisition or removal of buildings.

The evaluation of the change in visual characteristics is a change from the existing (the present viaduct) conditions. Under the No Build Alternative visual character within the project's visual environment and right-of-way would not be substantially affected in the short term. However, at some point routine maintenance of existing project infrastructure would be unable to keep pace with the deterioration of highway pavements, concrete and steel bridges, and other elevated segments resulting in the continued decline of visual quality experienced by viewer groups along the project corridor and within the project's viewshed. Visual quality would be adversely affected under this alternative and opportunities to address and mitigate for those adverse effects would be limited or non-existent until eventual closure and removal of the interstate without replacement is accomplished.

Under No Build conditions, the I-81 viaduct is generally considered incompatible with its surroundings due (in some instances) to the scale of project infrastructure and the deteriorated appearance of project elements. As summarized in Table 4-1, the existing project is considered incompatible with its visual environment from 15 (approximately 58 percent) of the 26 viewpoints evaluated in this VIA. Examples of locations where viewer sensitivity is high and the existing project is perceived as incompatible include Viewpoint 26 (the western gateway into the City along West Genesee Street), as well as Viewpoints 3, 6, 7, 20, 21, and 22.

4.3.2 Viaduct Alternative

During project construction, visual effects for the Viaduct Alternative would be short term with temporary changes in visual character. Project-related visual effects during construction would include the movement and activity of construction vehicles and personnel; the generation of fugitive dust from demolition, earth-moving, and grading activities; fugitive light created by portable lights and generators, mostly during nighttime construction work; exposure of ground surfaces, soils, and buildings that were screened from views; and the introduction of equipment and materials into staging areas.

The Viaduct Alternative includes the replacement of the elevated sections of the highway with a taller and wider structure. The increased width of the project right-of-way would result in the need for property acquisitions and the removal of 24 existing buildings and structures. Elevated sections of the new viaduct would be approximately 30 to 35 feet tall, which is an increase in height of about 10 to 15 feet relative to the current viaduct. These changes will alter existing visual character of the project environment from many areas within the AVE, including a reduction in the density of the built environment adjacent to the project, the removal of historic buildings that contribute to the aesthetic character of downtown Syracuse, and an increase in the visibility and scale of transportation-related infrastructure. In addition, the Viaduct Alternative includes the construction of new flyover connector ramps between I-81 and I-690, which will be approximately 35 feet wide and up to 45-50 feet above existing grade at their highest points.

The Viaduct Alternative would generally result in changes in local visual character due to the increased scale, mass, height and width of elevated sections of the highway. These changes, as summarized in discussions selected viewpoints in Section 4.2, result in both adverse and beneficial effects on the visual environment. The Viaduct Alternative is incompatible with the context of surrounding areas from 18 (approximately 69 percent) of the 26 viewpoint locations that were selected for impact analysis. In comparison, the No Build Alternative is incompatible with its visual setting from 15 viewpoints (or approximately 58 percent of the 26 viewpoint locations considered in the analysis); therefore, the Viaduct Alternative is considered less compatible with its visual environment relative to existing conditions.

Based on the compatibility evaluation presented in Table 4-2, adverse visual effects are anticipated at 11 (approximately 42 percent) of the 26 viewpoints selected for analysis. Factors contributing to these adverse effects include: the introduction of project infrastructure where it does not currently exist; the obstruction of current views because of the project; increased project scale, height, mass, and shadowing effects; and the removal of buildings and other landscape features, resulting in more open and prominent views of the project. At 10 (approximately 38 percent) of the viewpoints, the visual effect is anticipated to be relatively neutral, indicating that the Viaduct Alternative would not result in a substantial change relative to the existing visual character. At the remaining 5 viewpoints (approximately 19 percent), the Viaduct Alternative is anticipated to result in beneficial visual effects.

The evaluations of visual simulations indicate that the most substantial adverse visual effects for the Viaduct Alternative would occur in the Franklin Square neighborhood resulting from the construction of the new flyover ramps. The visual quality ratings from Viewpoints 23 and 24 indicate a substantial reduction in visual quality due to the introduction of new project infrastructure due to its mass, scale and height in relation to other existing elements in the built environment. In other locations, adverse visual effects are generally associated with the increased scale of the Viaduct Alternative. However, in most instances these adverse effects are considered a relatively minor reduction in visual quality, given the overall visual similarity of the Viaduct Alternative relative to existing conditions. Viewers who would experience these adverse effects include nearby residents, commercial building occupants, business patrons, recreationists, commuters on local streets, and pedestrians. Viewers also include travelers along I-81 particularly, as demonstrated by the evaluation of the visual simulation from Viewpoint 16.

Visual benefits would be realized at several locations as part of the Viaduct Alternative, resulting from the replacement of aging and deteriorated project infrastructure and streetscaping improvements (see Viewpoints 8, 15, 18, 20, and 26). The visual quality ratings indicate substantial improvements from Viewpoint 26 (West Genesee Street at West Street), due to the removal of the viaduct at this location and improvements to the western gateway to downtown. Beneficial impacts are also anticipated at Viewpoints 8 (near the intersection of Renwick Avenue and Van Buren Street) and 15 (Butternut Street at North Salina Street), where new roadway configurations and streetscaping improvements are proposed. Beneficial impacts from viewpoints along Almond Street (e.g., Viewpoints 18 and 20) are also anticipated, primarily associated with the improved condition of project infrastructure, the elevated height of the viaduct (to the degree that it allows for more open views under the viaduct), and streetscaping enhancements that would be installed as part of the Viaduct Alternative.

4.3.3 Community Grid Alternative

During project construction, visual effects of the Community Grid Alternative would be short term with temporary changes in visual character. Project-related visual effects during construction would include the movement and activity of construction vehicles and personnel; the generation of fugitive dust from demolition, earth-moving, and grading activities; fugitive light created by portable lights and generators, mostly during nighttime construction work; exposure of ground surfaces, soils, and buildings that were screened from views; and the introduction of equipment and materials into staging areas.

The Community Grid Alternative would result in changes in the visual character and visual quality of the project environment. The most substantial change to the visual environment (relative to existing conditions) proposed under the Community Grid Alternative is the removal of the existing I-81 viaduct through downtown Syracuse. In addition, the Community Grid Alternative includes the construction of new flyover connector ramps between I-81 and I-690, which would be approximately 35 feet wide and up to approximately 35 and 62 feet above existing grade at their highest points. However, most of the visual changes under this alternative are beneficial and include creating new views from various viewpoints within the AVE where views are presently blocked by existing interstate infrastructure. These new views provide important opportunities to enhance visual quality and viewer experience.

The Community Grid Alternative would be compatible with the visual environment from 20 (approximately 77 percent) of the 26 viewpoints selected for inclusion in the analysis, but would be incompatible from the remaining 6 (approximately 23 percent) viewpoint locations. Locations where the Community Grid Alternative is considered

incompatible include areas that would feature prominent views of project infrastructure from downtown Syracuse (Viewpoints 1 and 5), from I-81 (Viewpoint 16), and residential areas, such as Burnett Avenue and Franklin Square (Viewpoints 22, 23, and 24). In comparison, the No Build Alternative is incompatible with its visual setting from 15 viewpoints (or approximately 58 percent of the 26 viewpoint locations considered in the analysis); therefore, the Community Grid Alternative is considered more compatible with its visual environment relative to existing conditions.

Based on the evaluation presented in Table 4-2, the Community Grid Alternative would result in adverse visual effects at 3 (or approximately 11 percent) of the 26 viewpoints selected for analysis. These include Viewpoints 23 and 24 in the Franklin Square neighborhood and Viewpoint 16, looking south along the I-81 corridor from the Butternut Street bridge. In all 3 instances, the adverse effects to the visual environment result from the proposed construction of elevated ramps between eastbound I-690 and existing northbound I-81 and between existing southbound I-81 and westbound I-690. These elevated ramps introduce new, large, elevated transportation infrastructure into these views that require removal of existing vegetation and buildings and create a visual barrier between the viewer and more distant areas of the City. The scale, mass and height of the new ramps between existing I-81 and I-690 as part of the Community Grid Alternative would result in adverse visual impacts.

The visual effect of the Community Grid would be relatively neutral at 3 (approximately 11 percent) of the 26 viewpoints included in the analysis (Viewpoints 1, 17, and 25). In each of these instances the Community Grid would not result in a substantial change in the visibility or appearance of project infrastructure from these locations.

The Community Grid Alternative would result in beneficial visual effects from the remaining 20 (approximately 77 percent) of the 26 viewpoints selected for analysis. These beneficial changes to the visual environment include the removal of elevated structures, creation of extended views to surrounding areas, daylighting of areas that are currently cast in shadows from existing highway infrastructure, streetscaping enhancements on affected streets, and removal or replacement of existing infrastructure that results in improved aesthetics relative to the existing deteriorated condition of some project elements. The urban landscape would become more visually unified with the exposure of more distant views of downtown and surrounding neighborhoods that would result from viaduct removal. In addition, the Community Grid Alternative would result in areas of open land adjacent to the project that are currently occupied by the viaduct. The removal of the existing viaduct and resultant creation of open space around the project would be a substantial visual change. This may allow for more open views from and of the project; however, the removal of the elevated structure would generally reduce the visibility of the project and eliminate the elevated, open views currently available to travelers on the viaduct.

Viewers who would be affected by the Community Grid Alternative include neighborhood residents, commercial building occupants, business patrons, recreationists, commuters on local streets, and pedestrians. Viewers also include travelers along I-81 near Viewpoint 16. The predominant viewer group affected by these adverse changes would be neighbors in the Franklin Square neighborhood, who would be subject to increased viewer awareness and exposure to project infrastructure. Changes in viewer sensitivity would result from substantial contrast in form, scale, color, and materials relative to existing conditions and surrounding areas.

4.4 Mitigation

The consistent application of design features and high quality materials provides a sense of continuity and unity to an urban landscape, which would improve visual character and enhance viewer experience.

Mitigation of visual impacts may be considered in the project design in the following ways:

- Incorporating vegetated slopes, berms and terraces where practicable and as space allows to reduce visual contrast with the scale and mass of bridge abutments, retaining walls, sound walls and similar structures;
- Exploring opportunities to enhance large concrete surfaces with textured treatments or installation of stone materials at key locations to enhance visual character;
- Establishing standardized streetscape design features within the project environment, such as wayfinding and other types of signage to enhance viewer experience;
- Applying consistent design features, textures, materials, and colors to structures, lights, and signs throughout the project environment that are compatible with surrounding development and local neighborhood styles;
- Consolidating wayfinding and directional signage to reduce visual clutter along surface streets adjacent to the project;
- Burying overhead utilities where possible to improve visual character along commercial arterials;
- Introducing more human-scale elements into the landscape;
- Installation of public art at key intersections and City gateways;
- Consistent use of decorative light poles and cantilevered traffic signals;
- Lighting of underpasses and other areas subject to pedestrian use; and
- Investigating opportunities for access management and consolidation of driveways with right-of-way enhancements to include the installation of new curbs, grassed areas and planted medians and new signage along commercial arterials.

Vegetation plantings and enhancement can be an effective way to screen and soften contrasts in the appearance of transportation infrastructure. Vegetation can be used to focus viewer interest towards specific locations and frame specific views that are locally significant, such as gateways into the City. The installation of new vegetative as part of streetscape improvements would be included as part of both Build Alternatives. Where possible areas of vegetation will be retained and maintained to the greatest extent practicable within the project environment to create a strong vegetative edge to soften and screen views of transportation infrastructure and direct views towards visual resources along highway corridors. For instance, the retention of vegetation can enhance foreground and mid-ground views of the Syracuse skyline and other locally important resources, such as landmark buildings, places of historic and/or architectural significance, parks and public spaces.

4.4.1 Project Construction

During project construction, measures to mitigate the visual effects of construction activities will include best management practices, such as: minimizing the amount of time between ground disturbance and restoration of staging areas and construction areas; minimizing the illumination of work areas to maintain safe conditions, but preventing the direction of lighting from areas other than work sites; controlling dust and debris from collecting in

work areas and along roadways used to transport equipment and materials; and minimizing the removal of vegetation and restoring disturbed areas with replacement vegetation and landscaping features as soon as practicable.

4.4.2 Viaduct Alternative

Given the scale of the Viaduct Alternative, some of the adverse impacts are unavoidable and measures to minimize the effects are generally not available. Consistent with its policies, the NYSDOT will consider and apply Context Sensitive Solutions where practicable. This could include planting of street trees and other vegetative screening measures, streetscape improvements, selection of appropriate materials, and surface design treatments of structures, such as abutments and retaining walls, and pavements. The overall improvements to the visual quality of the project under this alternative will contribute to the mitigation of adverse impacts.

As part of the Viaduct Alternative, NYSDOT will provide replacement landscaping as a part of the overall enhancement and aesthetic improvement efforts for this project. Streetscape enhancements would be provided along Almond Street and portions of West Street and Erie Boulevard, as well as portions of connecting streets. Streetscape enhancements may include sidewalks, specialty pavements and aesthetic treatments for walkways, site furnishings such as benches and trash receptacles, landscape plantings, and green infrastructure. Streetscape enhancements would be designed to provide an overall sense of visual cohesiveness. The streetscape design would promote safe and effective pedestrian and bicyclist circulation and comfort, and help facilitate social interaction.

The viaduct priority area is spatially confined so mitigation through partial screening of views from adjacent locations to reduce adverse impacts is also highly restricted. Some screening of limited views may be possible through the enhancement of streetscapes with additional street trees. In some cases, variation in the style and form of support structures, for example at bridge overpasses, could enhance visual compatibility with the context of surrounding neighborhoods. Surface treatments, such as using native stone materials for concrete columns, abutments and support structures may be possible enhancements in some locations. Strategic placement of plantings may soften the appearance of constructed elements in certain locations.

Avoidance of significant visual impacts, such as in the Franklin Square neighborhood resulting from construction of proposed connecting ramps between existing I-81 and I-690, would require the identification of alternative routes or means of connection, which would result in other direct and indirect impacts to other areas. Given the spatial constraints of the project and the surrounding urban landscape, no feasible alternatives to these connection ramps (in terms of meeting the purpose and needs of the project) have been identified.

In addition, the Viaduct Alternative provides an opportunity for the enhancement of Gateway Areas to the City. Important points of entry from the proposed Interstate Highway system to the street network may be enhanced as gateways. Gateway enhancements may be developed to create a distinct and identifiable sense of entry and sense of place. These enhancements include establishment of a consistent theme or motif, use of specialty materials and site elements, historical elements, landscaping, signage, aesthetic earth forms, and sculptural elements to mark the

entrance to the city. Gateway opportunities have been identified at the new West Street and Genesee Street intersection, the Clinton Street exit and on Almond Street between the Adams and Harrison on and off ramps, and are described as follows:

The West Street and Genesee Street Gateway will be achieved by the elimination of the elevated highway infrastructure, bringing West Street to surface, and the creation of a normalized intersection. Pedestrian, bicycle and visual connectivity across West Street would be greatly enhanced. Aesthetic treatments would be incorporated at this intersection to create a heightened sense of arrival into the city. The removal of the highway infrastructure in this location also allows for the creation of shared use (bicycle and pedestrian) paths along the west side of Onondaga Creek and the creation of an overlook at the historic Erie Canal Aqueduct under Erie Boulevard. An historic canal theme that builds on the newly visible Erie Canal Aqueduct could provide the basis for the design vocabulary at this location. Canal themed materials could include rustic stone and wood, and other industrial themed materials. Consideration of existing Onondaga Creekwalk elements, such as lighting, interpretive signage, furnishings, and pavement materials would be included to integrate with existing adjacent Onondaga Creekwalk segments north and south of the project area.

Pedestrian areas at the intersections could be enlarged to accommodate more design features and pedestrian amenities. Sculptural lighting elements could serve as vertical markers, reinforcing a sense of arrival. Color could be used to enliven and punctuate the space. Sculptural sign walls, landscape and seat walls, and enhanced landscaping could all be used to define a gateway area. Specialty pavements and patterning could be utilized on sidewalks and interpretation on the history of the location could be incorporated into the pavements and plazas. Signage could orient visitors to the Creekwalk, downtown and surrounding neighborhoods.

The Clinton Street Gateway is a gateway to the heart of the downtown business district. Gateway enhancements may include landscape, low site walls, and aesthetic landforms just before passing under the elevated I-690. Other components of the gateway could include banners, lighting, and sculptural elements. Aesthetic enhancements to the I-690 bridge would reinforce the sense of gateway and arrival. Gateway enhancements could be continued within project limits to further reinforce the gateway corridor experience and establish a rhythm of street trees and street lights to transition to the city streets beyond the project limits.

Almond Street between the Adams Street and Harrison Street exits is a gateway to downtown and University Hill. Almond Street beneath the viaduct would be enhanced in this location to create a sense of gateway and arrival. This could include the use of specialty pavements, signage, and sculptural elements under the viaduct, as well as enhancements to the bridge architecture itself to create a distinct sense of place. Pedestrian areas at the intersections could incorporate similar amenities. Sculptural lighting elements could serve as vertical markers, reinforcing a sense of arrival.

4.4.3 Community Grid Alternative

The scale of the new ramps between existing I-81 and I-690 as part of the Community Grid Alternative would result in adverse visual impacts. Avoidance of adverse impacts in the Franklin Square neighborhood resulting from construction of proposed connecting ramps between existing I-81 and I-690 would require the identification of alternative routes or means of connection, which could result in other direct and indirect impacts to other areas.

Mitigation would be constrained by the nature of the project, involving elevated highways in a relatively dense urban landscape that is spatially constrained by existing development and limited right-of-way.

Consistent with its policies, the NYSDOT will consider and apply Context Sensitive Solutions where practicable. This is anticipated to include planting of street trees and other vegetative screening measures, streetscape improvements, selection of materials, and surface design treatments of structures, such as abutments and retaining walls, and pavements. The overall improvements to the visual quality of the project under both Build Alternatives will contribute to the mitigation of adverse impacts.

As part of the Community Grid Alternative, NYSDOT will provide or replace landscaping as a part of the overall enhancement and aesthetic improvements for this project. Streetscape enhancements would be provided along Almond Street and portions of Erie Boulevard, West Street, and Crouse and Irving Avenues, as well as portions of connecting streets. Streetscape enhancements could include sidewalks, specialty pavements and aesthetic treatments for walkways, site furnishings such as benches and trash receptacles, landscape plantings, and green infrastructure. Streetscape enhancements would be designed to provide an overall sense of visual cohesiveness. Almond Street would include a landscaped median from Martin Luther King Jr., East to I-690, lending a distinctive character to the length of the roadway. The streetscape design would promote safe and effective pedestrian and bicyclist circulation and comfort, and help facilitate social interaction.

Important points of entry from the proposed Interstate Highway system to the street network would be enhanced as gateways. Gateway enhancements would be developed to create a distinct and identifiable sense of entry and sense of place. These enhancements include establishment of a consistent theme or motif, use of specialty materials and site elements, historical elements, landscaping, signage, aesthetic earth forms, and sculptural elements to mark the entrance to the city. Gateways have been identified at the new West Street and Genesee Street intersection, the new James Street exit at Oswego Boulevard through the creation of a new "Canal District", at the new Crouse and Irving Avenues interchange with I-690, and at the new Martin Luther King Jr., East entrance to the city.

The West Street and Genesee Street Gateway will be achieved by the elimination of the elevated highway infrastructure, bringing West Street down to grade and the creation of a normalized intersection. Pedestrian, bicycle and visual connectivity across West Street would be greatly enhanced. Aesthetic treatments would be incorporated at this intersection to create a heightened sense of arrival into the city. Pedestrian areas at the intersections would be enlarged to accommodate more design features and pedestrian amenities. Sculptural lighting elements would serve as vertical markers, reinforcing a sense of arrival. The use of color would be used to enliven and punctuate the space. Sculptural sign walls, landscape and seat walls, and enhanced landscaping would all be used to define a gateway area. Specialty pavements and patterning would be utilized on sidewalks, and interpretation on the history of the location would be incorporated into the pavements and plazas. Signage would orient visitors to the Creekwalk, downtown, and surrounding neighborhoods.

The removal of the highway infrastructure in this location also allows for the creation of shared use (bicycle and pedestrian) paths along the west side of Onondaga Creek and the creation of an overlook at the historic Erie Canal Aqueduct under Erie Boulevard. An historic canal theme that builds on the newly visible Erie Canal Aqueduct could provide the basis for the design vocabulary at this location. Canal themed materials could include rustic stone and wood, and other industrial themed materials. Consideration of existing Onondaga Creekwalk elements, such as

lighting, interpretive signage, furnishings, and pavement materials would be included to integrate with existing adjacent Onondaga Creekwalk segments north and south of the project area.

The **Clinton Street Gateway** is a gateway to the heart of the downtown business district. Gateway enhancements may include landscape, low site walls, and aesthetic landforms just before passing under the elevated I-690. Other components of the gateway could include banners, lighting, and sculptural elements. Aesthetic enhancements to the I-690 bridge would reinforce the sense of gateway and arrival. Gateway enhancements could be continued within project limits to further reinforce the gateway corridor experience and establish a rhythm of street trees and street lights to transition to the city streets beyond the project limits.

Under the Community Grid Alternative, the new interchange at **Crouse and Irving Avenues** creates a new gateway to the university and medical facilities. A contemporary theme could be adopted for the design vocabulary at this location, reflecting technology and the progressive nature of the institutions. The design vocabulary could be extended down several blocks of both Crouse and Irving avenues to create gateway corridors and reinforce the sense of arrival along these streets. This would primarily consist of streetscape elements such as lighting, pavements, landscaping and street furnishings that reflect a dynamic, forward-thinking community. The strategic use of color could underscore the sense of a dynamic environment.

Martin Luther King Jr. East would become the new gateway to the city when arriving from the south under the Community Grid Alternative. A gateway corridor could be developed beginning approximately 1,600 feet south of Martin Luther King Jr. East and extending north to Van Buren Street. South of Martin Luther King Jr. East, landscape plantings along either side of the road could provide a transition from the more rural Tully Valley to the south, and would heighten the sense of arrival into the city. Plantings in this zone could also complement traffic calming in this area as the highway comes down to grade. Beginning at Martin Luther King Jr. East, street tree plantings, including a center planted median would line the corridor. Artistic site walls combined with landscape planting and street lighting would be a signature motif in this gateway corridor. The walls could incorporate local stone, signage, and artistic metal and would be repeated, with variation, along the corridor. Signage could relate to both the city, as well the university. The Almond Street/Van Buren Street intersection could further be developed as a gateway to the university. Reconstruction of the railroad bridge could be considered as part of the gateway experience, incorporating aesthetic treatments to reinforce the sense of arrival.

Under the Community Grid Alternative, a new exit from the former I-81 south would connect to the northern end of **Oswego Boulevard**, creating an entrance to downtown that coincides with the historic alignment of the Oswego Canal. One block to the east, Pearl Street would be extended south, re-establishing its historic alignment, and would provide access to a northbound interstate on-ramp to former I-81 from Erie Boulevard. The new on-ramp and off-ramp, combined with a reinstated street grid, provide an opportunity to create a gateway district centered on the historic confluence of the Oswego and Erie Canals. A lumber yard and railroad had also occupied the site historically and combined with the canal, suggest the use of industrial themed materials such as stone and wood.

The Erie Canal Museum and Mule Boy monument on the historic location of the Erie Canal towpath would be located at the heart of the district. Streetscape improvements along Erie Boulevard, including an interpretive towpath, could connect historic Clinton Square to the museum and to the Mule Boy monument across the street.

Low rustic stone walls that are evocative of the canal could potentially be located along Oswego Boulevard and Erie Boulevard, marking the entrance to the city. Sculptural banners at intersections that interpret canal boats would reinforce the sense of arrival. There is the potential for a fountain to evoke the historic presence of water on the site, and the incorporation of water in a rustic stone sign wall. An overhead pergola that incorporates supports that are reminiscent of historic structures on the site could define an outdoor event space. The Canal District Gateway would only be provided under the Community Grid Alternative.

5.0 REFERENCES

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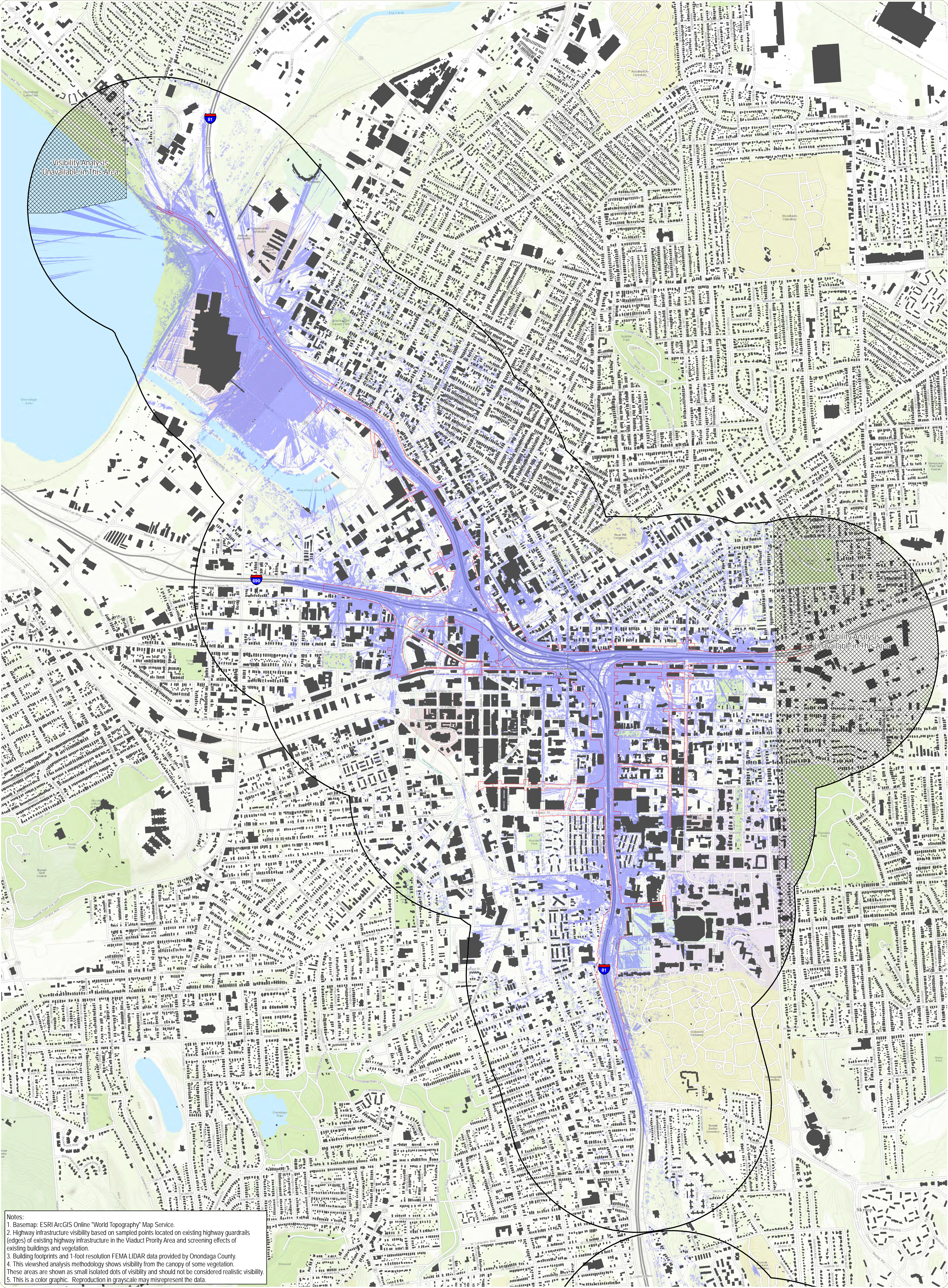
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APPENDIX A

Project Maps



Notes:
1. Basemap: ESRI ArcGIS Online "World Topography" Map Service.
2. Highway infrastructure visibility based on sampled points located on existing highway guardrails (edges) of existing highway infrastructure in the Viaduct Priority Area and screening effects of existing buildings and vegetation.
3. Building footprints and 1-foot resolution FEMA LIDAR data provided by Onondaga County.
4. This viewshed analysis methodology shows visibility from the canopy of some vegetation. These areas are shown as small isolated dots of visibility and should not be considered realistic visibility.
5. This is a color graphic. Reproduction in grayscale may misrepresent the data.

- Highway Infrastructure Visibility
- Building Footprints
- Area of Visual Effect
- Limits of Disturbance for All Project Alternatives

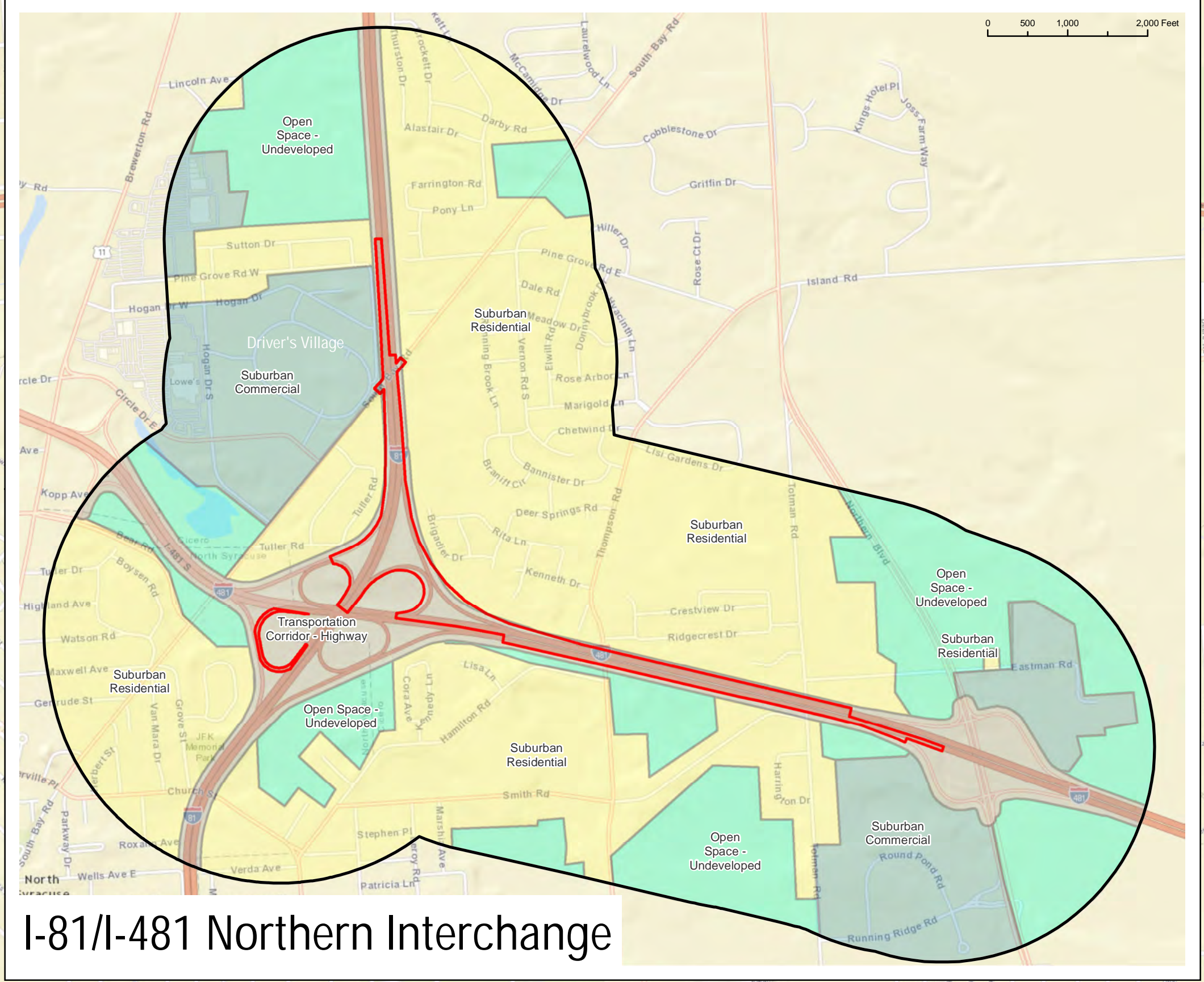
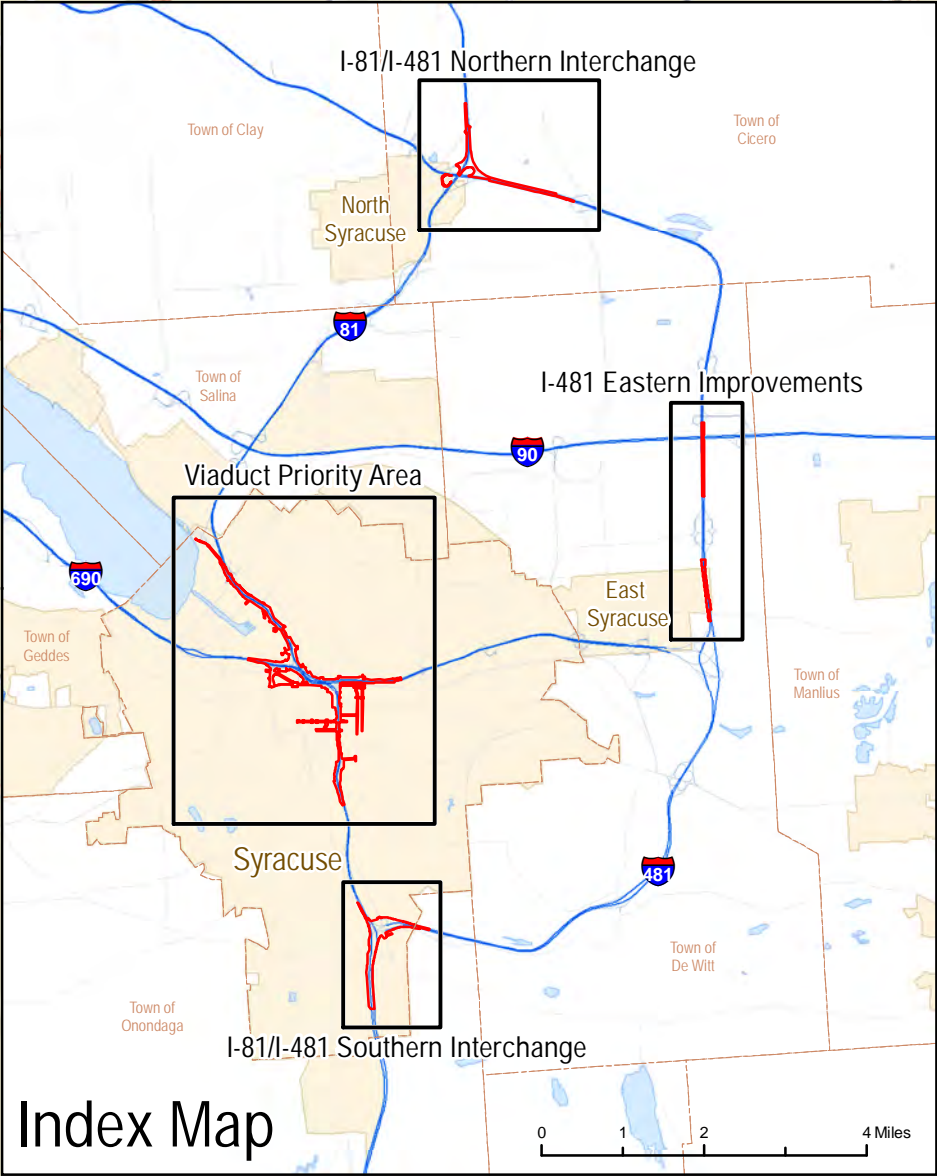
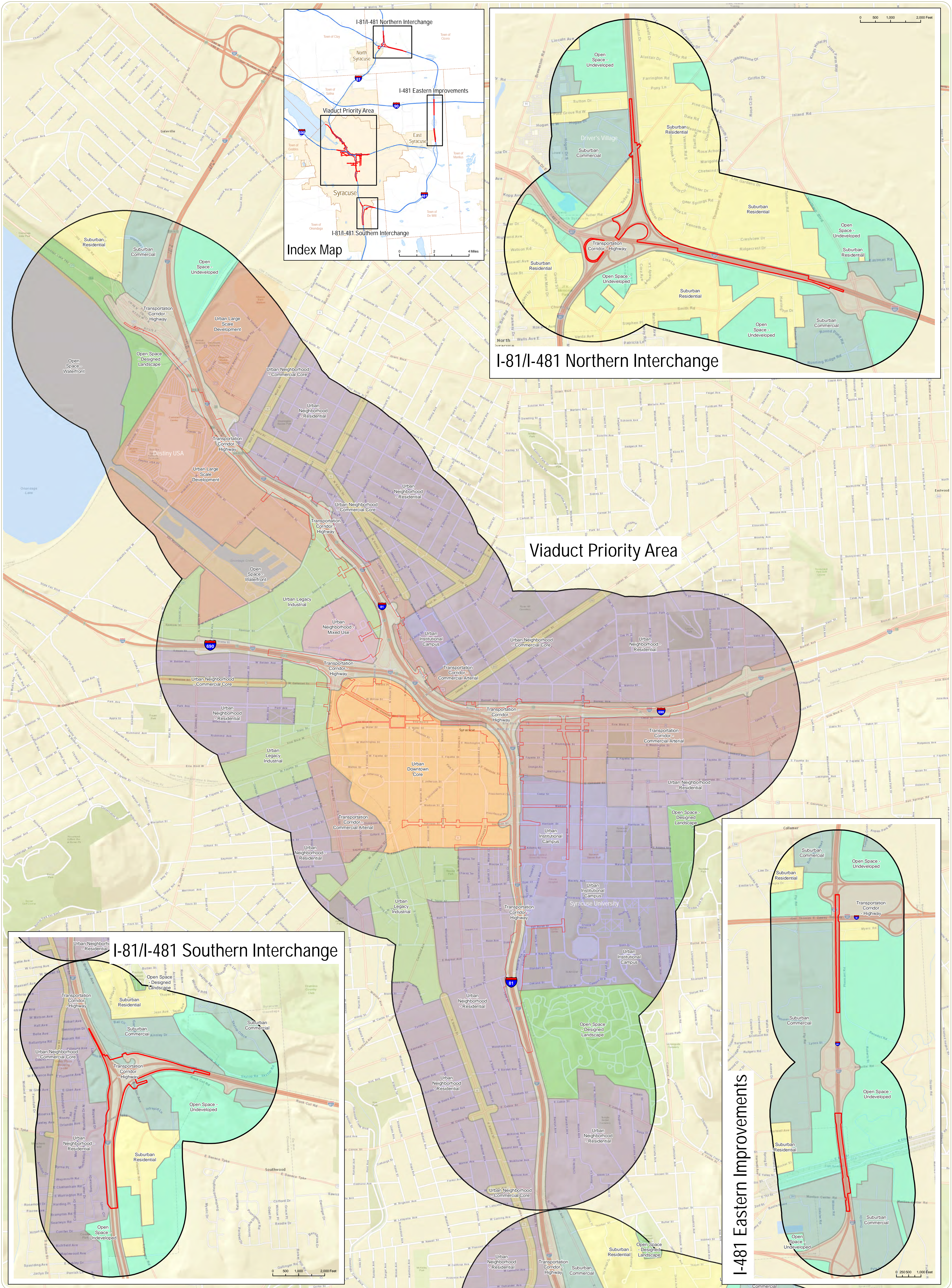
0 500 1,000 2,000 Feet



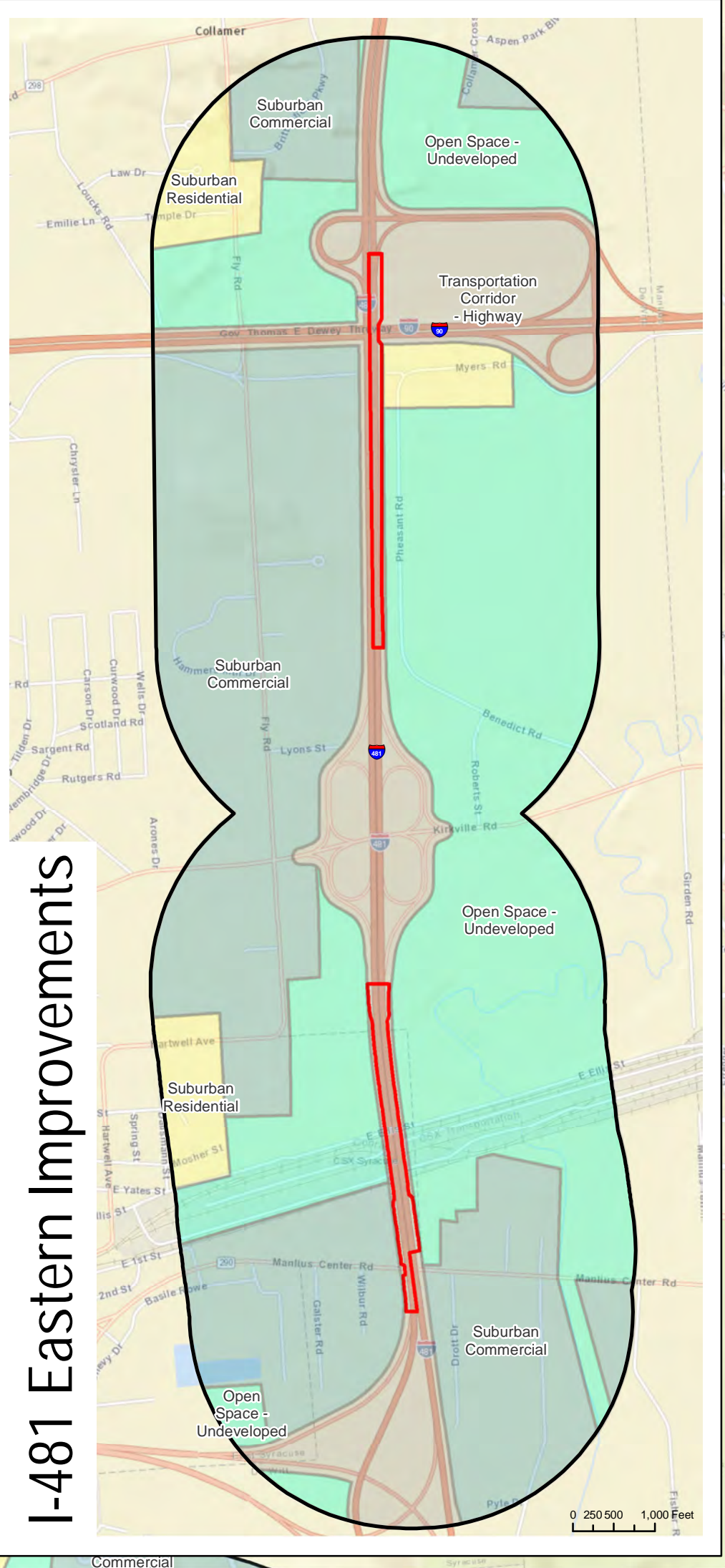
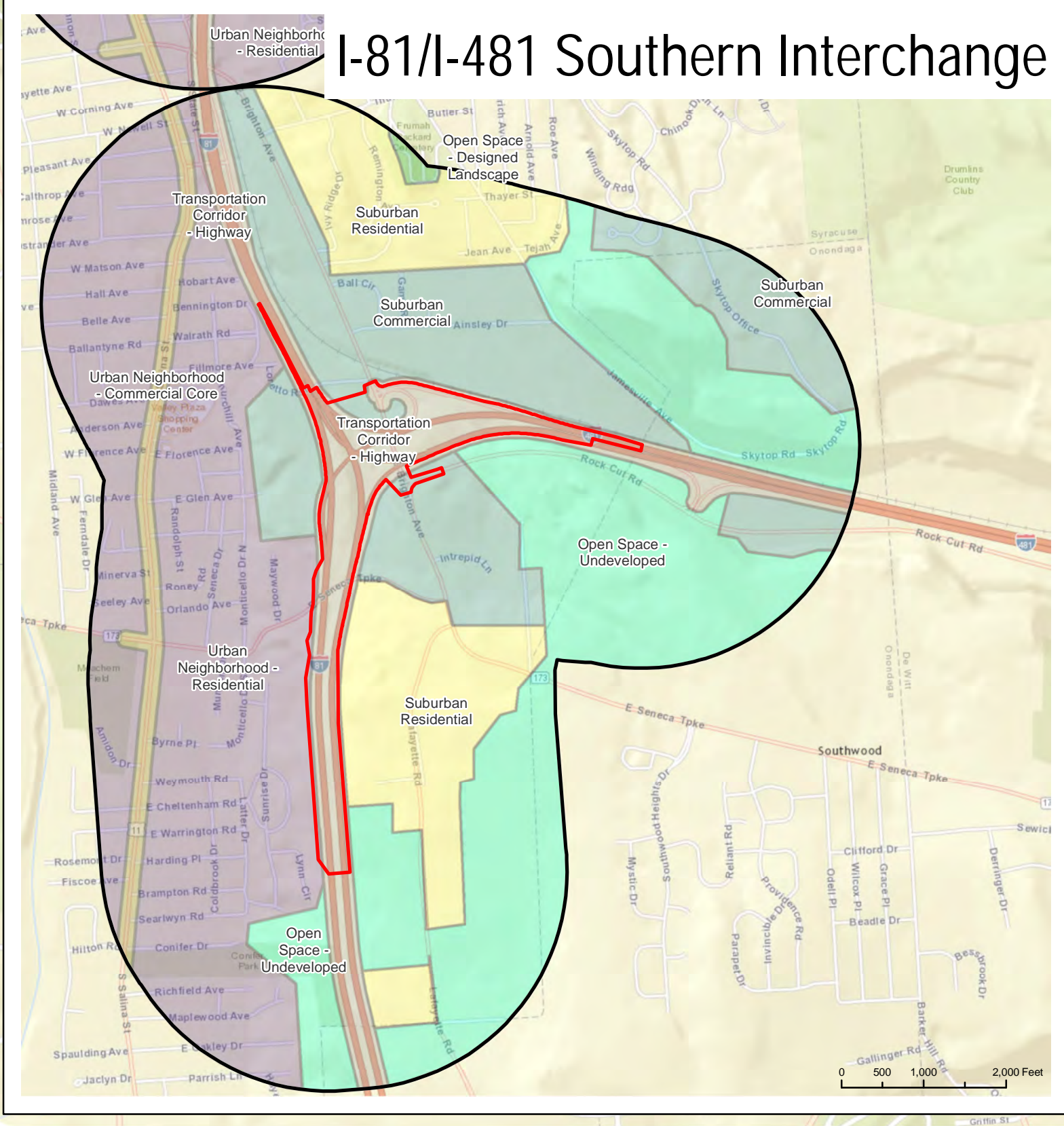
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Viaduct Priority Area



I-81 Viaduct Project

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Appendix A - Map 2: Landscape Units Map

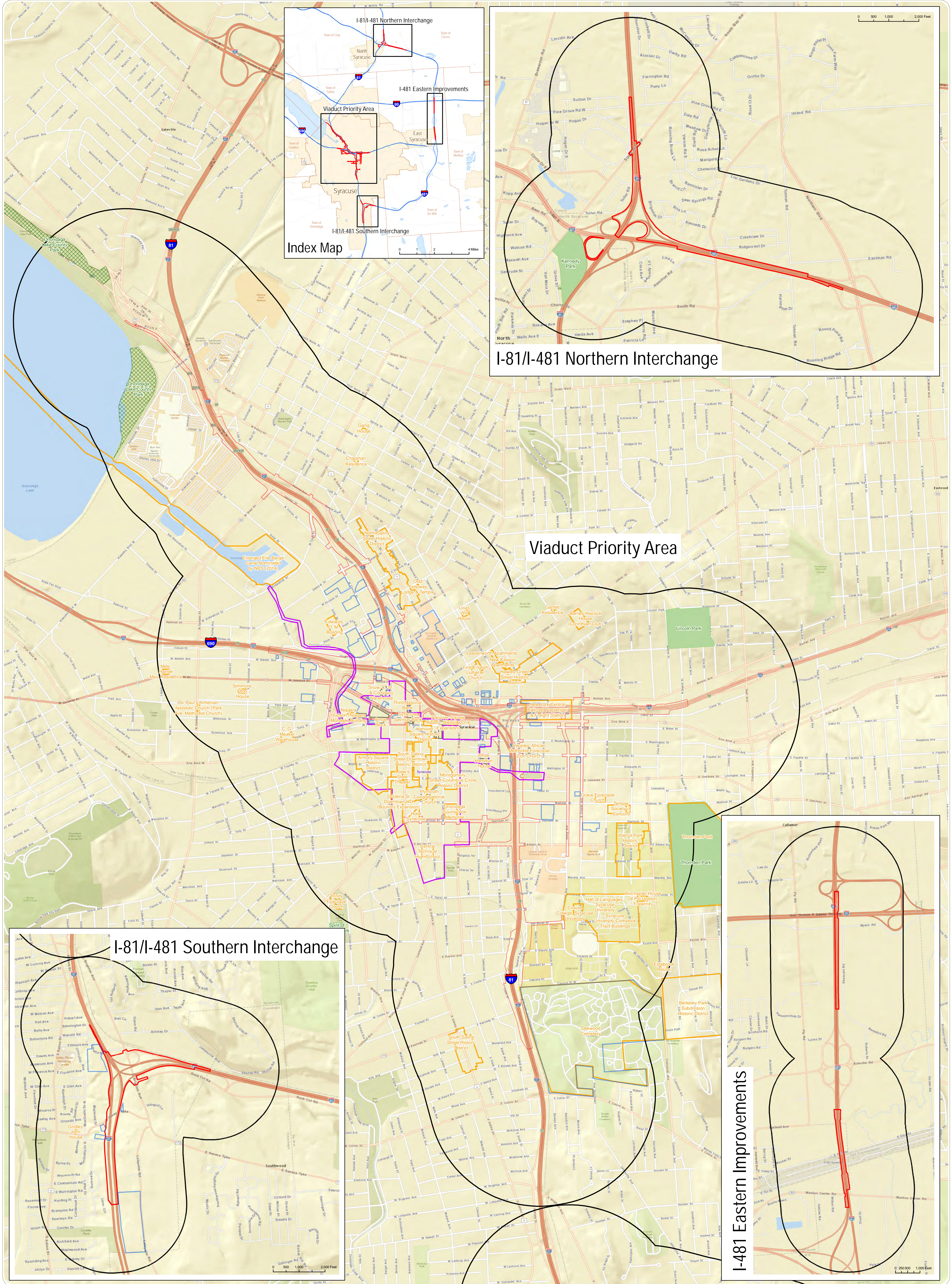
December 2016

Notes: 1. Basemap: ESRI ArcGIS Online "World Street Map" Map Service.
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

- Legend**
- Area of Visual Effect
 - Limits of Disturbance for All Project Alternatives
 - Landscape Units
 - Open Space - Designed Landscape
 - Open Space - Undeveloped
 - Open Space - Waterfront
 - Suburban Commercial
 - Suburban Residential
 - Transportation Corridor - Commercial Arterial
 - Transportation Corridor - Highway
 - Urban Downtown Core
 - Urban Institutional Campus
 - Urban Large Scale Development
 - Urban Legacy Industrial
 - Urban Neighborhood - Commercial Core
 - Urban Neighborhood - Mixed Use
 - Urban Neighborhood - Residential

0 500 1,000 2,000 Feet





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Appendix A - Map 3: Visually Sensitive Resources

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Notes: 1. Basemap: ESRI ArcGIS Online "World Street Map" Map Service.
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

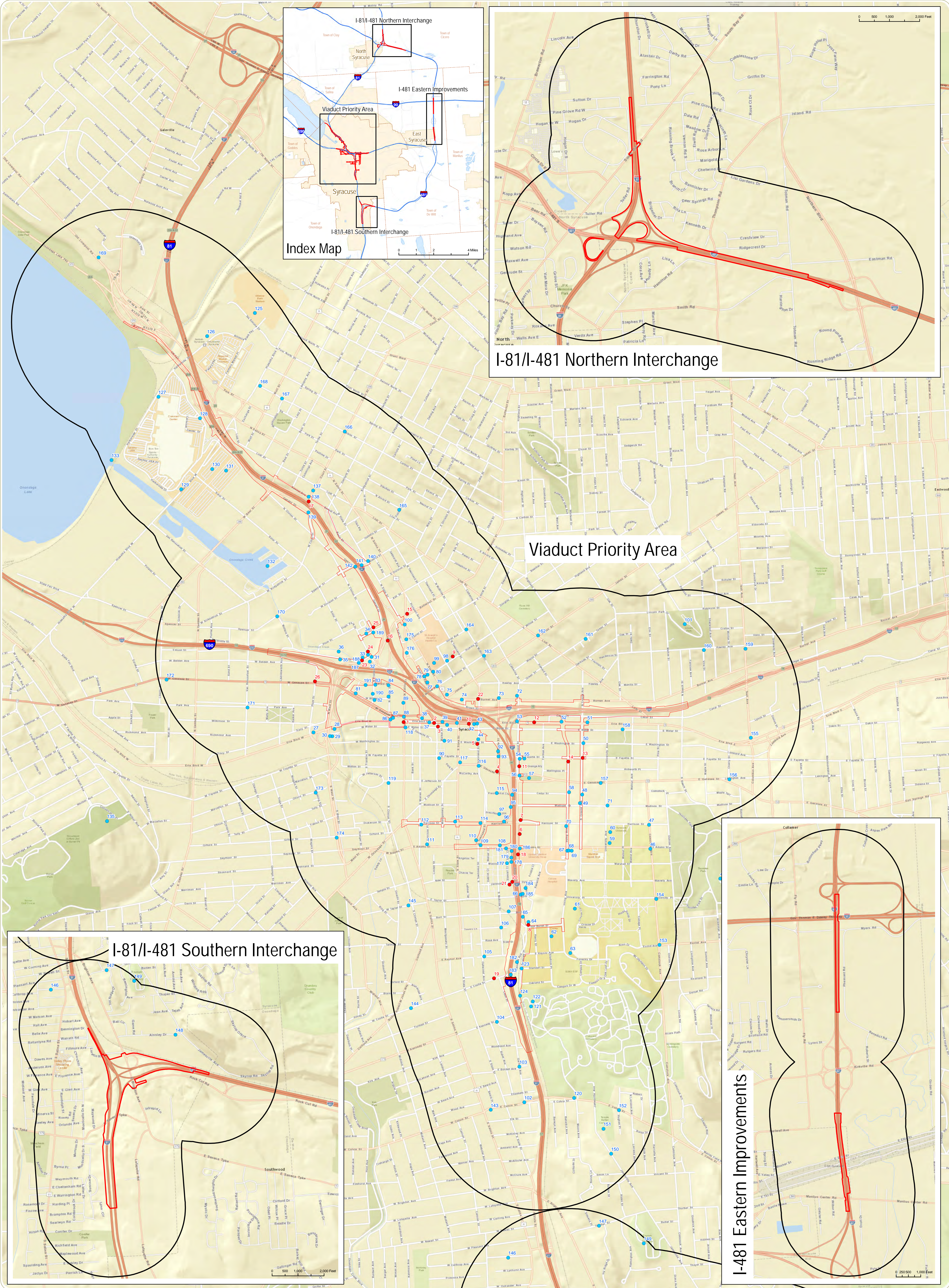
Legend

- NRHP-Eligible Site
- NRHP-Listed Site
- Urban Heritage Area
- Local Park
- County Park
- Area of Visual Effect
- Limits of Disturbance for All Project Alternatives

0 500 1,000 2,000 Feet

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Onondaga County, New York

Appendix A - Map 4: Viewpoint Location Map

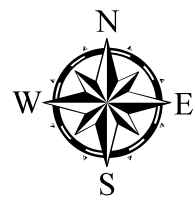
December 2016

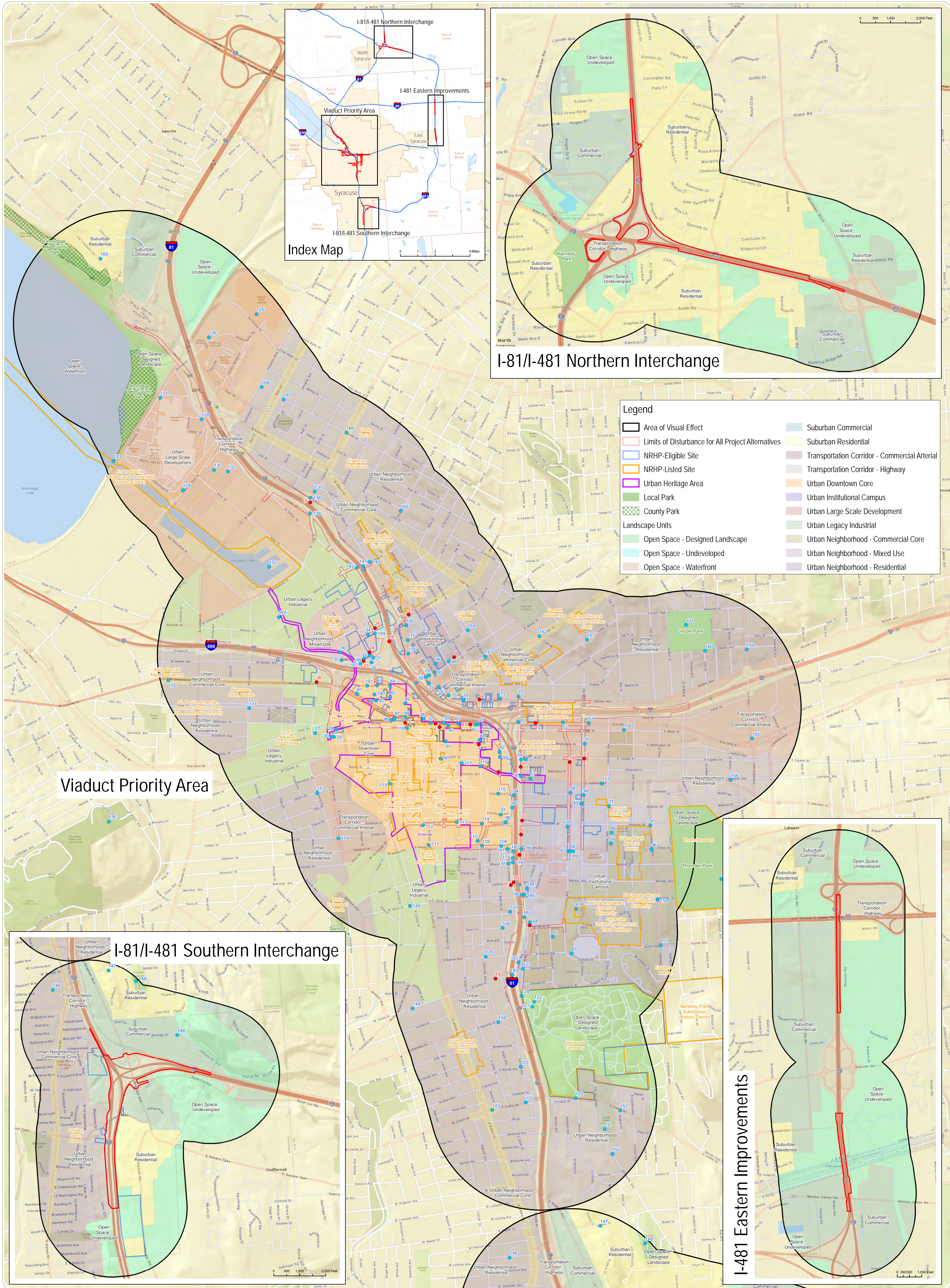
Notes: 1. Basemap: ESRI ArcGIS Online "World Street Map" Map Service.
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Legend

- Viewpoint
- Viewpoint Selected for Simulation
- Area of Visual Effect
- Limits of Disturbance for All Project Alternatives

0 500 1,000 2,000 Feet





I-81 Viaduct Project

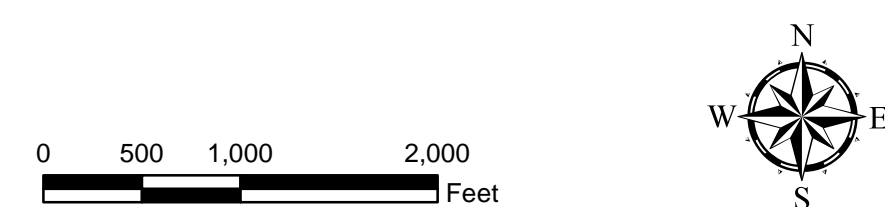
Onondaga County, New York

Appendix A - Map 5: Visual Impact Assessment

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Notes: 1. Basemap: ESRI ArcGIS Online "World Street Map" Map Service.
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Legend



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APPENDIX B

Visual Fieldwork Photolog



Viewpoint 1

Date:
June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
South Salina Street
at Erie Boulevard
East (Clinton
Street)



Viewpoint 2

Date:
August 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northeast

Location:
Erie Boulevard East
at Montgomery
Street

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Viewpoint 3

Date:
July 20, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
East Water Street
at Montgomery
Street



Viewpoint 4

Date:
June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
East Genesee
Street between
South McBride
Street and Almond
Street

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Viewpoint 5

Date:

June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northeast

Location:
South Townsend
Street at East
Washington Street



Viewpoint 6

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Upstate Medical
University Parking
Garage on Harrison
Street at Almond
Street

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Viewpoint 7

Date:
August 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Harrison Street at
Almond Street



Viewpoint 8

Date:
August 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Southwest

Location:
Renwick Avenue at
Van Buren Street.

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Viewpoint 9

Date:

June 10, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Southeast

Location:
St. Joseph's
Hospital Parking
Garage, corner of
Prospect and North
Townsend Streets



Viewpoint 10

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
East

Location:
Erie Boulevard
East between
South State and
South Townsend
Streets

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Viewpoint 11

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
North

Location:
Crowne Plaza
Parking Garage,
corner of Almond
and East Fayette
Streets



Viewpoint 12

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
West

Location:
Erie Boulevard
East between
Forman Avenue
and Almond Street

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Viewpoint 13

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
North

Location:
East Fayette Street
at South Crouse
Avenue



Viewpoint 14

Date:

July 20, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
North

Location:
Irving Avenue at
Fayette Street

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Viewpoint 15

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Southwest

Location:
North Salina Street
at Butternut Street



Viewpoint 16

Date:
June 10, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
South

Location:
Butternut Street
bridge over I-81

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Onondaga County, New York

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Viewpoint 17

Date:
June 10, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
Northwest

Location:
Court Street bridge
over I-81



Viewpoint 18

Date:
June 3, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
Almond Street at
East Adams Street

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Onondaga County, New York

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Viewpoint 19

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northeast

Location:
MLK Jr. East at Dr.
King Elementary
School



Viewpoint 20

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
North

Location:
Eastern edge of
Pioneer Homes
adjacent to
Highway Ramp

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Onondaga County, New York

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Viewpoint 21

Date:

June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southeast

Location:
Wilson Park
Basketball Courts,
Jackson Street



Viewpoint 22

Date:

June 6, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
South

Location:
Burnet Avenue at
North Townsend
Street

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Onondaga County, New York

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Viewpoint 23

Date:

August 3, 2016

Landscape Unit:

Urban

Neighborhood -
Mixed Use

Direction of View:

Southeast

Location:

Creekwalk sidewalk
south of Franklin
Square



Viewpoint 24

Date:

June 3, 2016

Landscape Unit:

Urban

Neighborhood -
Mixed Use

Direction of View:

Southeast

Location:

North Franklin
Street at Evans
Street

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Onondaga County, New York

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Viewpoint 25

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
South

Location:
North Clinton Street
and Genant Drive



Viewpoint 26

Date:
June 3, 2016

Landscape Unit:
Urban Legacy
Industrial

Direction of View:
East

Location:
West Street at
West Genesee
Street

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Viewpoint 27

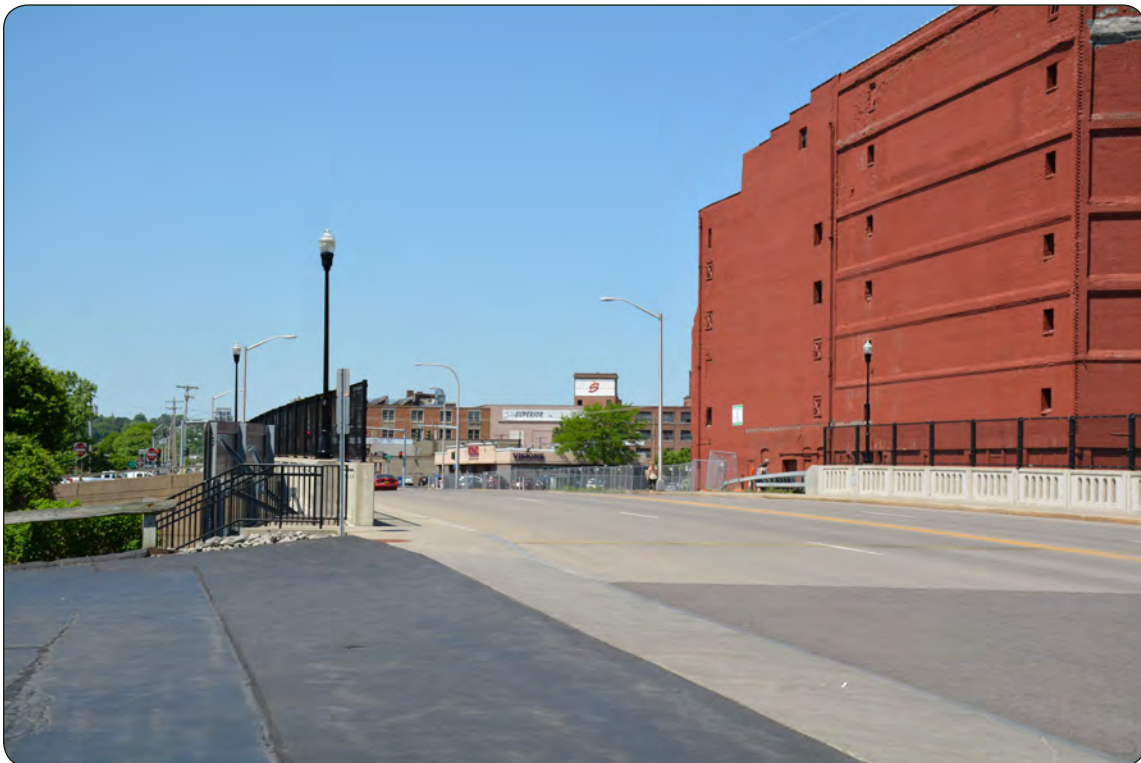
Date:

June 3, 2016

Landscape Unit:
Urban Legacy
Industrial

Direction of View:
East

Location:
Erie Boulevard
West over West
Street



Viewpoint 28

Date:

June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
West

Location:
Erie Boulevard
East over West
Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 29

Date:

June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
Parking Garage on
East Washington
Street



Viewpoint 30

Date:

June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
West Street, South
of Erie Boulevard
Overpass

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Onondaga County, New York

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Viewpoint 31

Date:

June 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
Southeast

Location:
Entrance to
Franklin Square,
North Franklin
Street at Butternut
Street



Viewpoint 32

Date:

June 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
Southeast

Location:
Onondaga
Creekwalk, Franklin
Square at I-690
West on-ramp

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Onondaga County, New York

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Viewpoint 33

Date:

June 3, 2016

Landscape Unit:

Urban
Neighborhood -
Mixed Use

Direction of View:

Southeast

Location:

North Franklin
Street near
Entrance to
Onondaga
Creekwalk



Viewpoint 34

Date:

June 3, 2016

Landscape Unit:

Urban
Neighborhood -
Mixed Use

Direction of View:

Southeast

Location:

Genant Drive near
North Franklin
Street

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Viewpoint 35

Date:

June 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
Southeast

Location:
Evans Street
between Plum
and North Franklin
Streets



Viewpoint 36

Date:

June 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
East

Location:
Evans Street
Parking Garage,
south of Onondaga
Creek

I-81 Viaduct Project

Onondaga County, New York

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**Department of
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**U. S. Department of Transportation
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Viewpoint 37

Date:
June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northeast

Location:
Erie Boulevard
East Between
South Warren
Street and
Montgomery Street



Viewpoint 38

Date:
June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
South Warren
Street between Erie
Boulevard East and
James Street

I-81 Viaduct Project

Onondaga County, New York

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**U. S. Department of Transportation
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Viewpoint 39

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
East

Location:
Erie Canal
Museum, 318 Erie
Boulevard East



Viewpoint 40

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
North

Location:
Erie Canal
Museum, 318 Erie
Boulevard East

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 41

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
East

Location:
Erie Boulevard
East at South State
Street



Viewpoint 42

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
East

Location:
Erie Boulevard
East at South
Townsend Street

I-81 Viaduct Project

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Viewpoint 43

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
East

Location:

Erie Boulevard
East at South
Townsend Street



Viewpoint 44

Date:

June 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:

South Townsend
Street between
Water and East
Washington Streets

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 45

Date:

June 3, 2016

Landscape Unit:

Not Determined

Direction of View:

West

Location:

Elon P. Stewart
Reservoir,
Thornden Park



Viewpoint 46

Date:

June 3, 2016

Landscape Unit:

Urban Institutional
Campus

Direction of View:

West

Location:

Comstock Avenue
at Adams Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 47

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Comstock Avenue
at Harrison Street



Viewpoint 48

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Hill Medical Center
Parking Garage,
South Crouse
Avenue between
East Genesee and
Madison Streets

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 49

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Hill Medical Center
Parking Garage,
South Crouse
Avenue between
East Genesee and
Madison Streets



Viewpoint 50

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Northwest

Location:
South Crouse
Street at East
Washington Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 51

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
West

Location:

Erie Boulevard
East at South
Crouse Avenue



Viewpoint 52

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Northeast

Location:

Former New York
Central Railroad
Station Complex,
815 Erie Boulevard
East

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 53

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
West

Location:
Erie Boulevard
East at Almond
Street



Viewpoint 54

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Southwest

Location:
Crowne Plaza
Parking Garage,
east side of Almond
Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 55

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Northwest

Location:
Crown Plaza
Parking Garage,
south side of East
Fayette Street



Viewpoint 56

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
South

Location:
Almond Street at
East Genesee
Street

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Onondaga County, New York

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Viewpoint 57

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Forman Park, East
Genesee Street



Viewpoint 58

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Madison Irving
Medical Center
Parking Garage,
Madison Street at
Cedar Street

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Viewpoint 59

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
University Avenue
Parking Garage,
corner of University
Avenue and East
Adams Street



Viewpoint 60

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
University Avenue
Parking Garage,
east side of
University Avenue

I-81 Viaduct Project

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Viewpoint 61

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Crouse College,
Syracuse
University campus



Viewpoint 62

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Parking Garage
between Irving
Avenue and East
Raynor Avenue

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Viewpoint 63

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Carrier Dome,
Irving Avenue,
Syracuse
University



Viewpoint 64

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Brockway Dining
Hall, Van Buren
Street, Syracuse
University

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 65

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
Open lawn
between Burt
Street and Renwick
Avenue



Viewpoint 66

Date:

June 3, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
Northwest

Location:
Almond Street at
Taylor Street

I-81 Viaduct Project

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Viewpoint 67

Date:
June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
East Adams Street
at Irving Avenue



Viewpoint 68

Date:
June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Crouse Irving
Memorial Hospital
Parking Garage on
Irving Avenue at E
Adams Street

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Viewpoint 69

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Northwest

Location:
Crouse Irving
Memorial Hospital
Parking Garage on
Irving Avenue at E
Adams Street



Viewpoint 70

Date:

June 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
North

Location:
Irving Avenue at
Harrison Street

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Onondaga County, New York

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Viewpoint 71

Date:

June 3, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

West

Location:

Madison Street at
University Avenue



Viewpoint 72

Date:

June 6, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

South

Location:

Burnet Avenue at
Catherine Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 73

Date:

June 6, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
South

Location:
Burnet Avenue
at North McBride
Street



Viewpoint 74

Date:

June 6, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
Snowden
Apartments, Burnet
Avenue and State
Street

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Onondaga County, New York

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Viewpoint 75

Date:

June 6, 2016

Landscape Unit:
Urban
Neighborhood -
Commercial Core

Direction of View:
Southeast

Location:
North State Street
at James Street



Viewpoint 76

Date:

June 6, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Southwest

Location:
East Willow Street
near North State
Street

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Viewpoint 77

Date:
June 6, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Northwest

Location:
Pearl Street at
Hickory Street



Viewpoint 78

Date:
June 6, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
West

Location:
Pearl Street at
Hickory Street

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Viewpoint 79

Date:

June 6, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
West

Location:
Hickory Street
between Pearl
Street and North
State Street



Viewpoint 80

Date:

June 6, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Southeast

Location:
North State Street
at Hickory Street

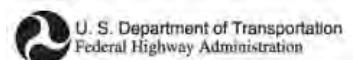
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Viewpoint 81

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
Wallace Street at
West Genesee
Street



Viewpoint 82

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
North Franklin
Street at West
Willow Street

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Viewpoint 83

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
North Franklin
Street at Herald
Place



Viewpoint 84

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
North Clinton Street
at Herald Place

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Onondaga County, New York

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Viewpoint 85

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northeast

Location:
North Clinton Street
near West Willow
Street



Viewpoint 86

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
Clinton Square,
South Clinton
Street

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Viewpoint 87

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
West

Location:
Clinton Square,
West Genesee
Street



Viewpoint 88

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
North Salina Street
at West Genesee
Street

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Viewpoint 89

Date:

June 6, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
North Salina Street
at East Willow
Street



Viewpoint 90

Date:

June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
Parking Garage on
East Fayette Street
at Montgomery
Street

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Onondaga County, New York

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Viewpoint 91

Date:

June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
City Hall, East
Washington Street
at Market Street



Viewpoint 92

Date:

June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
East Fayette Street
at South McBride
Street

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Viewpoint 93

Date:
June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
East Fayette Street
at South McBride
Street



Viewpoint 94

Date:
June 9, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
South

Location:
Almond Street,
under I-81 Viaduct

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Viewpoint 95

Date:
June 9, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
I-81 North off ramp
at Harrison Street



Viewpoint 96

Date:
June 9, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
East

Location:
Harrison Street at
I-81 South off ramp

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Viewpoint 97

Date:

June 9, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Southeast

Location:
Upstate University
Medical Center
Parking Lot, 550
Harrison Street



Viewpoint 98

Date:

June 10, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Southeast

Location:
Prospect Avenue at
Hickory Street

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Viewpoint 99

Date:
June 10, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
St. Joseph's
Hospital, parking
lot between North
State and Prospect
Streets



Viewpoint 100

Date:
June 10, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
Southeast

Location:
North State
Street at North
Salina Street and
Butternut Street

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Viewpoint 101

Date:

June 10, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

Southwest

Location:

Lincoln Park,
Lincoln Park Drive



Viewpoint 102

Date:

June 10, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

East

Location:

East Colvin Street
at Garfield Avenue

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Viewpoint 103

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Garfield Avenue at
Glass Terrace



Viewpoint 104

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Oakwood Avenue
at East Kennedy
Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 105

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southeast

Location:
Oakwood Avenue
at East Raynor
Avenue



Viewpoint 106

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Van Buren Street
at South McBride
Street

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Onondaga County, New York

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Viewpoint 107

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Burt Street at South
McBride Street



Viewpoint 108

Date:
August 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
East Adams Street
at South McBride
Street

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Viewpoint 109

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
East Adams Street
at South Townsend
Street



Viewpoint 110

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
Oncenter
Convention Center
Parking Garage,
East Adams Street

I-81 Viaduct Project

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Viewpoint 111

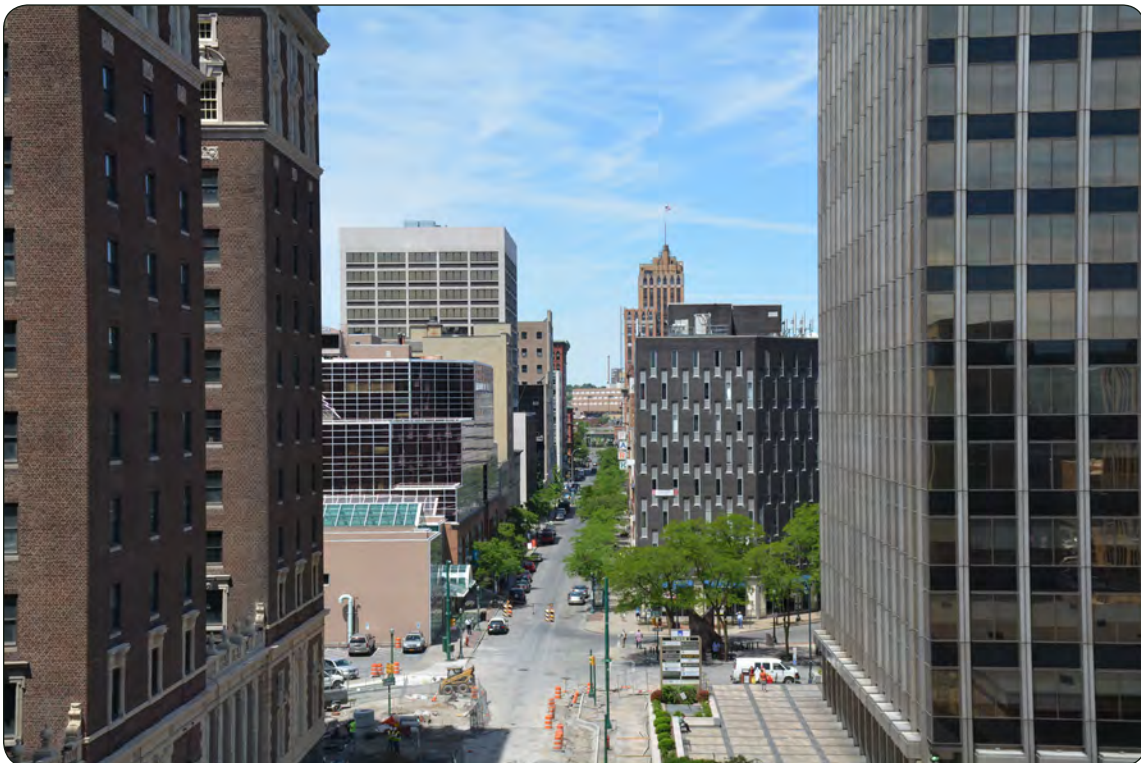
Date:

June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
Harrison Place
Parking Garage,
corner of Harrison
Place and East
Adams Street



Viewpoint 112

Date:

June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
Harrison Place
Parking Garage,
corner of South
Warren and
Harrison Streets

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Viewpoint 113

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
Onondaga County
War Memorial
Arena, South State
Street at Harrison
Street



Viewpoint 114

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
South Townsend
Street at Harrison
Street

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Viewpoint 115

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
East

Location:
Madison Towers
Entrance,
Presidential Court



Viewpoint 116

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
South Townsend
Street at East
Genesee Street

I-81 Viaduct Project

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Viewpoint 117

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
South State Street
at East Genesee
Street



Viewpoint 118

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
South Salina Street
at West Water
Street

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Viewpoint 119

Date:
June 10, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
North

Location:
Jefferson Clinton
Hotel, 416 South
Clinton Street



Viewpoint 120

Date:
June 10, 2016

Landscape Unit:
Open Space
- Designed
Landscape

Direction of View:
West

Location:
East Colvin
Street at southern
entrance to
Oakwood
Cemetery

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Viewpoint 121

Date:
June 10, 2016

Landscape Unit:
Open Space
- Designed
Landscape

Direction of View:
West

Location:
Oakwood
Cemetery east of
I-81



Viewpoint 122

Date:
June 10, 2016

Landscape Unit:
Open Space
- Designed
Landscape

Direction of View:
Northwest

Location:
Oakwood
Cemetery east of
I-81

I-81 Viaduct Project

Onondaga County, New York

Appendix B: Visual Fieldwork Photolog

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**Department of
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**U. S. Department of Transportation
Federal Highway Administration**



Viewpoint 123

Date:
June 10, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
North

Location:
Fineview Place at
Standart Street



Viewpoint 124

Date:
June 10, 2016

Landscape Unit:
Open Space
- Designed
Landscape

Direction of View:
Northwest

Location:
Oakwood
Cemetery east of
I-81

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Onondaga County, New York

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**Department of
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Viewpoint 125

Date:

June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
Southwest

Location:
NBT Bank Stadium
Parking Lot, Tex
Simone Drive



Viewpoint 126

Date:

June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
Southwest

Location:
William F.
Walsh Regional
Transportation
Center, Walsh
Circle

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 127

Date:
June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
Northeast

Location:
Destiny USA
Parking Garage,
Destiny USA Drive



Viewpoint 128

Date:
June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
Southeast

Location:
Destiny USA
Parking Lot,
Destiny USA Drive

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**Department of
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Viewpoint 129

Date:

June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
Southeast

Location:
Destiny USA
Parking Lot,
Destiny USA Drive



Viewpoint 130

Date:

June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
North

Location:
Destiny USA
Parking Lot, Solar
Street

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Viewpoint 131

Date:

June 10, 2016

Landscape Unit:
Urban Large Scale
Development

Direction of View:
North

Location:
Destiny USA
Parking Lot, Solar
Street



Viewpoint 132

Date:

June 10, 2016

Landscape Unit:
Open Space -
Waterfront

Direction of View:
Northwest

Location:
Syracuse Inner
Harbor, Solar
Street

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Viewpoint 133

Date:

June 10, 2016

Landscape Unit:

Open Space -
Waterfront

Direction of View:

West

Location:

Onondaga Creek
Walk at Onondaga
Lake



Viewpoint 134

Date:

June 10, 2016

Landscape Unit:

Not Determined

Direction of View:

Northeast

Location:

Woodland
Reservoir, Stolp
Avenue

I-81 Viaduct Project

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Viewpoint 135

Date:
June 10, 2016

Landscape Unit:
Not Determined

Direction of View:
Northeast

Location:
Rosamond Gifford
Zoo, Conservation
Place



Viewpoint 136

Date:
June 10, 2016

Landscape Unit:
Not Determined

Direction of View:
Northeast

Location:
Upper Onondaga
Park, Onondaga
Park Drive

I-81 Viaduct Project

Onondaga County, New York

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**Department of
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Viewpoint 137

Date:

June 10, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

Southwest

Location:

Court Street at
Sunset Avenue



Viewpoint 138

Date:

June 10, 2016

Landscape Unit:

Transportation
Corridor - Highway

Direction of View:

Southeast

Location:

Court Street at
Sunset Avenue

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Viewpoint 139

Date:
June 10, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
Southeast

Location:
Court Street at
Genant Drive



Viewpoint 140

Date:
June 10, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
North State Street
at Catawba Street

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Onondaga County, New York

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**Department of
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Viewpoint 141

Date:
June 10, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
South

Location:
Spencer Street
bridge over I-81



Viewpoint 142

Date:
June 10, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
Southeast

Location:
Spencer Street at
Genant Drive

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Viewpoint 143

Date:

June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Commercial Core

Direction of View:
East

Location:

West Colvin Street
at South Salina
Street



Viewpoint 144

Date:

June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northeast

Location:

Castle Street/
Dr. Martin Luther
King Drive West
between Oneida
and South Clinton
Streets

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Onondaga County, New York

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Viewpoint 145

Date:
June 21, 2016

Landscape Unit:
Urban Legacy
Industrial

Direction of View:
Southeast

Location:
West Taylor Street
near South Clinton
Street



Viewpoint 146

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
West Calthrop
Avenue between
Cannon and South
Salina Streets

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Viewpoint 147

Date:
June 21, 2016

Landscape Unit:
Suburban
Residential

Direction of View:
West

Location:
Thurber Street
between Stevens
Place and Ivy
Ridge Drive



Viewpoint 148

Date:
June 21, 2016

Landscape Unit:
Suburban
Commercial

Direction of View:
West

Location:
Ainsley Drive,
west of corner of
Jamesville Avenue

I-81 Viaduct Project

Onondaga County, New York

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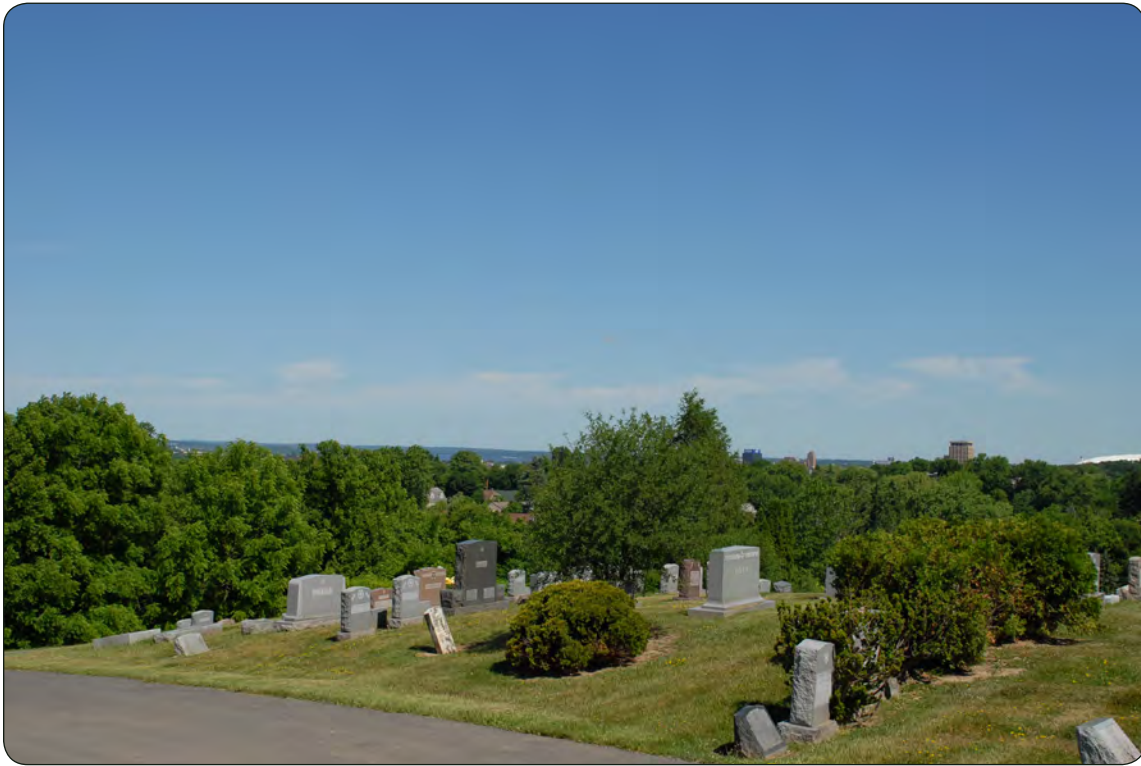
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Viewpoint 149

Date:

June 21, 2016

Landscape Unit:
Open Space
- Designed
Landscape

Direction of View:
West

Location:
Temple Adath
Yeshurun
Cemetery, 924
Jamesville Avenue



Viewpoint 150

Date:

June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northwest

Location:
Syracuse Latin
School, 345
Jamesville Avenue

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Viewpoint 151

Date:

June 21, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

Northwest

Location:

Beth-El Cemetery,
830-34 East Colvin
Street



Viewpoint 152

Date:

June 21, 2016

Landscape Unit:

Urban

Neighborhood -
Residential

Direction of View:

Northwest

Location:

East Colvin Street
at Hughes Place

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Viewpoint 153

Date:
June 21, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Euclid Avenue at
Comstock Avenue



Viewpoint 154

Date:
June 21, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
University Place at
Comstock Avenue

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 155

Date:

June 21, 2016

Landscape Unit:

Transportation
Corridor -
Commercial Arterial

Direction of View:

North

Location:

Erie Boulevard
East at Teall
Avenue



Viewpoint 156

Date:

June 21, 2016

Landscape Unit:

Urban
Neighborhood -
Residential

Direction of View:

West

Location:

Loguen Park at
Cherry Street
between East
Genesee Street
and Lexington
Avenue

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Viewpoint 157

Date:
June 21, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
East Genesee
Street at University
Avenue



Viewpoint 158

Date:
June 21, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
West

Location:
Water Street,
between University
Avenue and Walnut
Avenue

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**Department of
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Viewpoint 159

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
South

Location:
Hawley Avenue at
Teall Avenue



Viewpoint 160

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
South

Location:
Vine Street at
Hawley Street

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Onondaga County, New York

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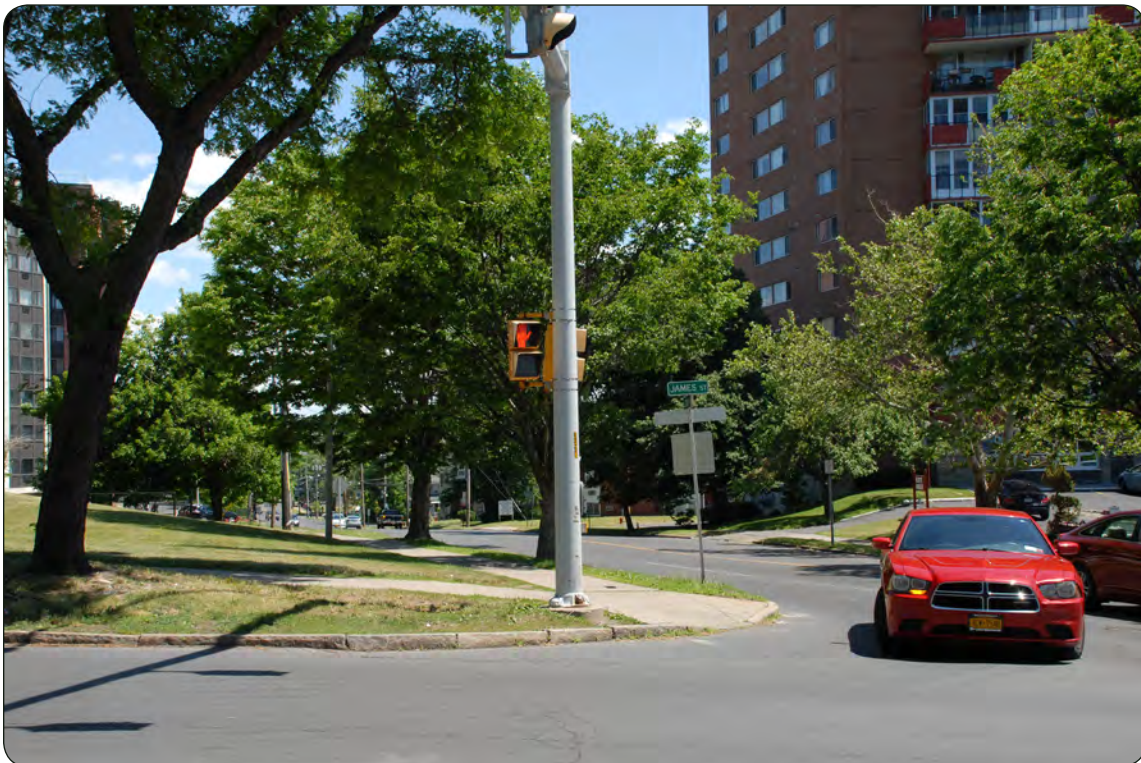
Viewpoint 161

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
Green Street
between Lodi and
Oak Streets



Viewpoint 162

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Commercial Core

Direction of View:
Southwest

Location:
Lodi Street at
James Street

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Viewpoint 163

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
North McBride
Street at East
Willow Street



Viewpoint 164

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
North McBride
Street at Union
Avenue

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Viewpoint 165

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Southwest

Location:
North Alvord Street
at Pond Street



Viewpoint 166

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Commercial Core

Direction of View:
Southwest

Location:
Court Street at
Carbon Street

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Onondaga County, New York

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**Department of
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Viewpoint 167

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northwest

Location:
Carbon Street near
Commonwealth
Avenue



Viewpoint 168

Date:
June 21, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northwest

Location:
Hiawatha
Boulevard at
Carbon Street

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Onondaga County, New York

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Viewpoint 169

Date:
June 21, 2016

Landscape Unit:
Suburban
Residential

Direction of View:
Southeast

Location:
North side of Old
Liverpool Road



Viewpoint 170

Date:
June 22, 2016

Landscape Unit:
Urban Legacy
Industrial

Direction of View:
Southeast

Location:
Spencer Street at
Maltbie Street

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Onondaga County, New York

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Viewpoint 171

Date:
June 22, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
North

Location:
Van Rensselaer
Street at Park
Avenue



Viewpoint 172

Date:
June 22, 2016

Landscape Unit:
Urban
Neighborhood -
Commercial Core

Direction of View:
East

Location:
East Genesee
Street between
Liberty and North
Geddes Streets

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Onondaga County, New York

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**Department of
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Viewpoint 173

Date:
June 22, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northeast

Location:
Otisco Street at
Wyoming Street



Viewpoint 174

Date:
June 22, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
North

Location:
South West Street
at Gifford Street

I-81 Viaduct Project

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Viewpoint 175

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Southwest

Location:
North Salina Street
at Laurel Street



Viewpoint 176

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

Direction of View:
Northwest

Location:
North Salina Street
at Pearl Street

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**Department of
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Viewpoint 177

Date:
July 20, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Monroe Street in
Pioneer Homes



Viewpoint 178

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
Eastern edge of
Pioneer Homes
adjacent to
Highway Ramp

I-81 Viaduct Project

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**U. S. Department of Transportation
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Viewpoint 179

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
Eastern edge of
Pioneer Homes
adjacent to
Highway Ramp



Viewpoint 180

Date:
July 20, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
South

Location:
Eastern edge of
Pioneer Homes
adjacent to
Highway Ramp

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Viewpoint 181

Date:
July 20, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
East

Location:
Adams Street at
Tyler Court



Viewpoint 182

Date:
July 20, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
North

Location:
Renwick Avenue at
Railroad Overpass.

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Viewpoint 183

Date:
September 1, 2016

Landscape Unit:
Transportation
Corridor - Highway

Direction of View:
North

Location:
Renwick Avenue at
Martin Luther King
Jr. Drive.



Viewpoint 184

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
West

Location:
Pioneer Homes
on East side of
Viaduct

I-81 Viaduct Project

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Viewpoint 185

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Residential

Direction of View:
Northwest

Location:
Pioneer Homes
on East side of
Viaduct



Viewpoint 186

Date:
August 3, 2016

Landscape Unit:
Urban Institutional
Campus

Direction of View:
West

Location:
Adams Street at
Almond Street

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Onondaga County, New York

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Viewpoint 187

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
Northeast

Location:
Evans Street in
Franklin Square



Viewpoint 188

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
Northeast

Location:
Mission Landing
Parking lot in
Franklin Square

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 189

Date:
August 3, 2016

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Direction of View:
South

Location:
North Clinton Street
at Genant Drive



Viewpoint 190

Date:
August 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
West side of North
Franklin Street

I-81 Viaduct Project

Onondaga County, New York

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Viewpoint 191

Date:
August 3, 2016

Landscape Unit:
Urban Downtown
Core

Direction of View:
Northwest

Location:
Herald Place
between Wallace
Street and North
Franklin Street

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Onondaga County, New York

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APPENDIX C

Visual Simulations



Original
Photograph

Viewpoint 1

South Salina Street
at Erie Boulevard
East (Clinton Street)

Direction of
View:
North

Landscape Unit:
Urban Downtown
Core

Sheet 1 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 1

South Salina Street
at Erie Boulevard
East (Clinton Street)

Direction of
View:
North

Landscape Unit:
Urban Downtown
Core

Sheet 2 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Visual
Simulation:
Community Grid
Alternative

Viewpoint 1

South Salina Street
at Erie Boulevard
East (Clinton Street)

Direction of
View:
North

Landscape Unit:
Urban Downtown
Core

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Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Original
Photograph

Viewpoint 2

Erie Boulevard East
at Montgomery
Street

Direction of
View:
East

Landscape Unit:
Urban Downtown
Core

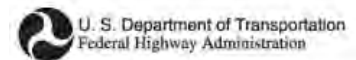
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Appendix C: Visual Simulations

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**Visual
Simulation:
Viaduct
Alternative**

Viewpoint 2

Erie Boulevard East
at Montgomery
Street

**Direction of
View:**
East

Landscape Unit:
Urban Downtown
Core

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Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Visual
Simulation:
Community Grid
Alternative

Viewpoint 2

Erie Boulevard East
at Montgomery
Street

Direction of
View:
East

Landscape Unit:
Urban Downtown
Core

Sheet 3 of 3

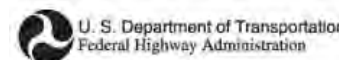
I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Original
Photograph

Viewpoint 3

Erie Boulevard East
at Montgomery
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Downtown
Core

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I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 3

Erie Boulevard East
at Montgomery
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Downtown
Core

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Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Visual
Simulation:
Community Grid
Alternative

Viewpoint 3

Erie Boulevard East
at Montgomery
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Downtown
Core

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I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Original
Photograph

Viewpoint 4

East Genesee
Street between
South McBride
Street and Almond
Street

Direction of
View:
East

Landscape Unit:
Urban Downtown
Core

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Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 4

East Genesee
Street between
South McBride
Street and Almond
Street

Direction of
View:
East

Landscape Unit:
Urban Downtown
Core

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Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Visual
Simulation:
Community Grid
Alternative

Viewpoint 4

East Genesee
Street between
South McBride
Street and Almond
Street

Direction of
View:
East

Landscape Unit:
Urban Downtown
Core

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December 2016

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Original
Photograph

Viewpoint 5
South Townsend
Street at East
Washington Street

Direction of
View:
Northeast

Landscape Unit:
Urban Downtown
Core

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 5

South Townsend
Street at East
Washington Street

Direction of
View:
Northeast

Landscape Unit:
Urban Downtown
Core

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Appendix C: Visual Simulations

December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 5

South Townsend
Street at East
Washington Street

Direction of
View:
Northeast

Landscape Unit:
Urban Downtown
Core

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December 2016

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Original
Photograph

Viewpoint 6

Upstate Medical
University Parking
Garage on Harrison
Street at Almond
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Institutional
Campus

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 6

Upstate Medical
University Parking
Garage on Harrison
Street at Almond
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Institutional
Campus

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Appendix C: Visual Simulations

December 2016

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Visual Simulation: Community Grid Alternative

Viewpoint 6

Upstate Medical
University Parking
Garage on Harrison
Street at Almond
Street

Direction of
View:
Northwest

Landscape Unit:
Urban Institutional
Campus

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Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 7
Harrison Street at
Almond Street

Direction of
View:
West

Landscape Unit:
Urban Institutional
Campus

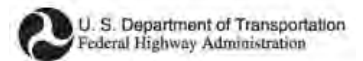
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Visual
Simulation:
Viaduct
Alternative

Viewpoint 7

Harrison Street at
Almond Street

Direction of
View:
West

Landscape Unit:
Urban Institutional
Campus

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 7

Harrison Street at
Almond Street

Direction of
View:
West

Landscape Unit:
Urban Institutional
Campus

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Original
Photograph

Viewpoint 8

View from
Intersection of
Renwick Avenue
and Van Buren
Street.

Direction of
View:
Southwest

Landscape Unit:
Urban Institutional
Campus

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 8

View from
Intersection of
Renwick Avenue
and Van Buren
Street.

Direction of
View:
Southwest

Landscape Unit:
Urban Institutional
Campus

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Visual Simulation: Community Grid Alternative

Viewpoint 8

View from
Intersection of
Renwick Avenue
and Van Buren
Street.

Direction of
View:
Southwest

Landscape Unit:
Urban Institutional
Campus

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Original
Photograph

Viewpoint 9

St. Joseph's
Hospital Parking
Garage, corner of
Prospect and North
Townsend Streets

Direction of
View:
Southeast

Landscape Unit:
Urban Institutional
Campus

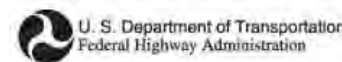
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Visual
Simulation:
Viaduct
Alternative

Viewpoint 9

St. Joseph's
Hospital Parking
Garage, corner of
Prospect and North
Townsend Streets

Direction of
View:
Southeast

Landscape Unit:
Urban Institutional
Campus

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 9

St. Joseph's
Hospital Parking
Garage, corner of
Prospect and North
Townsend Streets

Direction of
View:
Southeast

Landscape Unit:
Urban Institutional
Campus

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Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Original
Photograph

Viewpoint 10

Erie Boulevard East
between South
State and South
Townsend Streets

Direction of
View:
East

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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**Visual
Simulation:
Viaduct
Alternative**

Viewpoint 10

Erie Boulevard East
between South
State and South
Townsend Streets

Direction of
View:
East

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 10

Erie Boulevard East
between South
State and South
Townsend Streets

Direction of
View:
East

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Original
Photograph

Viewpoint 11

Crowne Plaza
Parking Garage,
corner of Almond
and East Fayette
Streets

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 11

Crowne Plaza
Parking Garage,
corner of Almond
and East Fayette
Streets

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual Simulation: Community Grid Alternative

Viewpoint 11

Crowne Plaza
Parking Garage,
corner of Almond
and East Fayette
Streets

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 12

Erie Boulevard East
between Forman
Avenue and Almond
Street

Direction of
View:
West

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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**Visual
Simulation:
Viaduct
Alternative**

Viewpoint 12

Erie Boulevard East
between Forman
Avenue and Almond
Street

**Direction of
View:**
West

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Appendix C: Visual Simulations

December 2016

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Visual Simulation: Community Grid Alternative

Viewpoint 12

Erie Boulevard East
between Forman
Avenue and Almond
Street

Direction of
View:
West

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 13

East Fayette Street
at South Crouse
Avenue

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 13
East Fayette Street
at South Crouse
Avenue

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 13

East Fayette Street
at South Crouse
Avenue

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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December 2016

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Original
Photograph

Viewpoint 14

Irving Avenue at
Fayette Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 14

Irving Avenue at
Fayette Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 14

Irving Avenue at
Fayette Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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Original
Photograph

Viewpoint 15

North Salina Street
at Butternut Street

Direction of
View:
Southwest

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

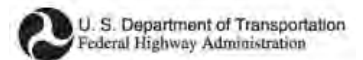
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**Visual
Simulation:
Viaduct and
Community Grid
Alternatives**

Viewpoint 15

North Salina Street
at Butternut Street

**Direction of
View:**
Southwest

Landscape Unit:
Transportation
Corridor -
Commercial Arterial

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December 2016

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Original
Photograph

Viewpoint 16

Butternut Street
bridge over I-81

Direction of
View:
South

Landscape Unit:
Transportation
Corridor - Highway

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 16

Butternut Street
bridge over I-81

Direction of
View:
South

Landscape Unit:
Transportation
Corridor - Highway

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 16

Butternut Street
bridge over I-81

Direction of
View:
South

Landscape Unit:
Transportation
Corridor - Highway

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December 2016

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Original
Photograph

Viewpoint 17

Court Street bridge
over I-81

Direction of
View:
Northwest

Landscape Unit:
Transportation
Corridor - Highway

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December 2016





**Visual
Simulation:
Viaduct and
Community Grid
Alternatives**

Viewpoint 17

Court Street bridge
over I-81

**Direction of
View:**
Northwest

Landscape Unit:
Transportation
Corridor - Highway

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December 2016

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Original
Photograph

Viewpoint 18

Almond Street at
East Adams Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor - Highway

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Visual
Simulation:
Viaduct
Alternative

Viewpoint 18

Almond Street at
East Adams Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor - Highway

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 18

Almond Street at
East Adams Street

Direction of
View:
North

Landscape Unit:
Transportation
Corridor - Highway

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Original
Photograph

Viewpoint 19

MLK Jr. East at Dr.
King Elementary
School

Direction of
View:
Northeast

Landscape Unit:
Urban
Neighborhood -
Residential

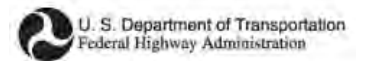
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December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 19

MLK Jr. East at Dr.
King Elementary
School

Direction of
View:
Northeast

Landscape Unit:
Urban
Neighborhood -
Residential

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 19

MLK Jr. East at Dr.
King Elementary
School

Direction of
View:
Northeast

Landscape Unit:
Urban
Neighborhood -
Residential

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December 2016

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Original
Photograph

Viewpoint 20

Eastern edge of
Pioneer Homes
adjacent to Highway
Ramp

Direction of
View:
North

Landscape Unit:
Urban
Neighborhood -
Residential

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Onondaga County, New York

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December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 20

Eastern edge of
Pioneer Homes
adjacent to Highway
Ramp

Direction of
View:
North

Landscape Unit:
Urban
Neighborhood -
Residential

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December 2016

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**Visual
Simulation:
Community Grid
Alternative**

Viewpoint 20

Eastern edge of
Pioneer Homes
adjacent to Highway
Ramp

**Direction of
View:**
North

Landscape Unit:
Urban
Neighborhood -
Residential

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December 2016

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Original
Photograph

Viewpoint 21

Wilson Park
Basketball Courts,
Jackson Street

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Residential

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Onondaga County, New York

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December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 21

Wilson Park
Basketball Courts,
Jackson Street

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Residential

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December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 21

Wilson Park
Basketball Courts,
Jackson Street

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Residential

Sheet 3 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Original
Photograph

Viewpoint 22

Burnet Avenue at
North Townsend
Street

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Residential

Sheet 1 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 22

Burnet Avenue at
North Townsend
Street

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Residential

Sheet 2 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.





Visual
Simulation:
Community Grid
Alternative

Viewpoint 22

Burnet Avenue at
North Townsend
Street

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Residential

Sheet 3 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 23

Creekwalk sidewalk
south of Franklin
Square

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 1 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





**Visual
Simulation:
Viaduct
Alternative**

Viewpoint 23

Creekwalk sidewalk
south of Franklin
Square

**Direction of
View:**
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 2 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 23

Creekwalk sidewalk
south of Franklin
Square

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 3 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 24

North Franklin
Street, North of
Genant Drive

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 1 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 24

North Franklin
Street at Evans
Street

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 2 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 24

North Franklin
Street at Evans
Street

Direction of
View:
Southeast

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 3 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 25

North Clinton Street
and Genant Drive

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 1 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct
Alternative

Viewpoint 25

North Clinton Street
and Genant Drive

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 2 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Visual
Simulation:
Community Grid
Alternative

Viewpoint 25

North Clinton Street
and Genant Drive

Direction of
View:
South

Landscape Unit:
Urban
Neighborhood -
Mixed Use

Sheet 3 of 3

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

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Original
Photograph

Viewpoint 26

West Street at West
Genesee Street

Direction of
View:
East

Landscape Unit:
Urban Legacy
Industrial

Sheet 1 of 2

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016





Visual
Simulation:
Viaduct and
Community Grid
Alternatives

Viewpoint 26

West Street at West
Genesee Street

Direction of
View:
East

Landscape Unit:
Urban Legacy
Industrial

Sheet 2 of 2

I-81 Viaduct Project

Onondaga County, New York

Appendix C: Visual Simulations

December 2016

Note: These visualizations are representative of design intent and the preliminary layout of site elements. These elements will be further refined as the design progresses. The final selection of site elements such as lighting, planting, and paving, as well as materials, colors and finishes, will be determined during final design. Trees and plantings are shown in an established and mature state.



APPENDIX D

Visual Impact Rating Sheets

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East

Viewpoint 76 |

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	M
Extent	M	Focus	M
Duration	H	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	I	I
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.1
Intactness	2.5
Unity	2.0
Existing Visual Quality	2.5

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.2
VD Visual Quality	3.1

Community Grid Alternative	
Vividness	3.0
Intactness	3.5
Unity	3.5
CG Visual Quality	3.3

Viewpoint 76 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.5	-
Viaduct Alternative	3.1	+ .6
Community Grid Alternative	3.3	+ .8

Comments
BRIDGES BRING SENSE OF CONNECTION

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 15-1 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	L
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.7
Intactness	2.5
Unity	3.0
Existing Visual Quality	2.7

Viaduct Alternative	
Vividness	3.1
Intactness	3.1
Unity	2.0
VD Visual Quality	2.7

Community Grid Alternative	
Vividness	3.0
Intactness	2.5
Unity	2.0
CG Visual Quality	2.5

Viewpoint 15-1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.7	-
Viaduct Alternative	2.7	0
Community Grid Alternative	2.5	-.2

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Water Street at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 15-2 3.



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	I	I	I
Project Materials	C	I	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	2.5
Unity	3.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.4
Intactness	2.5
Unity	3.2
VD Visual Quality	2.4

Community Grid Alternative	
Vividness	1.3
Intactness	4.0
Unity	3.2
CG Visual Quality	2.8

Viewpoint 15-2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	—
Viaduct Alternative	2.4	+ .2
Community Grid Alternative	2.8	+ .6

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 79 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	C	I	C
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	3.0
Unity	1.5
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.7
VD Visual Quality	1.4

Community Grid Alternative	
Vividness	3.5
Intactness	4.0
Unity	1.9
CG Visual Quality	3.1

Viewpoint 79 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	-
Viaduct Alternative	1.4	-0.8
Community Grid Alternative	3.1	+0.9

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 23 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	C	C	C
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.5
Intactness	3.0
Unity	2.5
Existing Visual Quality	3.3

Viaduct Alternative	
Vividness	4.0
Intactness	3.5
Unity	2.5
VD Visual Quality	3.3

Community Grid Alternative	
Vividness	4.5
Intactness	3.0
Unity	3.0
CG Visual Quality	3.5

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.3	-
Viaduct Alternative	3.3	0
Community Grid Alternative	3.5	+0.2

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 51 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	M	Focus	L
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	2.0
Unity	1.5
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.3
Intactness	2.5
Unity	1.8
VD Visual Quality	1.9

Community Grid Alternative	
Vividness	4.4
Intactness	3.5
Unity	4.0
CG Visual Quality	4.0

Viewpoint 51 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	-
Viaduct Alternative	1.9	+ .4
Community Grid Alternative	4.0	+2.5

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 183 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L=Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	L	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	I
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.2
Intactness	1.0
Unity	1.3
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.5
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	2.5
Intactness	3.5
Unity	1.8
CG Visual Quality	2.6

Viewpoint 183 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	-
Viaduct Alternative	1.3	+ .1
Community Grid Alternative	2.6	+ 1.4

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Renwick Avenue at Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 178 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	I	I	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.4
Existing Visual Quality	1.1

Viaduct Alternative	
Vividness	1.5
Intactness	2.0
Unity	3.0
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	4.0
Intactness	4.0
Unity	4.0
CG Visual Quality	4.0

Viewpoint 178 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.1	—
Viaduct Alternative	2.2	+1.1
Community Grid Alternative	4.0	+2.9

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Viewpoint 88 9

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	M
Extent	L	Focus	H
Duration	H	Protection	L
Overall Exposure	L	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.0
Unity	4.0
Existing Visual Quality	3.3

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	4.0
VD Visual Quality	3.3

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	4.0
CG Visual Quality	3.3

Viewpoint 88 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.3	—
Viaduct Alternative	3.3	0
Community Grid Alternative	3.3	0

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 19 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	M
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C/I	C/I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	3.0
Unity	3.0
Existing Visual Quality	2.7

Viaduct Alternative	
Vividness	2.5
Intactness	2.5
Unity	3.0
VD Visual Quality	2.7

Community Grid Alternative	
Vividness	3.0
Intactness	4.5
Unity	3.0
CG Visual Quality	3.5

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.7	-
Viaduct Alternative	2.7	0
Community Grid Alternative	3.5	+ .8

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 35 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	3.0
Unity	2.6
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.0
Intactness	2.8
Unity	2.8
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	1.2
Intactness	3.0
Unity	3.0
CG Visual Quality	2.4

Viewpoint 35 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	-
Viaduct Alternative	2.2	0
Community Grid Alternative	2.4	+ .2

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street

Direction of View: West

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 33 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	M
Extent	H	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.0
Unity	1.8
Existing Visual Quality	1.9

Viaduct Alternative	
Vividness	2.2
Intactness	2.5
Unity	2.2
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	2.9
CG Visual Quality	3.0

Viewpoint 33 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.9	-
Viaduct Alternative	2.3	+ .4
Community Grid Alternative	3.0	+ 1.1

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 29, 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	M
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.0
Unity	3.0
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	2.0
Intactness	1.2
Unity	2.5
VD Visual Quality	1.9

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.5
CG Visual Quality	3.0

Viewpoint 29 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	—
Viaduct Alternative	1.9	-.1
Community Grid Alternative	3.0	+1.0

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 40 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.1
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.7

Viaduct Alternative	
Vividness	3.1
Intactness	1.0
Unity	1.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.5
Intactness	3.5
Unity	4.0
CG Visual Quality	3.3

Viewpoint 40 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.7	-
Viaduct Alternative	1.7	0
Community Grid Alternative	3.3	+1.6

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 89 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	M	Focus	M
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.2
Unity	1.7
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.7
Intactness	1.3
Unity	1.7
VD Visual Quality	1.6

Community Grid Alternative	
Vividness	1.7
Intactness	1.3
Unity	1.8
CG Visual Quality	1.6

Viewpoint 89 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	-
Viaduct Alternative	1.6	+ .1
Community Grid Alternative	1.6	+ .1

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 90 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	M
Duration	L	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.8
Intactness	2.0
Unity	2.0
Existing Visual Quality	1.9

Viaduct Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.5
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.2
CG Visual Quality	1.4

Viewpoint 90 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.9	—
Viaduct Alternative	1.5	-.4
Community Grid Alternative	1.4	-.5

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 132 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.2
Unity	2.0
Existing Visual Quality	1.6

Viaduct Alternative	
Vividness	1.5
Intactness	2.1
Unity	3.2
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	1.5
Intactness	2.1
Unity	3.2
CG Visual Quality	2.3

Viewpoint 132 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.6	-
Viaduct Alternative	2.3	+ .7
Community Grid Alternative	2.3	+ .9

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 50

18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	H
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	I
Project Form	C	C	I
Project Materials	C	C	C
Overall Character	C	C	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	3.0
Unity	3.0
Existing Visual Quality	2.5

Viaduct Alternative	
Vividness	3.5
Intactness	3.5
Unity	4.0
VD Visual Quality	3.7

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	3.0
CG Visual Quality	2.7

Viewpoint 50 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.5	—
Viaduct Alternative	3.7	+1.2
Community Grid Alternative	2.7	+ .2

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Castle Street at Oakwood Avenue

Direction of View: Northeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 96

19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	H
Extent	M	Focus	M
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	C	I	C
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	3.0
Unity	3.5
Existing Visual Quality	2.7

Viaduct Alternative	
Vividness	1.5
Intactness	3.2
Unity	2.0
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	1.8
Intactness	3.0
Unity	2.5
CG Visual Quality	2.8

Viewpoint 96 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.7	—
Viaduct Alternative	2.2	-.5
Community Grid Alternative	2.8	+.1

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 181 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	L	Focus	H
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	1.5
Unity	3.0
Existing Visual Quality	2.5

Viaduct Alternative	
Vividness	3.5
Intactness	3.5
Unity	3.5
VD Visual Quality	3.5

Community Grid Alternative	
Vividness	5
Intactness	4.5
Unity	4.0
CG Visual Quality	4.5

Viewpoint 181 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.5	—
Viaduct Alternative	3.5	+ 1.0
Community Grid Alternative	4.5	+ 2.0

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Pioneer Homes Basketball Courts, Jackson Street

Direction of View: Southeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 100 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	L	Focus	H
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.0
Unity	3.5
Existing Visual Quality	3.2

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.5
VD Visual Quality	3.2

Community Grid Alternative	
Vividness	4.0
Intactness	3.5
Unity	4.0
CG Visual Quality	3.8

Viewpoint 100 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.2	—
Viaduct Alternative	3.2	0
Community Grid Alternative	3.8	+ .6

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 59 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	M	Focus	H
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	C	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	2.0
Unity	3.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	3.0
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	2.5
Intactness	2.2
Unity	2.5
CG Visual Quality	2.4

Viewpoint 59 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	-
Viaduct Alternative	2.3	+ .1
Community Grid Alternative	2.4	+ .2

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Mission Landing building in Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 184 *DM*

23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	M
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	I	C
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.5
Intactness	4.5
Unity	4.0
Existing Visual Quality	4.3

Viaduct Alternative	
Vividness	2.5
Intactness	2.5
Unity	3.0
VD Visual Quality	2.7

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.5
CG Visual Quality	3.2

Viewpoint 184 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	4.3	-
Viaduct Alternative	2.7	-1.6
Community Grid Alternative	3.2	-1.1

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street, North of Genant Drive

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 9 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	M	Focus	M
Duration	M	Protection	H
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	4.0
Unity	4.0
Existing Visual Quality	3.7

Viaduct Alternative	
Vividness	1.5
Intactness	3.0
Unity	2.0
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	1.5
Intactness	3.0
Unity	2.0
CG Visual Quality	2.2

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.7	-
Viaduct Alternative	2.2	-1.5
Community Grid Alternative	2.2	-1.5

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Vacant lot at North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 187 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	M
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.0
Intactness	3.0
Unity	2.0
Existing Visual Quality	3.0

Viaduct Alternative	
Vividness	4.0
Intactness	3.0
Unity	2.0
VD Visual Quality	3.0

Community Grid Alternative	
Vividness	4.0
Intactness	3.0
Unity	2.0
CG Visual Quality	3.0

Viewpoint 187 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.0	-
Viaduct Alternative	3.0	0
Community Grid Alternative	3.0	0

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint 4 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.0
Unity	4.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.8
Intactness	2.0
Unity	3.0
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	1.8
Intactness	2.0
Unity	3.0
CG Visual Quality	2.3

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	-
Viaduct Alternative	2.3	+ .1
Community Grid Alternative	2.3	+ .1

Comments

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 76



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	C	C
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.1
Unity	2.0
Existing Visual Quality	1.7

Viaduct Alternative	
Vividness	2.0
Intactness	.5
Unity	1.0
VD Visual Quality	1.1

Community Grid Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.5
CG Visual Quality	1.5

Viewpoint 76 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.7	0
Viaduct Alternative	1.1	-.6
Community Grid Alternative	1.5	-.2

Comments

Visual Quality Rating Form

Panel Member Name: *JF*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 15-1 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>L</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>3.1</i>
Intactness	<i>2.1</i>
Unity	<i>2.1</i>
Existing Visual Quality	<i>2.4</i>

Viaduct Alternative	
Vividness	<i>2.1</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
VD Visual Quality	<i>1.3</i>

Community Grid Alternative	
Vividness	<i>3.2</i>
Intactness	<i>3.0</i>
Unity	<i>3.0</i>
CG Visual Quality	<i>3.0</i>

Viewpoint 15-1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.4</i>	<i>0</i>
Viaduct Alternative	<i>1.3</i>	<i>-1.1</i>
Community Grid Alternative	<i>3.0</i>	<i>.6</i>

Comments

Visual Quality Rating Form

Panel Member Name: *Joe Falco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Water Street at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 15-2 3



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>I</i>
Project Form	<i>I</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>1.0</i>
Unity	<i>.1</i>
Existing Visual Quality	<i>1.0</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>.5</i>
Unity	<i>.1</i>
VD Visual Quality	<i>.5</i>

Community Grid Alternative	
Vividness	<i>2.1</i>
Intactness	<i>2.0</i>
Unity	<i>1</i>
CG Visual Quality	<i>1.7</i>

Viewpoint 15-2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.0</i>	<i>0</i>
Viaduct Alternative	<i>.5</i>	<i>-.5</i>
Community Grid Alternative	<i>1.7</i>	<i>.7</i>

Comments
ALL OPTIONS OUT THE URBAN DOWNTOWN CORE OFF VISUALLY & PHYSICALLY FROM THE NORTH SIDE. GRID - TREES IN FOREGROUND DO BUFFER THE VISUAL IMPACT OF THE BLOCKADE.

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 79 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.0
Unity	2.0
Existing Visual Quality	2.6

Viaduct Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	3.0
Intactness	4.0
Unity	4.0
CG Visual Quality	3.6

Viewpoint 79 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.6	0
Viaduct Alternative	1.3	-1.3
Community Grid Alternative	3.6	1

Comments

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 23 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	H	Focus	L
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	I
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.1
Unity	1.1
Existing Visual Quality	1.4

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	2.1
Intactness	1.5
Unity	1.1
CG Visual Quality	1.5

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.4	0
Viaduct Alternative	1.0	- .4
Community Grid Alternative	1.5	.1

Comments

Visual Quality Rating Form

Panel Member Name: *Joe Falco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 51 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	M
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.1
Intactness	1.1
Unity	1.0
Existing Visual Quality	1.4

Viaduct Alternative	
Vividness	1.5
Intactness	.1
Unity	.1
VD Visual Quality	.5

Community Grid Alternative	
Vividness	3.1
Intactness	3.0
Unity	3.0
CG Visual Quality	3.0

Viewpoint 51 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.4	0
Viaduct Alternative	.5	-.9
Community Grid Alternative	3.0	1.6

Comments
VIADUCT - CONSIDERS THE VIEW & CASTS A GIANT BLACK SHADOW BELOW DEGRADING THE VISUAL QUALITY BELOW.

GRID - GREAT VISUAL TEXTURE, FORM, & FLOW FOR EACH USE... VISUALLY ENGAGING TO LOOK AT.

Visual Quality Rating Form

Panel Member Name: *JOE FALCO*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 183 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.1</i>
Intactness	<i>1.5</i>
Unity	<i>1.5</i>
Existing Visual Quality	<i>1.3</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.1</i>
VD Visual Quality	<i>1.7</i>

Community Grid Alternative	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.2</i>
CG Visual Quality	<i>2.0</i>

Viewpoint 183 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.3</i>	<i>0</i>
Viaduct Alternative	<i>1.7</i>	<i>.4</i>
Community Grid Alternative	<i>2.0</i>	<i>.7</i>

Comments
<i>GRID - BEING ABLE TO SEE THE HORIZONS UNDER THE BRIDGE IMPROVES THE VISUAL COMPOSITION; BRIDGE DECK IS 100' BLK AND ELIMINATES VIEW TO SKY ABOVE. LAWN IMPROVES FOREGROUND.</i>

Visual Quality Rating Form

Panel Member Name: *JOE FALCO*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Renwick Avenue at Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 178 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>I</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1</i>
Intactness	<i>.1</i>
Unity	<i>.1</i>
Existing Visual Quality	<i>.4</i>

Viaduct Alternative	
Vividness	<i>1.1</i>
Intactness	<i>.5</i>
Unity	<i>.5</i>
VD Visual Quality	<i>.7</i>

Community Grid Alternative	
Vividness	<i>2.1</i>
Intactness	<i>1.</i>
Unity	<i>1.</i>
CG Visual Quality	<i>1.3</i>

Viewpoint 178 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>.4</i>	<i>0</i>
Viaduct Alternative	<i>.7</i>	<i>.3</i>
Community Grid Alternative	<i>1.3</i>	<i>.9</i>

Comments
<i>COMM GRID - BETTER CONNECTIVITY - VISUALLY & PHYSICALLY TREES HELP AS WELL AS VISUAL CONNECTION TO NEARBY AND DISTANT CAMPUS HOUSING BLDGS.</i>

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Viewpoint 88 9

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	L
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	I	I	I
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.0
Unity	3.0
Existing Visual Quality	3.0

Viaduct Alternative	
Vividness	3.0
Intactness	2.0
Unity	2.0
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	2.0
Intactness	3.5
Unity	3.5
CG Visual Quality	3.0

Viewpoint 88 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.0	0
Viaduct Alternative	2.3	-0.7
Community Grid Alternative	3.0	0

Comments

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 19 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	2.0
Intactness	1.1
Unity	2.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.1
Intactness	2.1
Unity	2.1
CG Visual Quality	2.1

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	0
Viaduct Alternative	1.7	.7
Community Grid Alternative	2.1	1.1

Comments

Visual Quality Rating Form

Panel Member Name: JOE FALCO

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 35. 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.5
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	3.0
Intactness	2.0
Unity	3.0
CG Visual Quality	2.6

Viewpoint 35 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	1.5	.2
Community Grid Alternative	2.6	1.3

Comments
VIADUCT - SCALE IS OVERPOWERING THE LANDSCAPE.

Visual Quality Rating Form

Panel Member Name: *Joe Torco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street

Direction of View: West

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 33 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>2.0</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>.1</i>
Unity	<i>.1</i>
VD Visual Quality	<i>1.2</i>

Community Grid Alternative	
Vividness	<i>3.0</i>
Intactness	<i>3.0</i>
Unity	<i>3.0</i>
CG Visual Quality	<i>3.0</i>

Viewpoint 33 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.0</i>	<i>0</i>
Viaduct Alternative	<i>1.2</i>	<i>-.8</i>
Community Grid Alternative	<i>3.0</i>	<i>1</i>

Comments
EXISTING - LANDSCAPE TREES & OVERPASS MORE APPROPRIATELY SCALED... SENSE OF SOMETHING BEYOND.

VIADUCT - TOO BIG & OVERPOWERING THE DOWNTOWN SKYLINE

GRID - GOOD SCALE... BETTER SENSE OF ENTRY

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 29 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	I	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	2.0
Unity	2.0
Existing Visual Quality	1.6

Viaduct Alternative	
Vividness	1.0
Intactness	2.1
Unity	2.1
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.0
Intactness	3.0
Unity	3.0
CG Visual Quality	2.6

Viewpoint 29 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.6	0
Viaduct Alternative	1.7	.1
Community Grid Alternative	2.6	1

Comments

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 40 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.0
Unity	2.0
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	2.0
VD Visual Quality	2.0

Community Grid Alternative	
Vividness	2.0
Intactness	3.0
Unity	3.0
CG Visual Quality	2.6

Viewpoint 40 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	0
Viaduct Alternative	2.0	0
Community Grid Alternative	2.6	.6

Comments

Visual Quality Rating Form

Panel Member Name: *Joe Falco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint **89** 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>L</i>
Extent	<i>M</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.1</i>
Intactness	<i>1.0</i>
Unity	<i>1.1</i>
Existing Visual Quality	<i>1.0</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>2.1</i>
Unity	<i>2.1</i>
VD Visual Quality	<i>2.0</i>

Community Grid Alternative	
Vividness	<i>2.0</i>
Intactness	<i>2.1</i>
Unity	<i>2.1</i>
CG Visual Quality	<i>2.0</i>

Viewpoint 89 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.0</i>	<i>0</i>
Viaduct Alternative	<i>2.0</i>	<i>1</i>
Community Grid Alternative	<i>2.0</i>	<i>1</i>

Comments
<i>VIADUCT & COMM. GRID - REMOVAL OF VISUAL CLUTTER ON UTILITY LINES, BILL BOARDS. HELP IMPROVE VISUAL QUALITY, ALLOWING VIEWS</i>

<i>DISTANT BUILDINGS IN FRANKLIN SQUARE & WATER TOWER.</i>
<i>LOSS OF HISTORIC BRICK BUILDING IS UNFORTUNATE, HOWEVER IT WAS ONLY PARTIALLY VISIBLE AND...</i>

Visual Quality Rating Form

Panel Member Name: *ME Falco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 90 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>I</i>
Project Form	<i>C</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.1</i>
Intactness	<i>1.</i>
Unity	<i>1.5</i>
Existing Visual Quality	<i>1.2</i>

Viaduct Alternative	
Vividness	<i>.5</i>
Intactness	<i>.1</i>
Unity	<i>.2</i>
VD Visual Quality	<i>.2</i>

Community Grid Alternative	
Vividness	<i>.5</i>
Intactness	<i>.5</i>
Unity	<i>.5</i>
CG Visual Quality	<i>.5</i>

Viewpoint 90 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.2</i>	<i>0</i>
Viaduct Alternative	<i>.2</i>	<i>-1.</i>
Community Grid Alternative	<i>.5</i>	<i>-.7</i>

Comments

ITS INTERESTING TO SEE THE SCENE CHANGE ON AL 3. THE VIADUCT CONSUMES THE LANDSCAPE, IN FACT WIPE'S AWAY BUILDINGS AND THE CITY SKYLINE... THIS IS THE "NORTH FRONT DOOR" TO DOWNTOWN. COMMUNITY GRID OPTION IS SLIGHTLY BETTER IN TERMS OF SCENE AND PRESEVING EXISTING BUILDINGS WHEN COMPARED TO THE VIADUCT OPTION. HOWEVER THE GRID OPTION STILL WIPE'S AWAY THE CITY SKYLINE.



Department of Transportation



U. S. Department of Transportation
Federal Highway Administration

Visual Quality Rating Form

Panel Member Name: *JF*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 132 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>L</i>
Extent	<i>H</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
Existing Visual Quality	<i>1.0</i>

Viaduct Alternative	
Vividness	<i>1.1</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
VD Visual Quality	<i>1.0</i>

Community Grid Alternative	
Vividness	<i>1.1</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
CG Visual Quality	<i>1.0</i>

Viewpoint 132 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.0</i>	<i>0</i>
Viaduct Alternative	<i>1.0</i>	<i>0</i>
Community Grid Alternative	<i>1.0</i>	<i>0</i>

Comments
<i>NO BIG VISUAL CHANGE - CLEANED UP BRIDGE (OVERPASS) CLEANS UP DISTANT VIEW.</i>

Visual Quality Rating Form

Panel Member Name: *JOE FRACO*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Community, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 50

18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
Existing Visual Quality	<i>1.3</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>2.0</i>
Unity	<i>1.1</i>
VD Visual Quality	<i>1.3</i>

Community Grid Alternative	
Vividness	<i>3.1</i>
Intactness	<i>3.0</i>
Unity	<i>3.1</i>
CG Visual Quality	<i>3.0</i>

Viewpoint 50 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.3</i>	<i>0</i>
Viaduct Alternative	<i>1.3</i>	<i>0</i>
Community Grid Alternative	<i>3.0</i>	<i>1.7</i>

Comments
<i>COMM GRID - GOOD BALANCE.</i>

Visual Quality Rating Form

Panel Member Name: *Joe Falco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Castle Street at Oakwood Avenue

Direction of View: Northeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint **96**

19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>L</i>
Extent	<i>H</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.5</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
Existing Visual Quality	<i>1.1</i>

Viaduct Alternative	
Vividness	<i>1.8</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
VD Visual Quality	<i>1.2</i>

Community Grid Alternative	
Vividness	<i>2.8</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
CG Visual Quality	<i>2.2</i>

Viewpoint 96 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.1</i>	<i>0</i>
Viaduct Alternative	<i>1.2</i>	<i>+1</i>
Community Grid Alternative	<i>2.2</i>	<i>+1.1</i>

Comments
<i>COMM GRID - BETTER NEIGHBORHOOD FEEL ... FEELS CONNECTED TO A LARGER WHOLE. LOTS GOING ON TRANSPORTATION WISE BUT WELL DESIGNED & MITIGATED VISUALLY.</i>

Visual Quality Rating Form

Panel Member Name:

JF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 181 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	.1
Unity	1.0
Existing Visual Quality	.7

Viaduct Alternative	
Vividness	1.1
Intactness	.2
Unity	1.1
VD Visual Quality	.8

Community Grid Alternative	
Vividness	3.1
Intactness	3.0
Unity	3.1
CG Visual Quality	3.0

Viewpoint 181 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	.7	0
Viaduct Alternative	.8	.1
Community Grid Alternative	3.0	2.3

Comments

VIADUCT IS A MAJOR BARRIER TO THE RESIDENTIAL AREA. REMOVAL OF CHAIN LINK FENCE IMPROVES VISIBILITY AND OPENS SPACE.

Visual Quality Rating Form

Panel Member Name: *Joe Farco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Pioneer Homes Basketball Courts, Jackson Street

Direction of View: Southeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 100 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>1.6</i>

Viaduct Alternative	
Vividness	<i>.1</i>
Intactness	<i>1.5</i>
Unity	<i>1.5</i>
VD Visual Quality	<i>1.</i>

Community Grid Alternative	
Vividness	<i>3.1</i>
Intactness	<i>3.0</i>
Unity	<i>3.0</i>
CG Visual Quality	<i>3</i>

Viewpoint 100 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.6</i>	<i>0</i>
Viaduct Alternative	<i>1.</i>	<i>-.6</i>
Community Grid Alternative	<i>3.</i>	<i>1.4</i>

Comments
<p>ORIG. - OK BALANCE VISUALLY BUT ELEVATED HIGHWAY IS A PHYSICAL BARRIER</p> <p>VIADUCT - OUT OF BALANCE ELEVATED HIGHWAY NOW TAKES OVER & DOMINATES.</p>

GRID - GOOD BALANCE, EXPANDED OPEN VIEW TO A FUNCTIONING DOMINANT URBAN LANDSCAPE

Visual Quality Rating Form

Panel Member Name: *JOE FALCO*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 59 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>I</i>
Project Form	<i>I</i>	<i>I</i>	<i>I</i>
Project Materials	<i>I</i>	<i>I</i>	<i>I</i>
Overall Character	<i>I</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>.1</i>
Unity	<i>.2</i>
Existing Visual Quality	<i>.4</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>.1</i>
Unity	<i>.1</i>
VD Visual Quality	<i>.4</i>

Community Grid Alternative	
Vividness	<i>1.5</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
CG Visual Quality	<i>1.8</i>

Viewpoint 59 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>.4</i>	<i>0</i>
Viaduct Alternative	<i>.4</i>	<i>0</i>
Community Grid Alternative	<i>1.8</i>	<i>1.4</i>

Comments
<i>URBAN NEIGHBORHOOD IS VISUALLY DISCONNECTED FROM ITS DOWNTOWN ON ALL ALTERNATIVES.</i>

Visual Quality Rating Form

Panel Member Name: *Joe Fazio*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Mission Landing building in Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 184 23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.5
Unity	3.5
Existing Visual Quality	3.3

Viaduct Alternative	
Vividness	1.1
Intactness	1.1
Unity	1.1
VD Visual Quality	1.1

Community Grid Alternative	
Vividness	1.1
Intactness	1.5
Unity	1.5
CG Visual Quality	1.3

Viewpoint 184 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.3	0
Viaduct Alternative	1.1	-3.2
Community Grid Alternative	1.3	-3.0

Comments
WOW... SIGNIFICANT IMPACT & VISUAL CHANGE! VIADUCT - LAND OF CONFUSION!

GRID - LAND OF CONFUSION w/ A DISTANT VIEW OR POSSIBLE DESTINATION OR ESCAPE!

Visual Quality Rating Form

Panel Member Name: *JOE farco*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street, North of Genant Drive

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint-9 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>I</i>
Project Form	<i>C</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>I</i>	<i>I</i>
Overall Character	<i>C</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>3.0</i>
Unity	<i>3.0</i>
Existing Visual Quality	<i>2.8</i>

Viaduct Alternative	
Vividness	<i>.1</i>
Intactness	<i>.5</i>
Unity	<i>.5</i>
VD Visual Quality	<i>.3</i>

Community Grid Alternative	
Vividness	<i>.5</i>
Intactness	<i>1.</i>
Unity	<i>1.</i>
CG Visual Quality	<i>.8</i>

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.8</i>	<i>0</i>
Viaduct Alternative	<i>.3</i>	<i>-2.5</i>
Community Grid Alternative	<i>.8</i>	<i>-2</i>

Comments
<i>VIADUCT - TOO MANY BUILDINGS REMOVED IN BACKGROUND... EXTENDING DISTANCE TO PERCEIVABLE DESTINATIONS. NEGATIVE VISUAL & PSYCHOLOGICAL IMPACT.</i>

Visual Quality Rating Form

Panel Member Name:

Joe Lallo

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Vacant lot at North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 187 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	L
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	2.0
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.0
Intactness	3.0
Unity	2.0
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	2.0
Intactness	3.0
Unity	2.0
CG Visual Quality	2.3

Viewpoint 187 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	2.3	1
Community Grid Alternative	2.3	1

Comments
VIADUCT / GRID - STREETSCAPE ENHANCEMENTS IMPROVE VISUAL ORDER.

Visual Quality Rating Form

Panel Member Name: JOE FARCO

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint-4 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	L
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.0
Unity	2.0
Existing Visual Quality	2.

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
VD Visual Quality	3.0

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
CG Visual Quality	3.0

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2	0
Viaduct Alternative	3	1
Community Grid Alternative	3	1

Comments
THE EXISTING SCALE, FORM, & MATERIALS OF THE EXISTING OVERPASS FIT WITHIN THIS AREA AND USUALLY ACT AS A DOWNTOWN GATEWAY. HOWEVER THE MORE PEDESTRIAN ORIENTED INTERSECTION OF THE VIADUCT/GRID ALTERNATIVE SERVE AS A BETTER ALTERNATIVE.

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East (Clinton Square)

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 1



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	H
Extent	H	Focus	M
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	I	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	2.5
Intactness	1.0
Unity	1.0
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	2.5
Intactness	1.0
Unity	1.0
CG Visual Quality	1.5

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	
Viaduct Alternative	1.5	
Community Grid Alternative	1.5	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	C
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.5
Unity	1.0
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1

Community Grid Alternative	
Vividness	2.0
Intactness	1.5
Unity	2.0
CG Visual Quality	1.8

Viewpoint 2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	
Viaduct Alternative	1.0	
Community Grid Alternative	1.8	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 3



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	L	Focus	M
Duration	H	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	C
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.5
Intactness	2.0
Unity	2.0
CG Visual Quality	1.8

Viewpoint 3 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	
Viaduct Alternative	1.0	
Community Grid Alternative	1.8	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	1.0
Unity	2.0
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	3.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
CG Visual Quality	3.0

Viewpoint 4 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	
Viaduct Alternative	1.7	
Community Grid Alternative	3.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.5
Intactness	1.0
Unity	1.0
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.0
CG Visual Quality	1.3

Viewpoint 5 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	
Viaduct Alternative	1.5	
Community Grid Alternative	1.3	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	2.0
Intactness	2.0
Unity	3.0
CG Visual Quality	2.3

Viewpoint 6 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.0	
Community Grid Alternative	2.3	

Comments
DIFFICULT TO VIEW AS MOTORISTS OR ANY OTHER VIEWER GROUP FROM THIS ANGLE.

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	2.5
Unity	2.5
Existing Visual Quality	2.7

Viaduct Alternative	
Vividness	3.0
Intactness	2.5
Unity	2.5
VD Visual Quality	2.7

Community Grid Alternative	
Vividness	3.0
Intactness	2.5
Unity	3.5
CG Visual Quality	3

Viewpoint 7 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.7	
Viaduct Alternative	2.7	
Community Grid Alternative	3.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Intersection of Renwick Avenue and Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	I
Project Form	C	C	I
Project Materials	C	C	C
Overall Character	C	C	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	3.2
Unity	2.5
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.0
Intactness	3.5
Unity	3.0
VD Visual Quality	2.5

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	2.0
CG Visual Quality	1.3

Viewpoint 8 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	
Viaduct Alternative	2.5	
Community Grid Alternative	1.3	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Direction of View: Southeast

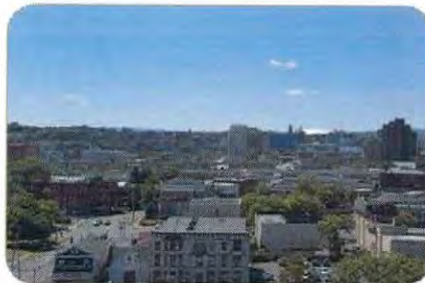
Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 9



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.2
Intactness	3.5
Unity	3.5
Existing Visual Quality	3.4

Viaduct Alternative	
Vividness	3.2
Intactness	3.0
Unity	3.2
VD Visual Quality	3.1

Community Grid Alternative	
Vividness	3.2
Intactness	3.5
Unity	4.0
CG Visual Quality	3.6

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.4	
Viaduct Alternative	3.1	
Community Grid Alternative	3.6	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.5
Intactness	2.0
Unity	2.0
CG Visual Quality	1.8

Viewpoint 10 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.0	
Community Grid Alternative	1.8	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.5
Unity	1.5
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	2.0
Intactness	2.5
Unity	3.0
CG Visual Quality	2.5

Viewpoint 11 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	
Viaduct Alternative	1.0	
Community Grid Alternative	2.5	

Comments
DIFF. TO ASSESS AS A MOTORIST IN A TRANSPORTATION CORRIDOR FR. THIS ANGLE NON-MOTORIZED PASSERSBY ARE AT GROUND-LVL.

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street

Direction of View: West

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

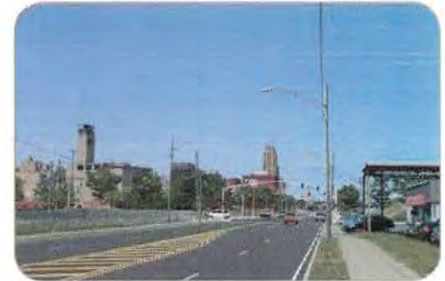
Viewpoint 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	M
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	2.5
Intactness	1.0
Unity	1.5
CG Visual Quality	1.7

Viewpoint 12 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.0	
Community Grid Alternative	1.7	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.7
Unity	4.0
Existing Visual Quality	2.9

Viaduct Alternative	
Vividness	2.0
Intactness	2.7
Unity	4.0
VD Visual Quality	2.9

Community Grid Alternative	
Vividness	2.0
Intactness	4.0
Unity	4.5
CG Visual Quality	3.5

Viewpoint 13 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.9	
Viaduct Alternative	2.9	
Community Grid Alternative	3.5	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

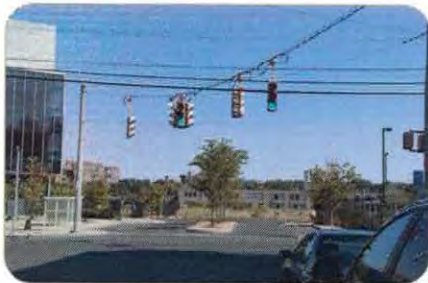
Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial (Motorized and Non-motorized) Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	I
Project Form	C	B	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	2.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	2.0
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	2.0
Intactness	1.0
Unity	2.0
CG Visual Quality	1.7

Viewpoint 14 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	
Viaduct Alternative	1.3	
Community Grid Alternative	1.7	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L=Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	M
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	C	C
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
CG Visual Quality	1.0

Viewpoint 15 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.0	
Community Grid Alternative	1.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	L
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
CG Visual Quality	1.0

Viewpoint 16 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	
Viaduct Alternative	1.0	
Community Grid Alternative	1.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	L
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	C	C
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.0
Intactness	3.5
Unity	3.5
Existing Visual Quality	3.7

Viaduct Alternative	
Vividness	4.0
Intactness	2.5
Unity	2.5
VD Visual Quality	3.0

Community Grid Alternative	
Vividness	4.0
Intactness	2.5
Unity	2.5
CG Visual Quality	3.0

Viewpoint 17 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.7	
Viaduct Alternative	3.0	
Community Grid Alternative	3.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	C	C	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.0
VD Visual Quality	1.2

Community Grid Alternative	
Vividness	4.0
Intactness	3.0
Unity	3.5
CG Visual Quality	3.5

Viewpoint 18 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.2	
Community Grid Alternative	3.5	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: MLK Jr. East at Dr. King Elementary School

Direction of View: Northeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	L	Focus	L
Duration	H	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	2.5
Unity	3.0
Existing Visual Quality	2.8

Viaduct Alternative	
Vividness	1.0
Intactness	1.5
Unity	1.0
VD Visual Quality	1.2

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	4.0
CG Visual Quality	3.3

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.8	
Viaduct Alternative	1.2	
Community Grid Alternative	3.3	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.7

Viaduct Alternative	
Vividness	3.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	4.0
Intactness	4.0
Unity	4.5
CG Visual Quality	4.2

Viewpoint 20 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.7	
Viaduct Alternative	1.7	
Community Grid Alternative	4.2	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Wilson Park Basketball Courts, Jackson Street

Direction of View: Southeast

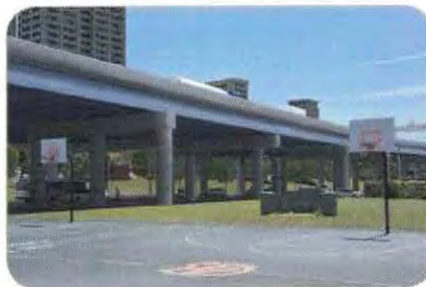
Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	M
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.0
VD Visual Quality	1.2

Community Grid Alternative	
Vividness	3.0
Intactness	1.5
Unity	2.0
CG Visual Quality	2.7

Viewpoint 21 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.2	
Community Grid Alternative	2.7	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	M	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	2.0
CG Visual Quality	1.3

Viewpoint 22 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.0	
Community Grid Alternative	1.3	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	H
Extent	M	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.0
Intactness	5.0
Unity	5.0
Existing Visual Quality	4.7

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
CG Visual Quality	1.0

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	4.7	
Viaduct Alternative	1.0	
Community Grid Alternative	1.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street at Evans Street

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	H	Focus	M
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
CG Visual Quality	1.0

Viewpoint 24 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	
Viaduct Alternative	1.0	
Community Grid Alternative	1.0	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.5
Unity	2.0
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.5
Unity	1.5
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	1.0
Intactness	1.5
Unity	1.5
CG Visual Quality	1.3

Viewpoint 25 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	
Viaduct Alternative	1.3	
Community Grid Alternative	1.3	

Comments

Visual Quality Rating Form

Panel Member Name:

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	M	Focus	L
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	C	C
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	3.0
Intactness	1.0
Unity	5.0
VD Visual Quality	3.0

Community Grid Alternative	
Vividness	3.0
Intactness	1.0
Unity	5.0
CG Visual Quality	3.0

Viewpoint 26 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	
Viaduct Alternative	1.7	
Community Grid Alternative	1.7	

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East (Clinton Square)

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 1



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	M
Duration	H	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	C	C	C
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.5
Unity	2.7
Existing Visual Quality	2.6

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	2.5
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	2.0
Intactness	2.0
Unity	2.5
CG Visual Quality	2.2

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.6	0
Viaduct Alternative	2.2	-0.4
Community Grid Alternative	2.2	-0.4

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	C	I	C
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.0
Unity	2.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	2.0
Intactness	1.5
Unity	1.5
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.5
CG Visual Quality	2.5

Viewpoint 2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	0
Viaduct Alternative	1.7	-0.5
Community Grid Alternative	2.5	+0.3

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 3



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	1.5
Unity	1.5
Existing Visual Quality	1.8

Viaduct Alternative	
Vividness	2.5
Intactness	1.0
Unity	1.0
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.0
CG Visual Quality	2.3

Viewpoint 3 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.8	0
Viaduct Alternative	1.5	-0.3
Community Grid Alternative	2.3	+0.5

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	M
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.0
Unity	2.5
Existing Visual Quality	2.3

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.5
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	3.0
Intactness	3.5
Unity	3.0
CG Visual Quality	3.1

Viewpoint 4 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.3	0
Viaduct Alternative	1.3	-1.0
Community Grid Alternative	3.1	+0.8

Comments

Visual Quality Rating Form

Panel Member Name: *JP*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>M</i>	Attention	<i>M</i>
Extent	<i>L</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>M</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>2.2</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>1.5</i>
Unity	<i>1.5</i>
VD Visual Quality	<i>1.7</i>

Community Grid Alternative	
Vividness	<i>2.5</i>
Intactness	<i>2.5</i>
Unity	<i>2.5</i>
CG Visual Quality	<i>2.5</i>

Viewpoint 5 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.2</i>	<i>0</i>
Viaduct Alternative	<i>1.7</i>	<i>-0.5</i>
Community Grid Alternative	<i>2.5</i>	<i>+0.3</i>

Comments

Visual Quality Rating Form

Panel Member Name: *JP*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>M</i>	Protection	<i>M</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.5</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>1.8</i>

Viaduct Alternative	
Vividness	<i>1.5</i>
Intactness	<i>1.5</i>
Unity	<i>1.5</i>
VD Visual Quality	<i>1.5</i>

Community Grid Alternative	
Vividness	<i>3.5</i>
Intactness	<i>3.5</i>
Unity	<i>3.5</i>
CG Visual Quality	<i>3.5</i>

Viewpoint 6 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.8</i>	<i>0</i>
Viaduct Alternative	<i>1.5</i>	<i>-0.3</i>
Community Grid Alternative	<i>3.5</i>	<i>+1.7</i>

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.5
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
CG Visual Quality	3.0

Viewpoint 7 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	1.5	+ 0.2
Community Grid Alternative	3.0	+ 1.8

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Intersection of Renwick Avenue and Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	M	Protection	M
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.5
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	2.0
VD Visual Quality	2.0

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.5
CG Visual Quality	3.2

Viewpoint 8 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	2.0	+ 0.7
Community Grid Alternative	3.2	+ 1.9

Comments

Visual Quality Rating Form

Panel Member Name: *JP*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 9



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>L</i>	Attention	<i>L</i>
Extent	<i>M</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.5</i>
Existing Visual Quality	<i>2.2</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>1.5</i>
Unity	<i>2.5</i>
VD Visual Quality	<i>2.0</i>

Community Grid Alternative	
Vividness	<i>2.5</i>
Intactness	<i>2.0</i>
Unity	<i>2.5</i>
CG Visual Quality	<i>2.3</i>

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.2</i>	<i>0</i>
Viaduct Alternative	<i>2.0</i>	<i>-0.2</i>
Community Grid Alternative	<i>2.3</i>	<i>+0.1</i>

Comments

Visual Quality Rating Form

Panel Member Name: *JP*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>H</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>2.5</i>
Unity	<i>2.5</i>
Existing Visual Quality	<i>2.5</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>1.5</i>
Unity	<i>2.0</i>
VD Visual Quality	<i>1.8</i>

Community Grid Alternative	
Vividness	<i>3.5</i>
Intactness	<i>2.5</i>
Unity	<i>3.0</i>
CG Visual Quality	<i>3.0</i>

Viewpoint 10 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.5</i>	<i>0</i>
Viaduct Alternative	<i>1.8</i>	<i>-0.7</i>
Community Grid Alternative	<i>3.0</i>	<i>+0.5</i>

Comments

Visual Quality Rating Form

Panel Member Name: JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.0
Unity	2.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	2.5
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
CG Visual Quality	3.0

Viewpoint 11 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	0
Viaduct Alternative	2.2	0
Community Grid Alternative	3.0	+0.8

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street

Direction of View: West

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.0
Unity	1.5
Existing Visual Quality	1.8

Viaduct Alternative	
Vividness	2.0
Intactness	2.0
Unity	1.5
VD Visual Quality	1.8

Community Grid Alternative	
Vividness	2.0
Intactness	2.5
Unity	2.5
CG Visual Quality	2.3

Viewpoint 12 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.8	0
Viaduct Alternative	1.8	0
Community Grid Alternative	2.3	+0.5

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	M
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	O	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.5
Unity	1.5
Existing Visual Quality	1.7

Viaduct Alternative	
Vividness	2.0
Intactness	1.5
Unity	1.5
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.0
CG Visual Quality	2.8

Viewpoint 13 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.7	0
Viaduct Alternative	1.7	0
Community Grid Alternative	2.8	+1.1

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	L
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	I
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.0
Unity	2.0
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	2.5
Intactness	2.0
Unity	2.0
VD Visual Quality	2.2

Community Grid Alternative	
Vividness	3.0
Intactness	2.0
Unity	3.0
CG Visual Quality	2.7

Viewpoint 14 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	0
Viaduct Alternative	2.2	0
Community Grid Alternative	2.7	+ .5

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial ✓

Viewpoint 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	L	Focus	L
Duration	L	Protection	M
Overall Exposure	L	Overall Awareness	M
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.5
Unity	1.5
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.0
VD Visual Quality	2.3

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.0
CG Visual Quality	2.3

Viewpoint 15 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	0
Viaduct Alternative	2.3	+ .3
Community Grid Alternative	2.3	+ .3

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	C	C
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.5
Unity	1.5
Existing Visual Quality	1.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	1.0
Intactness	1.0
Unity	0.5
CG Visual Quality	0.8

Viewpoint 16 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.5	0
Viaduct Alternative	1.0	- .5
Community Grid Alternative	0.8	- .7

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	M	Focus	L
Duration	L	Protection	M
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	2.5
Unity	2.5
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	1.0
Intactness	2.2
Unity	2.5
VD Visual Quality	1.9

Community Grid Alternative	
Vividness	1.0
Intactness	2.2
Unity	2.5
CG Visual Quality	1.9

Viewpoint 17 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	0
Viaduct Alternative	1.9	-0.1
Community Grid Alternative	1.9	-0.1

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.5
Unity	2.0
Existing Visual Quality	1.7

Viaduct Alternative	
Vividness	2.0
Intactness	1.7
Unity	2.5
VD Visual Quality	2.1

Community Grid Alternative	
Vividness	3.5
Intactness	3.0
Unity	3.0
CG Visual Quality	3.2

Viewpoint 18 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.7	0
Viaduct Alternative	2.1	+0.4
Community Grid Alternative	3.2	+1.5

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: MLK Jr. East at Dr. King Elementary School

Direction of View: Northeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	H
Extent	M	Focus	M
Duration	H	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.5
Unity	2.0
Existing Visual Quality	2.3

Viaduct Alternative	
Vividness	2.5
Intactness	2.0
Unity	1.7
VD Visual Quality	2.1

Community Grid Alternative	
Vividness	3.5
Intactness	3.0
Unity	2.7
CG Visual Quality	3.1

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.3	0
Viaduct Alternative	2.1	-0.2
Community Grid Alternative	3.1	+0.8

Comments

Visual Quality Rating Form

Panel Member Name: JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.5
VD Visual Quality	1.2

Community Grid Alternative	
Vividness	3.5
Intactness	3.0
Unity	3.5
CG Visual Quality	3.3

Viewpoint 20 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	0
Viaduct Alternative	1.3	+ 0.1
Community Grid Alternative	3.3	+ 2.1

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Wilson Park Basketball Courts, Jackson Street

Direction of View: Southeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	C	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	2.0
Unity	2.5
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	1.5
Intactness	1.5
Unity	2.5
VD Visual Quality	1.6

Community Grid Alternative	
Vividness	3.5
Intactness	3.0
Unity	3.5
CG Visual Quality	3.3

Viewpoint 21 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	0
Viaduct Alternative	1.8	-0.2
Community Grid Alternative	3.3	+1.3

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	C	C	C
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.5
Intactness	1.5
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	2.0
Intactness	1.0
Unity	1.5
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	2.0
Intactness	2.0
Unity	1.5
CG Visual Quality	1.8

Viewpoint 22 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	1.5	+0.2
Community Grid Alternative	1.8	+0.5

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.5
Unity	3.5
Existing Visual Quality	3.3

Viaduct Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.5
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	1.5
Intactness	1.0
Unity	1.5
CG Visual Quality	1.3

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.3	0
Viaduct Alternative	1.3	-2.0
Community Grid Alternative	1.3	-2.0

Comments

Visual Quality Rating Form

Panel Member Name:

JP

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street at Evans Street

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	I	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.7
Intactness	2.7
Unity	2.5
Existing Visual Quality	2.6

Viaduct Alternative	
Vividness	2.0
Intactness	1.5
Unity	1.5
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.5
CG Visual Quality	1.5

Viewpoint 24 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.6	0
Viaduct Alternative	1.7	-0.9
Community Grid Alternative	1.5	-1.1

Comments

Visual Quality Rating Form

Panel Member Name: *JP*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>L</i>	Attention	<i>L</i>
Extent	<i>M</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>M</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>I</i>
Project Form	<i>C</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>I</i>	<i>I</i>
Overall Character	<i>C</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>2.2</i>

Viaduct Alternative	
Vividness	<i>2.2</i>
Intactness	<i>2.2</i>
Unity	<i>2.7</i>
VD Visual Quality	<i>2.4</i>

Community Grid Alternative	
Vividness	<i>2.2</i>
Intactness	<i>2.2</i>
Unity	<i>2.7</i>
CG Visual Quality	<i>2.4</i>

Viewpoint 25 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.2</i>	<i>0</i>
Viaduct Alternative	<i>2.4</i>	<i>+ .2</i>
Community Grid Alternative	<i>2.4</i>	<i>+ .2</i>

Comments

Visual Quality Rating Form

Panel Member Name: **JP**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	M	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.8

Viaduct Alternative	
Vividness	3.0
Intactness	2.5
Unity	2.0
VD Visual Quality	2.8

Community Grid Alternative	
Vividness	3.0
Intactness	2.5
Unity	3.0
CG Visual Quality	2.8

Viewpoint 26 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.8	0
Viaduct Alternative	2.8	+1.0
Community Grid Alternative	2.8	+1.0

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East (Clinton Square)

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 1



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.8
Intactness	1.2
Unity	0.5
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	2.1
Intactness	1.0
Unity	0.1
VD Visual Quality	1.1

Community Grid Alternative	
Vividness	2.0
Intactness	0.8
Unity	0.2
CG Visual Quality	1.0

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	0
Viaduct Alternative	1.1	-0.1
Community Grid Alternative	1.0	-0.1

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	L
Duration	H	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	2.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	0.8
Intactness	0.8
Unity	0.1
VD Visual Quality	0.6

Community Grid Alternative	
Vividness	1.0
Intactness	2.1
Unity	2.2
CG Visual Quality	1.8

Viewpoint 2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	0.6	-0.7
Community Grid Alternative	1.8	+0.5

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 3



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	L	Focus	L
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	0.5
Unity	0.5
Existing Visual Quality	0.7

Viaduct Alternative	
Vividness	0.8
Intactness	0.4
Unity	0.4
VD Visual Quality	0.5

Community Grid Alternative	
Vividness	1.5
Intactness	2.2
Unity	2.0
CG Visual Quality	1.9

Viewpoint 3 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.7	Ø
Viaduct Alternative	0.5	-0.2
Community Grid Alternative	1.9	+1.2

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RIA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.5
Intactness	4.0
Unity	3.5
Existing Visual Quality	3.7

Viaduct Alternative	
Vividness	3.5
Intactness	3.0
Unity	2.0
VD Visual Quality	2.8

Community Grid Alternative	
Vividness	4.5
Intactness	5.0
Unity	5.0
CG Visual Quality	4.8

Viewpoint 4 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.7	0
Viaduct Alternative	2.8	-0.9
Community Grid Alternative	4.8	+1.1

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	1.0
Intactness	0.2
Unity	0.2
VD Visual Quality	0.5

Community Grid Alternative	
Vividness	2.0
Intactness	1.5
Unity	1.2
CG Visual Quality	1.6

Viewpoint 5 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	Ø
Viaduct Alternative	0.5	-0.8
Community Grid Alternative	1.6	+0.3

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA.**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	M	Focus	L
Duration	H	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.1
Intactness	1.1
Unity	0.1
Existing Visual Quality	0.4

Viaduct Alternative	
Vividness	1.0
Intactness	1.2
Unity	0.1
VD Visual Quality	0.8

Community Grid Alternative	
Vividness	4.0
Intactness	3.5
Unity	4.0
CG Visual Quality	3.8

Viewpoint 6 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.4	φ
Viaduct Alternative	0.8	+0.4
Community Grid Alternative	3.8	+3.4

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	M
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	0.5
Existing Visual Quality	0.8

Viaduct Alternative	
Vividness	1.2
Intactness	0.8
Unity	0.8
VD Visual Quality	0.9

Community Grid Alternative	
Vividness	4.0
Intactness	4.5
Unity	3.0
CG Visual Quality	3.8

Viewpoint 7 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.8	Ø
Viaduct Alternative	0.9	+0.1
Community Grid Alternative	3.8	+3.0

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Intersection of Renwick Avenue and Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	I
Project Form	I	C	I
Project Materials	I	C	I
Overall Character	I	C	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.1
Intactness	0.1
Unity	0.1
Existing Visual Quality	0.1

Viaduct Alternative	
Vividness	1.0
Intactness	2.0
Unity	2.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.0
Intactness	3.0
Unity	3.0
CG Visual Quality	2.7

Viewpoint 8 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.1	0
Viaduct Alternative	1.7	+1.6
Community Grid Alternative	2.7	+2.6

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, PLA.**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 9



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.5
Intactness	2.0
Unity	1.5
Existing Visual Quality	2.0

Viaduct Alternative	
Vividness	2.5
Intactness	1.5
Unity	1.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.7
Intactness	3.0
Unity	2.5
CG Visual Quality	2.7

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.0	0
Viaduct Alternative	1.7	-0.3
Community Grid Alternative	2.7	+0.7

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	L
Duration	M	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	0.5
Unity	0.5
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	0.5
Intactness	0.1
Unity	0.1
VD Visual Quality	0.2

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.5
CG Visual Quality	3.0

Viewpoint 10 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	0.2	-0.3
Community Grid Alternative	3.0	+2.5

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIVTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I/C	C
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	1.5
Intactness	1.5
Unity	2.0
VD Visual Quality	1.7

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	2.5
CG Visual Quality	2.7

Viewpoint 11 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	Ø
Viaduct Alternative	1.7	+0.5
Community Grid Alternative	2.7	+1.5

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street

Direction of View: West

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	M
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	C	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	0.5
Unity	0.1
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	1.2
Intactness	0.5
Unity	0.2
VD Visual Quality	0.6

Community Grid Alternative	
Vividness	2.0
Intactness	3.0
Unity	2.5
CG Visual Quality	2.5

Viewpoint 12 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	0.6	+0.1
Community Grid Alternative	2.5	+2.0

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIVTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.2
Intactness	0.3
Unity	0.3
Existing Visual Quality	0.3

Viaduct Alternative	
Vividness	0.2
Intactness	0.3
Unity	0.3
VD Visual Quality	0.3

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.5
CG Visual Quality	2.5

Viewpoint 13 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.3	0
Viaduct Alternative	0.3	0
Community Grid Alternative	2.5	+2.2

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.2
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.1

Viaduct Alternative	
Vividness	1.2
Intactness	1.0
Unity	1.0
VD Visual Quality	1.1

Community Grid Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.5
CG Visual Quality	1.5

Viewpoint 14 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.1	0
Viaduct Alternative	1.1	0
Community Grid Alternative	1.5	+0.4

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTAU, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	C	C
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	0.1
Unity	0.1
Existing Visual Quality	0.2

Viaduct Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.5
VD Visual Quality	1.5

Community Grid Alternative	
Vividness	1.5
Intactness	1.5
Unity	1.5
CG Visual Quality	1.5

Viewpoint 15 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.2	Ø
Viaduct Alternative	1.5	+1.3
Community Grid Alternative	1.5	+1.3

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	L
Duration	M	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.2
Intactness	0.2
Unity	0.1
Existing Visual Quality	0.2

Viaduct Alternative	
Vividness	0.4
Intactness	0.1
Unity	1.5
VD Visual Quality	0.7

Community Grid Alternative	
Vividness	0.5
Intactness	0.2
Unity	2.0
CG Visual Quality	0.9

Viewpoint 16 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.2	0
Viaduct Alternative	0.7	+0.5
Community Grid Alternative	0.9	+0.7

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA.**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	H	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	1.0
Unity	1.5
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	0.9
Intactness	1.5
Unity	1.8
VD Visual Quality	1.4

Community Grid Alternative	
Vividness	0.9
Intactness	1.5
Unity	1.8
CG Visual Quality	1.4

Viewpoint 17 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	∅
Viaduct Alternative	1.4	+0.4
Community Grid Alternative	1.4	+0.4

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	H	Focus	M
Duration	M	Protection	L
Overall Exposure	H	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	0.5
Unity	0.5
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	2.0
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	2.5
Intactness	2.5
Unity	2.5
CG Visual Quality	2.5

Viewpoint 18 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	1.3	+0.8
Community Grid Alternative	2.5	+2.0

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA.**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: MLK Jr. East at Dr. King Elementary School

Direction of View: Northeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	C	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	3.0
Unity	2.5
Existing Visual Quality	2.2

Viaduct Alternative	
Vividness	1.0
Intactness	2.0
Unity	1.0
VD Visual Quality	1.3

Community Grid Alternative	
Vividness	2.5
Intactness	3.5
Unity	3.5
CG Visual Quality	3.2

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.2	0
Viaduct Alternative	1.3	-0.9
Community Grid Alternative	3.2	+1.0

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	L
Extent	L	Focus	L
Duration	H	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.1
Intactness	0.1
Unity	0.1
Existing Visual Quality	0.1

Viaduct Alternative	
Vividness	0.5
Intactness	0.5
Unity	0.5
VD Visual Quality	0.5

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.0
CG Visual Quality	2.8

Viewpoint 20 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.1	0
Viaduct Alternative	0.5	+0.4
Community Grid Alternative	2.8	+2.7

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Wilson Park Basketball Courts, Jackson Street

Direction of View: Southeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L=Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	L	Focus	L
Duration	H	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	0.5
Unity	0.5
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	1.0
Intactness	1.0
Unity	1.0
VD Visual Quality	1.0

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.0
CG Visual Quality	2.8

Viewpoint 21 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	1.0	+0.5
Community Grid Alternative	2.8	+2.3

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, PLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.1
Intactness	0.1
Unity	0.1
Existing Visual Quality	0.1

Viaduct Alternative	
Vividness	0.5
Intactness	0.2
Unity	0.2
VD Visual Quality	0.3

Community Grid Alternative	
Vividness	0.5
Intactness	0.3
Unity	0.3
CG Visual Quality	0.4

Viewpoint 22 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.1	0
Viaduct Alternative	0.3	+0.2
Community Grid Alternative	0.4	+0.3

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	L	Focus	L
Duration	H	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	C	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	4.0
Unity	4.0
Existing Visual Quality	3.7

Viaduct Alternative	
Vividness	0.5
Intactness	0.1
Unity	0.1
VD Visual Quality	0.2

Community Grid Alternative	
Vividness	0.5
Intactness	0.2
Unity	0.2
CG Visual Quality	0.3

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.7	0
Viaduct Alternative	0.2	-3.5
Community Grid Alternative	0.3	-3.4

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, RLA.**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street at Evans Street

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	L
Extent	L	Focus	L
Duration	L	Protection	M
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	I	I
Project Materials	I	I	I
Overall Character	C	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	1.0
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	0.5
Intactness	0.2
Unity	0.2
VD Visual Quality	0.3

Community Grid Alternative	
Vividness	0.5
Intactness	0.3
Unity	0.3
CG Visual Quality	0.4

Viewpoint 24 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	0
Viaduct Alternative	0.3	-0.7
Community Grid Alternative	0.4	-0.6

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIDTEN, RLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	L	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	I
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	1.5
Unity	1.0
Existing Visual Quality	1.0

Viaduct Alternative	
Vividness	1.5
Intactness	2.0
Unity	2.0
VD Visual Quality	1.8

Community Grid Alternative	
Vividness	1.5
Intactness	2.0
Unity	2.0
CG Visual Quality	1.8

Viewpoint 25 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.0	0
Viaduct Alternative	1.8	+0.8
Community Grid Alternative	1.8	+0.8

Comments

Visual Quality Rating Form

Panel Member Name: **MARGOT CHIUTEN, PLA**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	M	Overall Awareness	L
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	C	C
Project Form	I	C	C
Project Materials	I	C	C
Overall Character	I	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	0.5
Intactness	1.0
Unity	1.0
Existing Visual Quality	0.8

Viaduct Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.0
VD Visual Quality	2.8

Community Grid Alternative	
Vividness	2.5
Intactness	3.0
Unity	3.0
CG Visual Quality	2.8

Viewpoint 26 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.8	∅
Viaduct Alternative	2.8	+2.0
Community Grid Alternative	2.8	+2.0

Comments

Visual Quality Rating Form

Panel Member Name: **RK**

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Salina Street at Erie Boulevard East (Clinton Square)

Direction of View: North

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 1



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	H
Extent	H	Focus	H
Duration	H	Protection	L
Overall Exposure	M	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	I
Project Form	I	I	I
Project Materials	I	I	I
Overall Character	I	I	I

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1
Intactness	1
Unity	1
Existing Visual Quality	1

Viaduct Alternative	
Vividness	.5
Intactness	.5
Unity	.5
VD Visual Quality	.5

Community Grid Alternative	
Vividness	1
Intactness	1
Unity	1
CG Visual Quality	1

Viewpoint 1 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1	0
Viaduct Alternative	.5	-.5
Community Grid Alternative	1	0

Comments

Visual Quality Rating Form

Panel Member Name: RE

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 2



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	.5
Intactness	.1
Unity	.1
Existing Visual Quality	.2

Viaduct Alternative	
Vividness	.1
Intactness	.1
Unity	.1
VD Visual Quality	.1

Community Grid Alternative	
Vividness	2.5
Intactness	2.2
Unity	2.0
CG Visual Quality	2.2

Viewpoint 2 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.2	0
Viaduct Alternative	0.1	-0.1
Community Grid Alternative	2.2	+2.0

Comments

Visual Quality Rating Form

Panel Member Name:

RE

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East at Montgomery Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 3



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1
Intactness	1
Unity	2
Existing Visual Quality	1.3

Viaduct Alternative	
Vividness	1
Intactness	1
Unity	0.5
VD Visual Quality	0.8

Community Grid Alternative	
Vividness	3
Intactness	2.5
Unity	3
CG Visual Quality	2.8

Viewpoint 3 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.3	0
Viaduct Alternative	0.8	-0.5
Community Grid Alternative	2.8	+1.5

Comments

Visual Quality Rating Form

Panel Member Name:

RF

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Genesee Street between South McBride Street and Almond Street

Direction of View: East

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 4



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	H
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.1
Intactness	1.4
Unity	1.2
Existing Visual Quality	1.2

Viaduct Alternative	
Vividness	0.5
Intactness	0.1
Unity	1
VD Visual Quality	0.5

Community Grid Alternative	
Vividness	4.5
Intactness	5.0
Unity	5.0
CG Visual Quality	4.8

Viewpoint 4 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	1.2	0
Viaduct Alternative	0.5	-0.7
Community Grid Alternative	4.8	+3.6

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: South Townsend Street at East Washington Street

Direction of View: Northeast

Affected Viewer Group: Residential, Recreational, Institutional, Civic, Retail, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Downtown Core

Viewpoint 5



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	H
Extent	M	Focus	M
Duration	H	Protection	M
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	I
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.2
Intactness	.5
Unity	1.1
Existing Visual Quality	0.9

Viaduct Alternative	
Vividness	0.1
Intactness	0.1
Unity	0.5
VD Visual Quality	0.3

Community Grid Alternative	
Vividness	2.5
Intactness	2.0
Unity	3.5
CG Visual Quality	2.7

Viewpoint 5 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.9	0
Viaduct Alternative	0.3	-0.6
Community Grid Alternative	2.7	+1.8

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Upstate Medical University Parking Garage on East Adams Street at Almond Street

Direction of View: Northwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 6



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>H</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>1.0</i>
Existing Visual Quality	<i>1.7</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
VD Visual Quality	<i>0.4</i>

Community Grid Alternative	
Vividness	<i>5</i>
Intactness	<i>5</i>
Unity	<i>4.8</i>
CG Visual Quality	<i>4.9</i>

Viewpoint 6 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.7</i>	<i>0</i>
Viaduct Alternative	<i>0.4</i>	<i>-1.3</i>
Community Grid Alternative	<i>4.9</i>	<i>+3.2</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Harrison Street at Almond Street

Direction of View: West

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 7



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>H</i>
Overall Exposure		Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>0.5</i>
Unity	<i>0.1</i>
Existing Visual Quality	<i>0.9</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>1.0</i>
Unity	<i>1.0</i>
VD Visual Quality	<i>1.3</i>

Community Grid Alternative	
Vividness	<i>5.0</i>
Intactness	<i>5.0</i>
Unity	<i>5.0</i>
CG Visual Quality	<i>5.0</i>

Viewpoint 7 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>0.9</i>	<i>0</i>
Viaduct Alternative	<i>1.3</i>	<i>+0.4</i>
Community Grid Alternative	<i>5.0</i>	<i>+4.1</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Intersection of Renwick Avenue and Van Buren Street.

Direction of View: Southwest

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 8



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>0.1</i>
Intactness	<i>1.1</i>
Unity	<i>0.1</i>
Existing Visual Quality	<i>0.4</i>

Viaduct Alternative	
Vividness	<i>2.5</i>
Intactness	<i>3</i>
Unity	<i>3</i>
VD Visual Quality	<i>2.8</i>

Community Grid Alternative	
Vividness	<i>4.2</i>
Intactness	<i>4.1</i>
Unity	<i>4.5</i>
CG Visual Quality	<i>4.3</i>

Viewpoint 8 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>0.4</i>	<i>0</i>
Viaduct Alternative	<i>2.8</i>	<i>+ 2.4</i>
Community Grid Alternative	<i>4.3</i>	<i>+ 3.9</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: St. Joseph's Hospital Parking Garage, corner of Prospect and North Townsend Streets

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Institutional, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Institutional Campus

Viewpoint 9



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>L</i>	Attention	<i>M</i>
Extent	<i>L</i>	Focus	<i>L</i>
Duration	<i>L</i>	Protection	<i>H</i>
Overall Exposure	<i>L</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>L</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>3</i>
Intactness	<i>3</i>
Unity	<i>3</i>
Existing Visual Quality	<i>3</i>

Viaduct Alternative	
Vividness	<i>2.1</i>
Intactness	<i>2.8</i>
Unity	<i>2.5</i>
VD Visual Quality	<i>2.5</i>

Community Grid Alternative	
Vividness	<i>3.5</i>
Intactness	<i>4.1</i>
Unity	<i>4.1</i>
CG Visual Quality	<i>3.9</i>

Viewpoint 9 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>3</i>	<i>0</i>
Viaduct Alternative	<i>2.5</i>	<i>-0.5</i>
Community Grid Alternative	<i>3.9</i>	<i>+0.9</i>

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between South State and South Townsend Streets

Direction of View: East

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 10



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	H
Extent	H	Focus	H
Duration	H	Protection	M
Overall Exposure	H	Overall Awareness	H
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	I	C
Project Form	C	I	C
Project Materials	I	I	C
Overall Character	C	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	0.5
Unity	0.1
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	0.1
Intactness	0.1
Unity	0.5
VD Visual Quality	0.2

Community Grid Alternative	
Vividness	4.5
Intactness	4.8
Unity	4.0
CG Visual Quality	4.4

Viewpoint 10 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	0.2	-0.3
Community Grid Alternative	4.4	+3.9

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Crowne Plaza Parking Garage, corner of Almond and East Fayette Streets

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 11



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>M</i>	Attention	<i>H</i>
Extent	<i>M</i>	Focus	<i>M</i>
Duration	<i>H</i>	Protection	<i>M</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>I</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>2.5</i>
Unity	<i>1.8</i>
Existing Visual Quality	<i>2.1</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.5</i>
Unity	<i>1.0</i>
VD Visual Quality	<i>0.8</i>

Community Grid Alternative	
Vividness	<i>3.5</i>
Intactness	<i>4.1</i>
Unity	<i>4.5</i>
CG Visual Quality	<i>4.0</i>

Viewpoint 11 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.1</i>	<i>0</i>
Viaduct Alternative	<i>0.8</i>	<i>-1.3</i>
Community Grid Alternative	<i>4.0</i>	<i>+1.9</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Erie Boulevard East between Forman Avenue and Almond Street
Direction of View: West
Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby
Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 12



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>M</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>M</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>2.1</i>
Unity	<i>2.0</i>
Existing Visual Quality	<i>2.2</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.9</i>
Unity	<i>1.1</i>
VD Visual Quality	<i>1</i>

Community Grid Alternative	
Vividness	<i>4.0</i>
Intactness	<i>5.0</i>
Unity	<i>4.8</i>
CG Visual Quality	<i>4.6</i>

Viewpoint 12 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.2</i>	<i>0</i>
Viaduct Alternative	<i>1.0</i>	<i>-1.2</i>
Community Grid Alternative	<i>4.6</i>	<i>+2.4</i>

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: East Fayette Street at South Crouse Avenue

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 13



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	M	Focus	L
Duration	L	Protection	L
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	3.0
Intactness	3.0
Unity	3.0
Existing Visual Quality	3.0

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.0
VD Visual Quality	3.0

Community Grid Alternative	
Vividness	4.1
Intactness	4.5
Unity	4.1
CG Visual Quality	4.2

Viewpoint 13 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	3.0	0
Viaduct Alternative	3.0	0
Community Grid Alternative	4.2	+1.2

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Irving Avenue at Fayette Street

Direction of View: North

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 14



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>M</i>	Attention	<i>M</i>
Extent	<i>M</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>3.0</i>
Intactness	<i>3.5</i>
Unity	<i>4.0</i>
Existing Visual Quality	<i>3.5</i>

Viaduct Alternative	
Vividness	<i>3.0</i>
Intactness	<i>3.5</i>
Unity	<i>4.0</i>
VD Visual Quality	<i>3.5</i>

Community Grid Alternative	
Vividness	<i>3.5</i>
Intactness	<i>4.0</i>
Unity	<i>4.2</i>
CG Visual Quality	<i>3.9</i>

Viewpoint 14 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>3.5</i>	<i>0</i>
Viaduct Alternative	<i>3.5</i>	<i>0</i>
Community Grid Alternative	<i>3.9</i>	<i>+0.4</i>

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Salina Street at Butternut Street

Direction of View: Southwest

Affected Viewer Group: Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Commercial Arterial

Viewpoint 15



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	M	Attention	M
Extent	M	Focus	M
Duration	M	Protection	L
Overall Exposure	M	Overall Awareness	M
Overall Viewer Sensitivity			M

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	2.0
Intactness	2.5
Unity	3.0
Existing Visual Quality	2.5

Viaduct Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.5
VD Visual Quality	3.2

Community Grid Alternative	
Vividness	3.0
Intactness	3.0
Unity	3.5
CG Visual Quality	3.2

Viewpoint 15 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	2.5	0
Viaduct Alternative	3.2	+0.7
Community Grid Alternative	3.2	+0.7

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Butternut Street bridge over I-81

Direction of View: South

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 16



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>L</i>
Duration	<i>L</i>	Protection	<i>M</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>3.0</i>
Intactness	<i>2.1</i>
Unity	<i>2.5</i>
Existing Visual Quality	<i>2.5</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>1.9</i>
VD Visual Quality	<i>2.0</i>

Community Grid Alternative	
Vividness	<i>1.6</i>
Intactness	<i>2.0</i>
Unity	<i>2.0</i>
CG Visual Quality	<i>1.9</i>

Viewpoint 16 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.5</i>	<i>0</i>
Viaduct Alternative	<i>2.0</i>	<i>-0.5</i>
Community Grid Alternative	<i>1.9</i>	<i>-0.6</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Court Street bridge over I-81

Direction of View: Northwest

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 17



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>M</i>
Extent	<i>H</i>	Focus	<i>L</i>
Duration	<i>M</i>	Protection	<i>L</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>L</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>C</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>C</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.5</i>
Intactness	<i>3.1</i>
Unity	<i>2.1</i>
Existing Visual Quality	<i>2.6</i>

Viaduct Alternative	
Vividness	<i>2.5</i>
Intactness	<i>3.1</i>
Unity	<i>2.1</i>
VD Visual Quality	<i>2.6</i>

Community Grid Alternative	
Vividness	<i>2.5</i>
Intactness	<i>3.1</i>
Unity	<i>2.1</i>
CG Visual Quality	<i>2.6</i>

Viewpoint 17 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.6</i>	<i>0</i>
Viaduct Alternative	<i>2.6</i>	<i>0</i>
Community Grid Alternative	<i>2.6</i>	<i>0</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RE*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Almond Street at East Adams Street

Direction of View: North

Affected Viewer Group: Commuter, Touring, and Shipping Travelers; Motorized and Non-motorized Passersby

Landscape Unit: Transportation Corridor - Highway

Viewpoint 18



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>M</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>C</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
Existing Visual Quality	<i>0.4</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>2.0</i>
VD Visual Quality	<i>1.0</i>

Community Grid Alternative	
Vividness	<i>4.5</i>
Intactness	<i>4.9</i>
Unity	<i>5.0</i>
CG Visual Quality	<i>4.8</i>

Viewpoint 18 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>0.4</i>	<i>0</i>
Viaduct Alternative	<i>1.0</i>	<i>+ 0.6</i>
Community Grid Alternative	<i>4.8</i>	<i>+ 4.4</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RE*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: MLK Jr. East at Dr. King Elementary School
Direction of View: Northeast
Affected Viewer Group: Residential, Motorized and Non-motorized Passersby
Landscape Unit: Urban Neighborhood - Residential

Viewpoint 19



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>M</i>	Attention	<i>M</i>
Extent	<i>M</i>	Focus	<i>M</i>
Duration	<i>L</i>	Protection	<i>M</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>M</i>
Overall Viewer Sensitivity			<i>M</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>C</i>
Project Form	<i>C</i>	<i>I</i>	<i>C</i>
Project Materials	<i>C</i>	<i>C</i>	<i>C</i>
Overall Character	<i>C</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>2.0</i>
Intactness	<i>3.0</i>
Unity	<i>2.5</i>
Existing Visual Quality	<i>2.5</i>

Viaduct Alternative	
Vividness	<i>2.0</i>
Intactness	<i>2.0</i>
Unity	<i>2.5</i>
VD Visual Quality	<i>2.2</i>

Community Grid Alternative	
Vividness	<i>4.5</i>
Intactness	<i>4.5</i>
Unity	<i>4.8</i>
CG Visual Quality	<i>4.6</i>

Viewpoint 19 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>2.5</i>	<i>0</i>
Viaduct Alternative	<i>2.2</i>	<i>-0.3</i>
Community Grid Alternative	<i>4.6</i>	<i>+2.1</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Eastern edge of Pioneer Homes adjacent to Highway Ramp

Direction of View: North

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 20



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>H</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>H</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>0.1</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
Existing Visual Quality	<i>0.1</i>

Viaduct Alternative	
Vividness	<i>0.1</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
VD Visual Quality	<i>0.1</i>

Community Grid Alternative	
Vividness	<i>4.6</i>
Intactness	<i>4.8</i>
Unity	<i>5.0</i>
CG Visual Quality	<i>4.8</i>

Viewpoint 20 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>0.1</i>	<i>0</i>
Viaduct Alternative	<i>0.1</i>	<i>0</i>
Community Grid Alternative	<i>4.8</i>	<i>+ 4.7</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Wilson Park Basketball Courts, Jackson Street

Direction of View: Southeast

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 21



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>M</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>H</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>C</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>1.0</i>
Unity	<i>1.5</i>
Existing Visual Quality	<i>1.2</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.5</i>
Unity	<i>2.0</i>
VD Visual Quality	<i>1.2</i>

Community Grid Alternative	
Vividness	<i>4.8</i>
Intactness	<i>4.8</i>
Unity	<i>5</i>
CG Visual Quality	<i>4.9</i>

Viewpoint 21 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>1.2</i>	<i>0</i>
Viaduct Alternative	<i>1.2</i>	<i>0</i>
Community Grid Alternative	<i>4.9</i>	<i>+3.7</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RE*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Burnet Avenue at North Townsend Street

Direction of View: South

Affected Viewer Group: Residential, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Residential

Viewpoint 22



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>M</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>H</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>I</i>	<i>I</i>	<i>I</i>
Project Form	<i>I</i>	<i>I</i>	<i>C</i>
Project Materials	<i>I</i>	<i>I</i>	<i>C</i>
Overall Character	<i>I</i>	<i>I</i>	<i>C</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.5</i>
Existing Visual Quality	<i>0.5</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
VD Visual Quality	<i>0.4</i>

Community Grid Alternative	
Vividness	<i>2.1</i>
Intactness	<i>2.1</i>
Unity	<i>2.5</i>
CG Visual Quality	<i>3.6</i>

Viewpoint 22 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>0.5</i>	<i>0</i>
Viaduct Alternative	<i>0.4</i>	<i>-0.1</i>
Community Grid Alternative	<i>3.6</i>	<i>+3.1</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: Creekwalk sidewalk south of Franklin Square

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 23



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>L</i>	Focus	<i>M</i>
Duration	<i>M</i>	Protection	<i>H</i>
Overall Exposure	<i>M</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>I</i>
Project Form	<i>C</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>I</i>	<i>I</i>
Overall Character	<i>C</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>5.0</i>
Intactness	<i>5.0</i>
Unity	<i>5.0</i>
Existing Visual Quality	<i>5.0</i>

Viaduct Alternative	
Vividness	<i>2.1</i>
Intactness	<i>1.5</i>
Unity	<i>2.5</i>
VD Visual Quality	<i>2.0</i>

Community Grid Alternative	
Vividness	<i>2.1</i>
Intactness	<i>1.5</i>
Unity	<i>2.5</i>
CG Visual Quality	<i>2.0</i>

Viewpoint 23 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>5.0</i>	<i>0</i>
Viaduct Alternative	<i>2.0</i>	<i>-3.0</i>
Community Grid Alternative	<i>2.0</i>	<i>-3.0</i>

Comments

Visual Quality Rating Form

Panel Member Name: *RK*

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Franklin Street at Evans Street

Direction of View: Southeast

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 24



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	<i>H</i>	Attention	<i>H</i>
Extent	<i>M</i>	Focus	<i>H</i>
Duration	<i>H</i>	Protection	<i>M</i>
Overall Exposure	<i>H</i>	Overall Awareness	<i>H</i>
Overall Viewer Sensitivity			<i>H</i>

Compatibility I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	<i>C</i>	<i>I</i>	<i>I</i>
Project Form	<i>C</i>	<i>I</i>	<i>I</i>
Project Materials	<i>C</i>	<i>I</i>	<i>I</i>
Overall Character	<i>C</i>	<i>I</i>	<i>I</i>

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	<i>3.1</i>
Intactness	<i>3.0</i>
Unity	<i>3.5</i>
Existing Visual Quality	<i>3.2</i>

Viaduct Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
VD Visual Quality	<i>0.4</i>

Community Grid Alternative	
Vividness	<i>1.0</i>
Intactness	<i>0.1</i>
Unity	<i>0.1</i>
CG Visual Quality	<i>0.4</i>

Viewpoint 24 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	<i>3.2</i>	<i>0</i>
Viaduct Alternative	<i>0.4</i>	<i>-2.8</i>
Community Grid Alternative	<i>0.4</i>	<i>-2.8</i>

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: North Clinton Street and Genant Drive

Direction of View: South

Affected Viewer Group: Residential, Recreational, Commercial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Neighborhood - Mixed Use

Viewpoint 25



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	L	Attention	L
Extent	M	Focus	L
Duration	L	Protection	M
Overall Exposure	L	Overall Awareness	L
Overall Viewer Sensitivity			L

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	C	C	C
Project Form	C	C	C
Project Materials	C	C	C
Overall Character	C	C	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	4.0
Intactness	4.5
Unity	4.0
Existing Visual Quality	4.2

Viaduct Alternative	
Vividness	4.1
Intactness	3.0
Unity	3.0
VD Visual Quality	3.4

Community Grid Alternative	
Vividness	4.1
Intactness	3.0
Unity	3.0
CG Visual Quality	3.4

Viewpoint 25 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	4.2	0
Viaduct Alternative	3.4	-0.8
Community Grid Alternative	3.4	-0.8

Comments

Visual Quality Rating Form

Panel Member Name:

RK

I-81 Viaduct Project
Onondaga County, New York

Viewpoint Location: West Street at West Genesee Street

Direction of View: East

Affected Viewer Group: Commercial, Industrial, Motorized and Non-motorized Passersby

Landscape Unit: Urban Legacy Industrial

Viewpoint 26



Original View



Visual Rendering : Viaduct Alternative



Visual Rendering : Community Grid Alternative

Viewer Sensitivity			
L= Low M=Moderate H=High			
Viewer Exposure		Viewer Awareness	
Proximity	H	Attention	M
Extent	H	Focus	M
Duration	M	Protection	H
Overall Exposure	H	Overall Awareness	M
Overall Viewer Sensitivity			H

Compatibility			
I = Incompatible C = Compatible			
Alternatives	Existing	Viaduct	Comm Grid
Project Scale	I	I	C
Project Form	I	I	C
Project Materials	I	I	C
Overall Character	I	I	C

Visual Quality Rating Chart	
0.1 - 1.0	Low
1.1 - 2.0	Moderate Low
2.1 - 3.0	Moderate
3.1 - 4.0	Moderate High
4.1 - 5.0	High

Existing Visual Quality	
Vividness	1.0
Intactness	0.5
Unity	0.1
Existing Visual Quality	0.5

Viaduct Alternative	
Vividness	4.5
Intactness	4.5
Unity	5.0
VD Visual Quality	4.7

Community Grid Alternative	
Vividness	4.5
Intactness	4.5
Unity	5.0
CG Visual Quality	4.7

Viewpoint 26 - Change in Visual Quality		
	Score	Change
Existing (No Action Alternative)	0.5	0
Viaduct Alternative	4.7	+ 4.2
Community Grid Alternative	4.7	+ 4.2

Comments