

Summary of Alternatives

Social, Economic, and Environmental Effects

Viaduct Alternative

Community Grid Alternative (PREFERRED ALTERNATIVE)

Local and Regional Economy

- No substantial changes to the movement of passenger vehicles and freight
- No changes in travel patterns to hotels, truck stops, or Destiny USA

- Provides multiple local traffic routes for vehicles and freight
- Minimal reduction in pass-by trips to hotels, truck stops, and Destiny USA; potential increase in pass-by customers for businesses on BL 81 south of I-690
- Potential increase in economic activity from improved connectivity between Downtown and Southside and University Hill; however, any induced development likely limited to infill development consisting of smaller-scale, highway-oriented retail and service business uses. Limited availability of developable parcels within the Project Area would limit potential for broader market effects, i.e., gentrification.

Historic and Cultural Resources

National Register-eligible/listed properties adversely affected:

- 11 historic buildings, representing 10 historic properties
 - 9 properties individually NRHP-listed or eligible
 - 2 properties contribute to a historic district



National Register-eligible/listed properties adversely affected:

- 0 historic properties

Parks and Recreational Resources

Temporary easement during construction on 0.12 acres within Wilson Park for **three** years

Temporary easement during construction on 0.12 acres within Wilson Park for **two** years

Visual Resources and Aesthetic Considerations

Beneficial visual effects from:

- Replacement of aging and deteriorating infrastructure
- Streetscaping enhancements

Adverse visual effects from:

- Increased visibility of transportation-related infrastructure due to increased scale of the new viaduct and ramps
- Reduction in the density of the adjacent built environment from the removal of 24 buildings and one structure (a smokestack)
- Removal of historic and modern buildings that contribute to the aesthetic character of Downtown
- Noise barriers

Beneficial visual effects from:

- Removal of elevated highway structures
- Removal/replacement of aging and deteriorating infrastructure
- Streetscaping enhancements
- Creation of extended views to surrounding areas
- Daylighting of areas that are currently cast in shadows from existing highway infrastructure

Adverse visual effects from:

- Partial obstruction of existing views by safety fencing
- Noise barriers



Proposed



Existing

Connective Corridor –
East Genesee Street at South
McBride Street



Proposed