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

6-4-2.1 AFFECTED ENVIRONMENT

Recreational resources include parks, recreational areas, and state and local trails. Recreational resources adjacent to, or near, the Project have the greatest potential for direct effects, but resources located within close viewing proximity of the project alternatives are also considered for potential visual effects (see Section 6-4-3, Visual Resources and Aesthetic Considerations, for further discussion on potential visual effects related to the Project).

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

Table 6-4-2-1 lists the parks and recreational resources identified in the study areas. Figure 6-4-2-1 shows the locations of these parks and recreational resources using the map codes provided in the table. As shown in the table and figure, 42 recreational resources are located in the study areas. There are no wildlife or waterfowl refuge areas or National Natural Landmarks within the study areas. The recreational resources in the study areas comprise a mix of active and passive uses. Active resources generally include opportunities for more exertive physical activities (e.g., playgrounds, sports facilities), and passive resources have a greater emphasis on open space and low levels of development (e.g., picnic areas, walking trails, green space).

<table>
<thead>
<tr>
<th>Map Code</th>
<th>Park or Trail Name</th>
<th>Location</th>
<th>Jurisdiction</th>
<th>Type of Resource</th>
<th>Size</th>
<th>Description/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kennedy Park</td>
<td>114 Grove Street, North Syracuse</td>
<td>Village (North Syracuse)</td>
<td>Active</td>
<td>2.5</td>
<td>Outdoor swimming pool, picnic/pavilion facilities, playground and volleyball court</td>
</tr>
<tr>
<td>2</td>
<td>Onondaga Lake County Park</td>
<td>6790 Onondaga Lake Parkway, Liverpool, NY</td>
<td>County</td>
<td>Active</td>
<td>7.5</td>
<td>Linear greenway featuring trails, waterfront picnic areas, skate and dog parks, playground, and sporting and other recreational spaces</td>
</tr>
<tr>
<td>3</td>
<td>Washington Square Park</td>
<td>Park Street and Lemoyne Avenue</td>
<td>City</td>
<td>Active</td>
<td>3.2</td>
<td>Neighborhood park with basketball court, Little League diamond, playground, picnic pavilion, and monument</td>
</tr>
<tr>
<td>4</td>
<td>Grosso Park</td>
<td>North Salina Street and Alvord Street</td>
<td>City</td>
<td>Passive</td>
<td>0.8</td>
<td>Green space within triangular intersection with trees, grassy areas, and a monument</td>
</tr>
</tbody>
</table>

Table 6-4-2-1
Parklands and Trails Within the Study Areas

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<table>
<thead>
<tr>
<th>Map Code</th>
<th>Park or Trail Name</th>
<th>Location</th>
<th>Jurisdiction</th>
<th>Type of Resource</th>
<th>Size¹</th>
<th>Description/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>DeMong Park</td>
<td>Lodi Street, Kirkpatrick Street, and Union Place</td>
<td>City</td>
<td>Passive</td>
<td>1.0 acres</td>
<td>Green space with trees, grassy areas, and benches</td>
</tr>
<tr>
<td>6</td>
<td>Union Park</td>
<td>North Salina Street and Kirkpatrick Street</td>
<td>City</td>
<td>Active</td>
<td>0.9 acres</td>
<td>Grassy areas, playground, seating areas, and a fountain</td>
</tr>
<tr>
<td>7</td>
<td>Freedom Garden</td>
<td>North Townsend Street and Lodi Street</td>
<td>City</td>
<td>Passive</td>
<td>0.1 acres</td>
<td>Small green space with seating area</td>
</tr>
<tr>
<td>8</td>
<td>Franklin Park</td>
<td>Solar Street and Plum Street</td>
<td>City</td>
<td>Passive</td>
<td>0.9 acres</td>
<td>Downtown park with gardens, a fountain, and etched quotes from Benjamin Franklin</td>
</tr>
<tr>
<td>9</td>
<td>James McGroarty Park</td>
<td>North McBride Street and East Laurel Street</td>
<td>City</td>
<td>Passive</td>
<td>0.8 acres</td>
<td>Green space within McBride Street with grassy areas, trees, and a seating area</td>
</tr>
<tr>
<td>10</td>
<td>Clinton Playlot</td>
<td>Lodi Street and Gertrude Street</td>
<td>City</td>
<td>Active</td>
<td>0.5 acres</td>
<td>Playground, basketball court, grassy areas</td>
</tr>
<tr>
<td>11</td>
<td>Lincoln Park</td>
<td>Robinson Street and Mather Street</td>
<td>City</td>
<td>Active</td>
<td>19.3 acres</td>
<td>Neighborhood park with swimming pool, children’s spray fountain, tennis court, Little League field, playground</td>
</tr>
<tr>
<td>12</td>
<td>Leavenworth Park</td>
<td>Park Avenue and Barker Avenue</td>
<td>City</td>
<td>Active</td>
<td>3.5 acres</td>
<td>Neighborhood park with grassy areas, trees, and a playground</td>
</tr>
<tr>
<td>13</td>
<td>Lemp Park</td>
<td>Fayette Street and Warren Street</td>
<td>City</td>
<td>Passive</td>
<td>0.1 acres</td>
<td>Small green space with benches and public art</td>
</tr>
<tr>
<td>14</td>
<td>Perseverance Park</td>
<td>South Salina Street and West Washington Street</td>
<td>City</td>
<td>Active</td>
<td>0.2 acres</td>
<td>Small green space with terraced lawn area, seating, and public art</td>
</tr>
<tr>
<td>15*</td>
<td>Hoggee Monument</td>
<td>Erie Boulevard East and Oswego Boulevard</td>
<td>City</td>
<td>Passive</td>
<td>0.3 acres</td>
<td>Small green space with grassy areas, seating, trees, and the Hoggee and Mule statue</td>
</tr>
<tr>
<td>16</td>
<td>Firefighter’s Memorial Park</td>
<td>East Genesee Street and South State Street</td>
<td>City</td>
<td>Passive</td>
<td>1.2 acres</td>
<td>Downtown park with firefighter monuments and memorials, a fountain, and a statuary</td>
</tr>
<tr>
<td>17</td>
<td>Ormond G. Spencer Park</td>
<td>East Water Street and University Avenue</td>
<td>City</td>
<td>Active</td>
<td>7.0 acres</td>
<td>Neighborhood park with a Little League field, tennis courts, basketball courts, playground, and a pavilion</td>
</tr>
<tr>
<td>Map Code</td>
<td>Park or Trail Name</td>
<td>Location</td>
<td>Jurisdiction</td>
<td>Type of Resource</td>
<td>Size ¹</td>
<td>Description/Notes</td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>------------------</td>
<td>------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>18*</td>
<td>Forman Park</td>
<td>East Genesee and Almond Street</td>
<td>City</td>
<td>Passive</td>
<td>1.3 acres</td>
<td>Downtown park with monument and police and firefighter memorial</td>
</tr>
<tr>
<td>19</td>
<td>Billings Park</td>
<td>South Salina Street and East Adams Street</td>
<td>City</td>
<td>Passive</td>
<td>0.1 acres</td>
<td>Downtown park with Rock of the Marne monument and Spanish War Memorial</td>
</tr>
<tr>
<td>20</td>
<td>Roesler Park</td>
<td>Montgomery Street and New Street</td>
<td>City</td>
<td>Active</td>
<td>2.6 acres</td>
<td>Neighborhood park with Little League field, full basketball courts, tennis court, and playground</td>
</tr>
<tr>
<td>21*</td>
<td>Wilson Park</td>
<td>McBride Street and Taylor Street</td>
<td>City</td>
<td>Active</td>
<td>2.1 acres</td>
<td>Neighborhood park with the Wilson Community Center, swimming pool, basketball courts, green space, and a playground</td>
</tr>
<tr>
<td>22</td>
<td>Libba Cotten Grove</td>
<td>Castle Street and State Street</td>
<td>City</td>
<td>Active</td>
<td>1.8 acres</td>
<td>Neighborhood park with the Elizabeth “Libba” Cotten Statue, playground, and a basketball court</td>
</tr>
<tr>
<td>23</td>
<td>Dunbar Park</td>
<td>1453 South State Street</td>
<td>City</td>
<td>Passive</td>
<td>0.5 acres</td>
<td>Adjacent to Dunbar Center; includes playground, small green area, basketball court, and recreational blacktop area</td>
</tr>
<tr>
<td>24</td>
<td>Baker Playlot</td>
<td>200 block of Baker Avenue</td>
<td>City</td>
<td>Active</td>
<td>0.5 acres</td>
<td>Neighborhood park with a playground, grassy areas, and seating areas</td>
</tr>
<tr>
<td>25</td>
<td>Heath Park</td>
<td>South Salina Street and Conifer Drive</td>
<td>City</td>
<td>Passive</td>
<td>30.6 acres</td>
<td>Natural area containing open green space</td>
</tr>
<tr>
<td>26*</td>
<td>Connective Corridor</td>
<td>Citywide</td>
<td>County/ Local/ Private</td>
<td>Active</td>
<td>2 miles</td>
<td>Pedestrian and bicycle facilities along local City of Syracuse streets</td>
</tr>
<tr>
<td>27*</td>
<td>Creekwalk</td>
<td>Citywide</td>
<td>City</td>
<td>Active</td>
<td>2.6 miles</td>
<td>Pathway from Armory Square to Onondaga Lake</td>
</tr>
<tr>
<td>28*</td>
<td>Empire State Trail</td>
<td>Statewide</td>
<td>Federal/ State/ Local</td>
<td>Active</td>
<td>360 miles</td>
<td>Statewide off- and on-road trail generally following the historic Erie Canal alignment</td>
</tr>
<tr>
<td>29*</td>
<td>NYS Bicycle Route 11</td>
<td>Statewide</td>
<td>State</td>
<td>Active</td>
<td>320 miles</td>
<td>Marked bicycle route along Route 11 (shared roadway)²</td>
</tr>
<tr>
<td>30</td>
<td>Sankofa Park</td>
<td>2101-11 South Salina Street and Wood Avenue</td>
<td>City</td>
<td>Passive</td>
<td>0.5 acres</td>
<td>Sidewalk/paved path across the site with sandbox, green space and plantings, benches, and a stage area</td>
</tr>
</tbody>
</table>
## Table 6-4-2-1 (cont'd)
Parklands and Trails Within the Study Areas

<table>
<thead>
<tr>
<th>Map Code</th>
<th>Park or Trail Name</th>
<th>Location</th>
<th>Jurisdiction</th>
<th>Type of Resource</th>
<th>Size</th>
<th>Description/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>31</td>
<td>White Oaks Park</td>
<td>408 - 412 Spencer Street</td>
<td>City</td>
<td>Passive</td>
<td>5.63 acres</td>
<td>Main Office and administrative offices for the Parks and Recreation Department; open space</td>
</tr>
<tr>
<td>32</td>
<td>Clinton Square</td>
<td>Erie Blvd. West &amp; North Salina Street</td>
<td>City</td>
<td>Active</td>
<td>0.6 acres</td>
<td>Downtown park, historic elements, seasonal ice skating rink</td>
</tr>
<tr>
<td>33</td>
<td>Hanover Square</td>
<td>East Water &amp; South Warren Streets</td>
<td>City</td>
<td>Passive</td>
<td>0.11 acres</td>
<td>Fountain, plaza, seating areas, landscaping, and benches</td>
</tr>
<tr>
<td>34</td>
<td>Armory Square Park</td>
<td>228 West Jefferson Street (Walton Street and S. Franklin Street)</td>
<td>City</td>
<td>Passive</td>
<td>1 acre</td>
<td>Benches and historic elements</td>
</tr>
<tr>
<td>35</td>
<td>Columbus Circle</td>
<td>Onondaga Ave, E. Jefferson and Montgomery Streets</td>
<td>City</td>
<td>Passive</td>
<td>0.16 acres</td>
<td>Christopher Columbus statue fountain, benches, and landscaping</td>
</tr>
<tr>
<td>36</td>
<td>Clark Reservation State Park</td>
<td>6105 E Seneca Turnpike, Jamesville, NY 13078</td>
<td>State</td>
<td>Active</td>
<td>287 acres</td>
<td>Hiking trails, fishing, playgrounds, pavilions, and picnic tables. Park also includes guided nature walks and numerous exhibits.</td>
</tr>
<tr>
<td>37</td>
<td>Sheridan Playground</td>
<td>Burnet and Midler Aves</td>
<td>City</td>
<td>Active</td>
<td>1.2 acres</td>
<td>Playground/lot</td>
</tr>
<tr>
<td>38</td>
<td>Erie Boulevard Parkway</td>
<td>Parkway south of I-690</td>
<td>N/A</td>
<td></td>
<td>12.81 acres</td>
<td>Roadway</td>
</tr>
<tr>
<td>39</td>
<td>Sunnycrest Park</td>
<td>Bound by Robinson Street, Sunnycrest Road and Caleb Avenue</td>
<td>City</td>
<td>Active</td>
<td>15.93 acres</td>
<td>Includes one lighted softball diamond and one lighted baseball diamond, two turf football fields, and an Olympic running track. The park also has a golf course, six tennis courts and basketball courts.</td>
</tr>
<tr>
<td>40</td>
<td>Cannon Street Park</td>
<td>515 Cannon St. Syracuse</td>
<td>City</td>
<td>Active</td>
<td>0.75 acres</td>
<td>Building, swing set and basketball hoop</td>
</tr>
<tr>
<td>41</td>
<td>Ryder Park / 9/11 Memorial</td>
<td>5368 Butternut Drive, East Syracuse, NY</td>
<td>City</td>
<td>Active</td>
<td>12.78 acres</td>
<td>Park adjacent to the DeWitt Town Hall; includes James L. Guyette Arboretum, butterfly garden, bicycle and exercise trail, canoe launch into Butternut Creek, fishing pond, picnic areas, grills, playground, swings, picnic shelter, and a pavilion with restrooms. The Town of DeWitt 9/11 Memorial is located on Butternut Drive in front of the Town Hall</td>
</tr>
</tbody>
</table>

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Table 6-4-2-1 (cont’d)
Parklands and Trails Within the Study Areas

<table>
<thead>
<tr>
<th>Map Code</th>
<th>Park or Trail Name</th>
<th>Location</th>
<th>Jurisdiction</th>
<th>Type of Resource</th>
<th>Size¹</th>
<th>Description/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>42</td>
<td>Old Erie Canal State Historic Park / Cedar Bay Park</td>
<td>Statewide; Butternut Drive north of Kinnie Road, East Syracuse, NY</td>
<td>State</td>
<td>Active</td>
<td>813.42 acres</td>
<td>36-mile stretch of 363-mile Old Erie Canal that also includes other trails, bench, gazebo, picnic areas, bridle path, fishing, restrooms, grills, swings and 2 picnic shelters.</td>
</tr>
</tbody>
</table>

Notes:
1 This column indicates the full acreage or length of the parkland or trail resource. Figure 6-4-2-1 shows the portion of the resource that falls within the study areas.
3 Park or recreational resource that is within or adjacent to the project limits and is described in further detail in this section.

Sources: ESRI, 2015; Syracuse Department of Parks, Recreation & Youth Programs, http://www.syracuse.ny.us/parks/ Of the 42 recreational resources located within the study areas, 10 resources are located within, immediately adjacent to, or traverse (i.e., trails) the project limits and would have a higher likelihood of being affected by the I-81 Viaduct Project. These 10 resources are described below.

- **Kennedy Park (Map Code #1):** This park, located at 114 Grove Street, is a 2.5-acre city park with a swimming pool, picnic/pavilion facilities, playground, and ball courts.

- **Hoggee Monument (Map Code #15):** Located at 318 Erie Boulevard East, across the street from the Erie Canal Museum, is a 0.3 acre green space with seating and a sculpture of a mule and driver, also known as a hoggee. This monument pays homage to the historic Erie Canal operations.

- **Forman Park (Map Code #18):** Forman Park is a 1.3-acre park flanked by eastbound and westbound Genesee Street near its intersection with Almond Street and the I-81 viaduct. The park has benches, a fountain, and a monument, upon which are three bronze statues representing historical figures of Syracuse. The park also includes a police and firefighter memorial. Improvements at Forman Park were funded under the Land and Water Conservation Fund Act.¹

- **Wilson Park (Map Code #21):** Wilson Park is a 2.1-acre neighborhood park located on the block bordered by South McBride Street, East Taylor Street, Almond Street and the I-81 viaduct, and Jackson Street. The park includes a swimming pool, basketball courts, a playground, and green space for other recreational activities. The site also contains the Wilson Community Center, which offers a variety of recreational, educational, and support programs for children. Wilson Park was a recipient of funds under the Urban Parks and Recovery Act of 1978 for upgrade of the interior recreation center to meet ADA standards, relocation of the playground, and installation of new playground equipment.²

• Connective Corridor (Map Code #26): The City of Syracuse, Onondaga County, and Syracuse University partnered to develop the Connective Corridor, which was complete in Fall 2015. It is an on-street pathway consisting of green-painted bicycle lanes and a number of streetscape enhancements, such as public art, improved lighting, green infrastructure, and tree plantings. The Connective Corridor travels primarily along University Place, East Genesee Street (where it crosses Almond Street beneath the I-81 viaduct), and West Fayette Street.

• Onondaga Creekwalk (Map Code #27): Onondaga Creekwalk (Creekwalk) is an off-road paved path generally following Onondaga Creek through the City of Syracuse. The completed portion stretches 2.6 miles from Armory Square in Downtown Syracuse to Onondaga Lake. The Creekwalk is largely a separated pathway, but it does continue along city sidewalks in some areas, such as along West Washington Street, North and South Franklin Street, and West Genesee Street. It passes beneath I-690 as an off-road path just east of the West Street interchange. The Creekwalk links to other existing paths outside the project limits and the Central Study Area along Onondaga Lake, as well as the Inner Harbor, which includes open space areas and an amphitheater.

• Empire State Trail (Map Code #28): The Empire State 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, with some areas including marked bicycle lanes. Within the Central Study Area, the Empire State 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.

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

• Ryder Park, 9/11 Memorial (Map Code #41): Ryder Park is a 12.78 acre park adjacent to the DeWitt Town Hall and the 9/11 Memorial is located on Butternut Drive in front of the Town Hall. Ryder Park includes James L. Guyette Arboretum, a butterfly garden, bicycle and exercise trail, a canoe launch into Butternut Creek, fishing pond, picnic areas and shelter, grills, a playground, and a pavilion with restrooms.

• Old Erie Canal State Historic Park / Cedar Bay Park (Map Code #42): This 813.42-acre park includes a stretch of the Old Erie Canal trail and also includes other trails, benches, gazebo, picnic areas, bridal path, fishing, restrooms, grills, swings, and two picnic shelters.

Parklands are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. § 303, as amended) and FHWA regulations for implementing the National Environmental Policy Act (NEPA; 23 CFR § 774). A Section 4(f) evaluation for the Project was prepared (see Chapter 7, Draft Section 4(f) Evaluation).
Section 6(f) of the Land and Water Conservation Fund of 1965 (LWCF) (16 U.S.C. § 4601-4) requires that property acquired or developed with LWCF funds shall not be converted to uses other than for public outdoor recreation uses. Coordination with the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) is necessary since it is the state agency responsible for administering the LWCF funds. Consultation with the National Park Service (NPS) is required for final approval if it is determined that a conversion is needed. As noted above, one park near the project limits, Forman Park, received LWCF funds. However, as described later in this section, no portion of Forman Park would be acquired or converted to a non-recreational use under the Project.

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

6-4-2.2 NO BUILD ALTERNATIVE
The No Build Alternative would not change existing parks or recreation areas, as no project-related disturbances or property acquisitions would occur.

6-4-2.3 ENVIRONMENTAL CONSEQUENCES OF THE VIADUCT ALTERNATIVE

6-4-2.3.1 PERMANENT/OPERATIONAL EFFECTS
The Viaduct Alternative would not result in permanent adverse effects to parks and recreational resources, including those that were identified above as being in close proximity to the project limits (see discussion under Section 6-4-2.3.2 for a description of temporary effects during construction).

Under the Viaduct Alternative, the new viaduct would be wider than the existing viaduct to meet current Federal highway design standards. The wider viaduct would be located over existing state right-of-way that is currently used as parkland and is part of Wilson Park. The parkland is permitted in the state right-of-way through a deed between the State of New York and the City of Syracuse. There would be no change in the use of this land as part of Wilson Park, but the wider viaduct would overhang a small section of it, including a portion of the existing basketball courts and an open grass area. The viaduct overhang would be approximately 10 feet wider toward the southern end of the park (including the open grass area) and between three and five feet wider toward the northern end of the park (where the basketball courts are located). The new viaduct would also be about 10 to 15 feet higher than the existing viaduct. The areas beneath the widened viaduct would be retained as parkland and the Viaduct Alternative would not diminish the usefulness of this open space. Therefore, the Viaduct Alternative would not result in permanent adverse effects to Wilson Park.
The Viaduct Alternative would enhance pedestrian and bicycle facilities in Downtown Syracuse, resulting in benefits to existing and planned recreational paths that pass through the Project Area. As detailed further in Chapter 3, Alternatives, streets within the project limits in the Central Study Area would be improved with pedestrian and bicycle enhancements, such as distinctive pavement markings (in compliance with FHWA’s Manual on Uniform Traffic Control Devices [MUTCD]) to clearly define pedestrian and bicycle spaces, signals to facilitate safe crossings for both bicyclists and pedestrians, bollards and traffic islands for pedestrian protection and refuge, and “bump-outs” at sidewalk corners to narrow pedestrian crossings.

Pedestrian and bicycle facilities implemented under the Viaduct Alternative would be designed to connect with existing pedestrian and bicycle infrastructure (including the Connective Corridor and Empire State Trail), and to not preclude planned future improvements outlined in the “Syracuse Bicycle Plan 2040,” thereby improving connectivity with the larger recreational path and trailway network throughout Syracuse. Figure 6-4-2-2 shows proposed bicycle facilities under the Viaduct Alternative in relation to existing and future City bicycle facilities.

Under the Viaduct Alternative, the West Street interchange on I-690 would be rebuilt. As part of this effort, a new path would be built along the west bank of Onondaga Creek between Erie Boulevard and Evans Street, which could be incorporated into the Creekwalk, pending coordination with the City of Syracuse. This would provide a benefit to the Creekwalk by increasing its off-road designated trail components and removing it from existing street sidewalks, enhancing the recreational experience of this trail.

Kennedy Park, Ryder Park, and Old Erie Canal State Historic Park are near recommended noise barriers. These barriers are recommended within transportation rights-of-way. The noise barriers within the transportation rights-of-way would be separated from the parks by local streets or dense vegetation. The roadways and vegetation would help limit views of these barriers from the parks, and the barriers would lower projected noise levels within the parks.

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

6-4-2.3.2 CONSTRUCTION EFFECTS

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

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

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

Forman Park would be adjacent to the construction zone, but no construction activities would
encroach within the park boundary. Sidewalks along the western edge of Forman Park, within the
transportation right-of-way, would be reconstructed in conjunction with reconstruction of the
Genesee Street/Almond Street intersection. A fence may be installed along the western perimeter of
the park for the safety of the public during construction, but access to the park would still be available
from the north, south, and east. Construction activities would also increase noise, vibration, and dust
at the park and would affect views of and from it, but these effects would be temporary. Upon
completion of construction, there would be no permanent effects to the park.

The Hoggee Monument would be in proximity to demolition and reconstruction of I-690 bridges, but
all construction activities would be outside of the park. While construction activities may temporarily
increase noise, dust, and vibration in the vicinity of the monument, the plaza in which the monument
is located would remain accessible during construction.

While construction activities may temporarily diminish user experience of parks and recreational
features near the construction zone due to noise, vibration, dust, visibility of construction activities
and equipment, construction vehicles, traffic detours, and altered or restricted access, these effects
would be short-term. NYSDOT would implement measures to minimize or otherwise mitigate
adverse effects, which include measures to minimize temporary adverse effects on parks and
recreational resources during construction (see Table 4-7 in Chapter 4, Construction Means and
Methods). Upon the completion of construction, all affected facilities would be restored to existing,
or improved, conditions.
6-4-2.3.3 INDIRECT EFFECTS

Since the Viaduct Alternative would replace an existing transportation facility on a similar alignment, it would not result in adverse indirect effects. As discussed in Section 6-2-1, Neighborhood Character, the Viaduct Alternative would not substantially induce growth or development beyond what would occur under the No Build Alternative. Therefore, it would not result in adverse indirect effects with respect to additional users or the development of uses adjacent to parks, trails, and other recreational resources that would change the use experience of the parks. However, the enhanced pedestrian and bicycle facilities implemented with the Viaduct Alternative would result in beneficial indirect effects to parks and recreational resources. The improvements to pedestrian and bicycle facilities within the project limits would provide better connectivity between areas east and west of the I-81 viaduct, potentially providing a greater opportunity for the City of Syracuse to implement its pedestrian and bicycle initiatives. This would enhance connectivity throughout the greater trail and path network within Syracuse.

6-4-2.3.4 CUMULATIVE EFFECTS

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

6-4-2.3.5 MITIGATION

The Viaduct Alternative would not result in operational (permanent) adverse effects to parks and recreational resources in the Project Area. During construction, a portion of Wilson Park would be closed, segments of several trails and pathways where they intersect the project limits would be closed for short periods, and several parks in proximity to construction activities would experience increased noise, dust, vibration, and changes in views at times. Although portions of trails may be inaccessible for short spans of time, trail/path connectivity would be maintained throughout construction. NYSDOT would implement measures to minimize or otherwise mitigate effects, which include measures to minimize temporary adverse effects on parks and recreational resources during construction (see Table 4-7 in Chapter 4, Construction Means and Methods). Furthermore, these would be temporary conditions, and these resources, including Wilson Park, would be returned to their current uses, in the same or improved condition, upon the completion of construction.

A portion of Wilson Park would be closed for about three years during construction. To mitigate this temporary loss of parkland, NYSDOT would make improvements within the portion of the park that would remain open. Prior to construction, a basketball court would be constructed west of the bleachers in the location of the former tennis court, so that two basketball courts would be maintained for use during construction. A third hoop and backboard would be added to the new court as well as benches. Other improvements include adding new shade trees, a new water fountain in the basketball court area, new pavement for access from Jackson Street and other fence, pedestrian gates, and parking.
improvements. Once construction is complete, the existing eastern basketball court would be reconstructed and the adjacent lawn area would be graded and reseeded. Thus, the park would be returned to include its current uses, in the same or improved condition, upon the completion of construction.

Access to all other parks and recreational resources would be maintained during construction. Construction duration would be minimized to the extent feasible and practicable at each location to minimize effects to parks and recreational resources. Where path and trail segments are temporarily impeded (e.g., due to intersection closures and demolition or reconstruction of the viaduct), detours would be established to route users around the construction zone, which would be incorporated into the Project’s measures to minimize or otherwise mitigate effects, as listed in Table 4-7.

6-4-2.4 ENVIRONMENTAL CONSEQUENCES OF THE COMMUNITY GRID ALTERNATIVE

6-4-2.4.1 PERMANENT/OPERATIONAL EFFECTS

The Community Grid Alternative would not result in adverse effects to parks and recreational resources. Enhancement to pedestrian and bicycle facilities would be beneficial to these resources. Under the Community Grid Alternative, the I-81 viaduct would be demolished and Almond Street would be reconstructed. Almond Street and other roadways in the project limits would be enhanced with pedestrian and bicycle facilities as described in Chapter 3, Alternatives. The pedestrian and bicycle facilities would be designed to connect with existing pedestrian and bicycle infrastructure (including the Connective Corridor and Empire State Trail) and to not preclude planned future improvements outlined in the “Syracuse Bicycle Plan 2040,” thereby improving connectivity with the larger recreational path and trailway network throughout Syracuse. In addition, removal of infrastructure at the I-690/West Street interchange would allow potential path improvements to the Creekwalk, pending coordination with the City of Syracuse, as described under the Viaduct Alternative. Figure 6-4-2-3 shows proposed bicycle facilities under the Community Grid Alternative in relation to existing and future City bicycle facilities.

Within the project limits, Almond Street would be reconstructed as a two-way urban arterial with a 7.5- to 30-foot-wide planted center median, adding new green space to this corridor. The reconstructed corridor would also include dedicated cycle tracks as well as shared use (bicycle and pedestrian) paths, and vegetated buffers between the cycle tracks/shared use paths, sidewalks, and the roadway. Other notable pedestrian and bicycle facilities in the project limits associated with the Community Grid Alternative include new sidewalks along Crouse and Irving Avenues between Burnet Avenue and Genesee Street, as well as a new bicycle/pedestrian path on the west side of State Street between James Street and the Empire State Trail on Water Street. A two-way raised cycle track would be provided on the west side of State Street between James Street and the Empire State Trail on Water Street.

There is opportunity under the Community Grid Alternative to provide new open space resources in the area near James Street and near Dr. Martin Luther King, Jr. East (MLK, Jr. East).

Kennedy Park, Ryder Park, and Old Erie Canal State Historic Park are near recommended noise barriers. These barriers are recommended within transportation rights-of-way. The noise barriers within the transportation rights-of-way would be separated from the parks by local streets or dense
Figure 6-4-2-3

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


Map of Proposed City Bicycle Facilities near the southern interchange of I-81 and BL-81.

Existing and Proposed Bicycle Facilities - Community Grid Alternative

Figure 6-4-2-3
vegetation. The roadways and vegetation would help limit views of these barriers from the parks, and the barriers would lower projected noise levels within the parks.

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

6-4-2.4.2 CONSTRUCTION EFFECTS

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

Construction activities would also increase noise, vibration, and dust at the park and would affect views of and from it, but these effects would be temporary.

There are some other parks and recreational resources in the Project Area that would experience temporary effects associated with construction activities for the Community Grid Alternative. The designated trailways and bicycle facilities that cross the construction zone (i.e., Crouse Avenue, Irving Avenue, Almond Street, I-690, etc.) would be subject to temporary closures or detours at these intersections to protect pedestrian and bicyclist safety. These include the Connective Corridor crossing along Genesee Street, the Empire State Trail crossing along Water Street under the I-81 viaduct, New York State Bicycle Route 11 along State Street under I-690, and the Onondaga Creekwalk under I-690. Pedestrian and bicycle access would be temporarily restricted for one to two months and several times during construction in areas where pedestrian and bicycle facilities pass through the construction area. Connection of trail and path segments on either side of the construction activities would be provided via designated and clearly marked detours on nearby local streets. Since these effects would be temporary, and overall use of the trails and paths would not be impeded, they would not constitute adverse effects.

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

While construction activities may temporarily diminish user experience of parks and recreational features in close proximity to the project limits due to construction noise, visibility of construction activities and equipment, construction traffic, and altered or restricted access, these effects would be short-term. NYSDOT would implement measures to minimize or otherwise mitigate effects, which include measures to minimize temporary adverse effects on parks and recreational resources during construction (see Table 4-7 in Chapter 4, Construction Means and Methods). Upon the completion of construction, all affected facilities would be restored to existing, or improved, conditions.

**6-4-2.4.3 INDIRECT EFFECTS**

As discussed in Section 6-2-1, Neighborhood Character, the Community Grid Alternative may enhance development interest in the existing I-81/Almond Street corridor in Downtown Syracuse due to the removal of the I-81 viaduct. The potential new development and growth-inducing effects of this alternative would not result in adverse indirect effects to parks and recreational resources. Existing parks and recreational resources would be able to accommodate additional usage from new development and any adjacent land development would be executed in accordance with local, approved planning regulations/guidance. Indirect effects to parks and recreational resources under the Community Grid Alternative would be largely beneficial. The improvements to pedestrian and bicycle facilities within the project limits would provide better connectivity between areas east and west of the existing I-81 viaduct as compared to existing conditions and the No Build Alternative, potentially providing a greater opportunity for the City of Syracuse to implement its pedestrian and bicycle initiatives. This would enhance connectivity throughout the greater trail and path network within Syracuse.

**6-4-2.4.4 CUMULATIVE EFFECTS**

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

**6-4-2.4.5 MITIGATION**

The Community Grid Alternative would not result in operational (permanent) adverse effects to parks and recreational resources in the Project Area. A portion of Wilson Park (the basketball court and adjacent lawn) would be closed during construction, segments of trails and pathways would be closed where they intersect the construction zone for short periods, and several parks near the construction
zone may experience increased noise, dust, vibration, and changes in views at times. NYSDOT would implement measures to minimize or otherwise mitigate effects, which include measures to minimize temporary adverse effects on parks and recreational resources during construction (see Table 4-7 in Chapter 4, Construction Means and Methods). Furthermore, these conditions would be temporary and affected areas would be returned to their current use, in the same or improved condition, upon the completion of construction.

A portion of Wilson Park would be closed for about two years during construction. To mitigate this temporary loss of parkland, NYSDOT would make improvements within the portion of the park that would remain open. Prior to construction, a basketball court would be constructed west of the bleachers in the location of the former tennis court, so that two basketball courts would be available for use during construction. After construction, a third hoop and backboard would be added to the new court as well as benches. Other improvements include adding new shade trees, a new water fountain in the basketball court area, new pavement for access from Jackson Street, and other fence, pedestrian gates, and parking improvements. Once construction is complete, the existing eastern basketball court would be reconstructed and the adjacent lawn area would be graded and reseeded. Thus, the park would be returned to include its current uses, in the same or improved condition, upon the completion of construction.

Access to all other parks and recreational resources would be maintained during construction. Construction duration would be minimized to the extent feasible and practicable at each location to minimize effects to parks and recreational resources. Where path and trail segments are temporarily impeded (e.g., due to intersection closures and demolition or reconstruction of the viaduct), detours would be established to route users around the construction zone, which would be incorporated into the Project’s measures to minimize or otherwise mitigate effects, as listed in Table 4-7 in Chapter 4, Construction Means and Methods.